

Future of Strathclyde Bus Services

Notice of Motion

Motion received in terms of Standing Order No 20 on 16 October 2023, proposed by Councillor Joe Fagan, seconded by Councillor Gerry Convery, as follows:-

“This Council notes:-

- ◆ The ‘Strathclyde Regional Bus Strategy and Delivery Plan: Case for Change’ report presented to Strathclyde Partnership for Transport’s Board on 29 September 2023.
- ◆ That the evidence-based report has found that bus use is in ‘sustained, long-term decline’ in Strathclyde, with bus patronage, the size of bus networks, bus service frequency and network coverage all falling.
- ◆ That despite decline in bus networks, bus fares continue to rise in Strathclyde at a higher rate than inflation and at a higher rate than the cost of travelling by other modes of transport.
- ◆ That the current model of bus service has failed to deliver integrated London-style ticketing or an integrated approach to public transport planning.
- ◆ That in 2021/22 public sector support represented 56 per cent of bus operator revenues in Scotland.

This Council believes:-

- ◆ The current deregulated model of bus provision is inadequate and that there is now a compelling case for changing the model of bus provision across Strathclyde.
- ◆ A new model of bus provision will enable bus services and public transport across Strathclyde to contribute more towards a healthier environment, inclusive economic growth and an improved quality of life for the people and communities of Strathclyde.

This Council agrees to write to SPT and the Scottish Government to communicate its view that:-

- ◆ A new model of bus provision for Strathclyde must be developed that is integrated and democratically accountable.
- ◆ A new model of bus provision must contribute towards Regional Transport Strategy objectives and policies set out by SPT.
- ◆ The Scottish Government must support local authorities and transport authorities seeking to replace deregulated bus models with models of regulation or common ownership, with fair funding and regulation that respects the autonomy and democratic wishes of Scotland’s communities and regions.

A democratically accountable Strathclyde-wide bus franchise should be progressed to improve bus services across the region and realise the ambitions of the Regional Transport Strategy.”