

## **GLASGOW BUS PARTNERSHIP STEERING GROUP (BPSG) TERMS OF REFERENCE**

The vision of the Glasgow Bus Partnership Steering Group is of a City and City Region where bus services form part of a network of connectivity enhancing the opportunities and wellbeing of those who live or visit here; providing safe, affordable, enjoyable connections; and reducing road congestion, noise and air pollution.

The Group has been convened with the purpose of effecting a voluntary Bus Services Partnership Agreement between Glasgow City Council, SPT and bounding Councils (the local transport authorities) and bus services operators.

### **Objectives**

as a priority to secure for the City of Glasgow, the Glasgow City Region and the bounding Council areas Scottish Government Bus Partnership Funds including the Fund launched in November 2020 and any successor funds or funding opportunities

to secure for the City of Glasgow, the Glasgow City Region and the bounding Council areas a network of public transport bus services that improves connectivity and enhances the opportunities, safety and wellbeing of those who live in, visit or work in the region

to secure quality public transport bus services for passengers and those others who could benefit from bus service use including reviewing current networks, frequencies, fares, facilities and customer feedback

to restore confidence in and the resilience of bus services following the impact of Covid 19 and review changing transport needs and patterns

to secure commitment to decision making on road use, place making, safer streets, sustainable transport modes, location of services and facilities having regard to the relevance of bus travel and its place in the reduction of congestion, noise and air pollution and enhancing wellbeing

to promote recognition of bus services as a prime means of passenger transport and thereby work to a target of passenger growth of 25% from 2022-2027 from a baseline of 2019

to secure bus priority measures in the management of local, trunk and M-ways as essential to increasing bus patronage, the connectivity of the City Region, reduction of congestion and noise and air pollution

to promote the use and development of bus services as a necessary adjunct to achieving air quality improvement and control including within formal LEZ initiatives

to identify and promote the aspirations and differing needs of passengers (not a homogenous group) with particular regard to accessibility

to promote a Passengers Charter (or equivalent) to support the objectives of the partnership

to have cognisance of the statutory framework set out for schemes and partnerships in the Transport (Scotland) Act 2019 which will amend the Transport (Scotland) Act 2001 and that such statutory framework has as its purpose the enhancement of bus services for the public with obligations on local transport authorities and operator

## **Membership**

The Group will be chaired by an independent Chair appointed by Glasgow City Council following consultation and agreement of the Group.

The members of the Group will be drawn from:

Glasgow City Council

East Dunbartonshire Council

West Dunbartonshire

Inverclyde Council

Renfrewshire Council

East Renfrewshire Council

North Lanarkshire Council

South Lanarkshire Council

Strathclyde Partnership for Transport SPT

Bus Users Scotland

Confederation of Passenger Transport CPT

First Glasgow

Stagecoach West of Scotland

McGills Buses

West Coast Motors

### **Observers**

Transport Scotland

### **Others by invitation or request including but not limited to**

Transport Focus

MACS

Community Transport (CTA; Glasgow CTA)

Police Scotland

Scottish Road Works Commissioner

Representation from smaller operators

Clyde Gateway URC [SPT will provide liaison]

Glasgow Airport [SPT will provide liaison]

Chamber of Commerce

### **Secretariat**

The Secretariat to the Group and Chair will be provided by Glasgow City Council. The Secretariat will be responsible for convening meetings of the Group.

### **Meetings and working groups**

The Group will meet at such frequency as is required to secure its objectives but monthly at minimum. The detailed work of the Group will be undertaken in Working Groups (sub-groups) which can draw on expertise beyond membership of the Group.

## **Participation**

Members of the Group will ensure that their participation is supported by their respective organisations (governance) and that they are committed to working to agree a Bus Services Partnership Agreement. Members will be responsible for providing data and other evidence necessary to the deliberations of the Group and Working Groups. Evidence which is indicated as confidential will be restricted in circulation.

## **Key deliverables and performance indicators**

The Group will identify key deliverables and performance indicators (targets) which could include in relation to

bus priority measures ready for implementation within 12 months

journey times

journey speeds

service frequencies

punctuality and reliability

fleet profiles (emission levels/accessibility/loading) passenger volumes/  
bus patronage data

service gaps and network agility

infrastructure improvements and traffic regulation bus corridors/lanes

bus stop clearways

traffic lights management

bus gates

parking, waiting, loading restrictions

facilities around bus travel

stops, interchanges, toilets, cycle storage, lighting, CCTV

agreed service standards for operators

agreed service standards for Councils (rapid reaction repairs, maintenance, information, enforcement)

customer engagement and research

## **Sources of information**

The Group will be informed by the local Transport Strategies of the membership Councils, the City Region and SPT; the National Transport Strategy; the Connectivity Commission Reports; Transport Focus bus passenger surveys; Bus Users Scotland annual reports and passenger surveys; and such other research and policies relevant to the objectives of the Group.

## **Timescales**

The Group will identify a timescale for a formal Bus Partnership Agreement.