



SPT response to impacts of Covid-19 pandemic and preparations for COP26 – presentation

Committee Operations

Date of meeting 20 August 2021

Date of report 26 July 2021

Report by Chief Executive

1. Object of report

To outline the content of a presentation to be given to the present meeting of the Operations Committee regarding SPT's ongoing response to the Covid-19 pandemic and preparations for the United Nations Climate Change Conference, 26th session of the Conference of the Parties (COP26) to be held in Glasgow in October-November 2021.

2. Background

Members will recall from previous reports and presentations that SPT is devoting significant energies to helping address the impacts of the Covid-19 pandemic on the transport system of the west of Scotland, and also preparations for COP26. Given the current fluid nature of both these issues, the presentation affords the opportunity to give members the most up-to-date information available and to discuss any points therein.

3. Outline of proposals

The presentation will cover the wide breadth of SPT activity in relation to both the pandemic and COP26, from planning to operations, and will also cover relevant activity by external partners. Further, specifically in relation to the pandemic, there will be an update on current transport trends and statistics for the west of Scotland.

4. Conclusions

Both the Covid-19 pandemic and COP26 are, in very different ways, two of the most significant events to face the west of Scotland transport system for many years. Given their timing and nature, both events are fluid and subject to sudden change, and SPT's ongoing response to both has remained similarly flexible and reactive, always with the view of getting the best outcome for the people and communities of our region who rely on the transport network. The presentation will bring members up-to-date with current activity in regards to both, and officers will continue to advise members of progress via reports and presentations as matters continue.

5. Committee action

The Committee is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>None at present.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

Name Valerie Davidson
Title Assistant Chief Executive

Name Gordon MacLennan
Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* at bruce.kiloh@spt.co.uk.

Covid-19 response and preparing for COP26 - SPT update

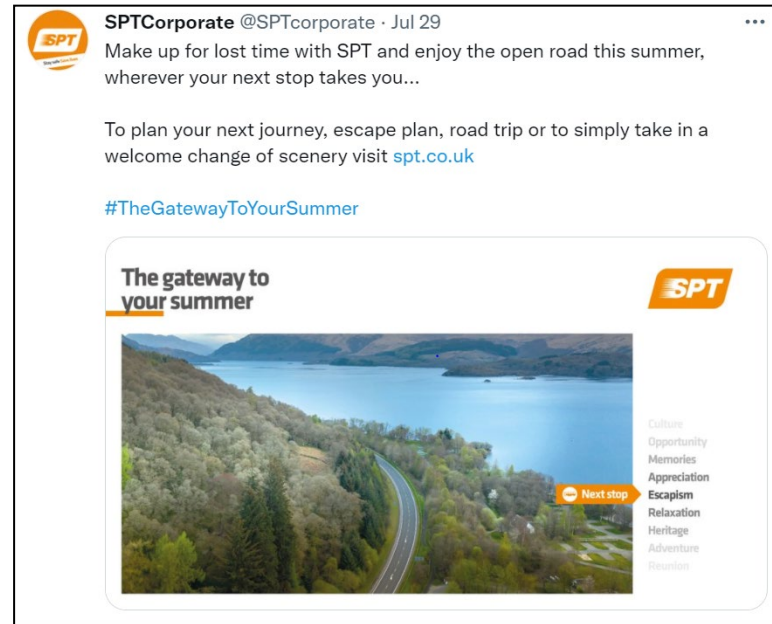
Operations Committee

20 August 2021



- Beyond Level 0, easing of restrictions
- Current, up to date picture of SPT's response / Key issues
- Preparations for COP26
- Long-term impacts of Covid pandemic on public transport

- All SPT operations remain open for business
- Getting busier
- Continuing to follow government guidance
- Comms – social media
- Continuing support for staff, all staff emails
- Funding



- No closures, at all, due to Covid-19. All credit to our staff who have turned up day after day
- Passenger numbers pre-Covid typically 38,000 to 47,000 per day
- Since March 2020, numbers have been as low as c.1,200, however, current figures are on average c.20,000 daily and slowly rising
- With the return of football, we have seen 31,000
- It is evident that there is a reduction in mask wearing during larger scale events
- Unfortunately anti-social behaviour, proportionally to patronage, is high
- With the easing of restrictions, Subway is adapting to new to Scottish Government recommendations, however, careful monitoring of this situation will be maintained
- Subway Modernisation has continued, albeit at a slower pace (completion of the stabling shed extension, tunnel work, gauging improvements, etc)



- Continued operation throughout the pandemic.
- Covid restrictions / impact
- Supported bus services – patronage levels around 60-65% of pre-Covid levels – circa 80,000 per week.
- This week – commercial bus services 65-70% of pre-Covid levels.
- MyBus / CT – Demand Increasing, vax trips
- Schools fully returned August 2021
- Buchanan Bus Station – services busy, tours and coastal.
- Regular TS / operator liaison



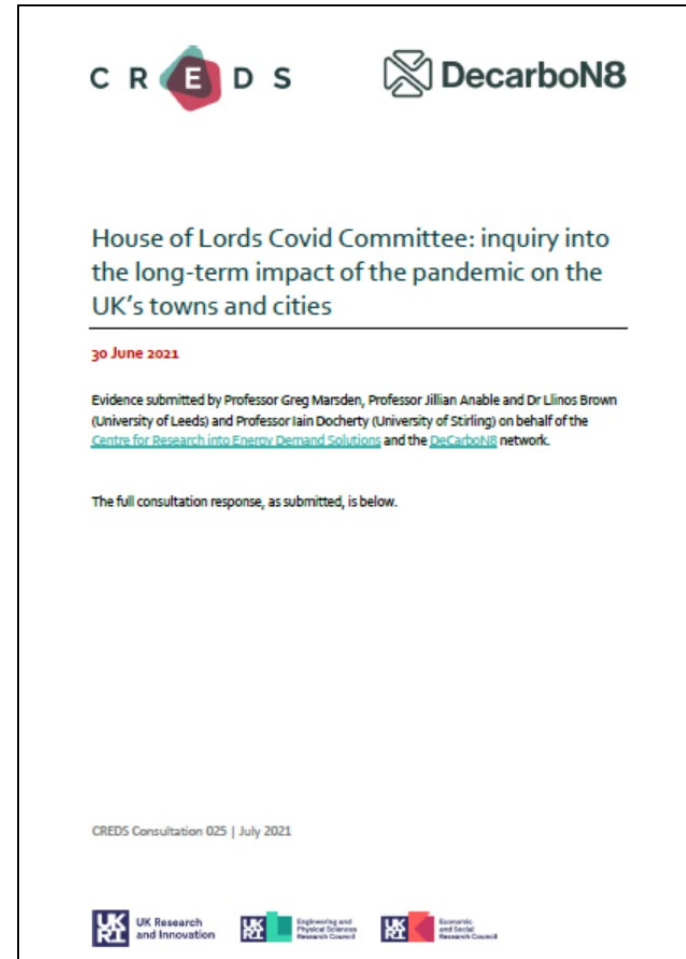
COP26 preparations



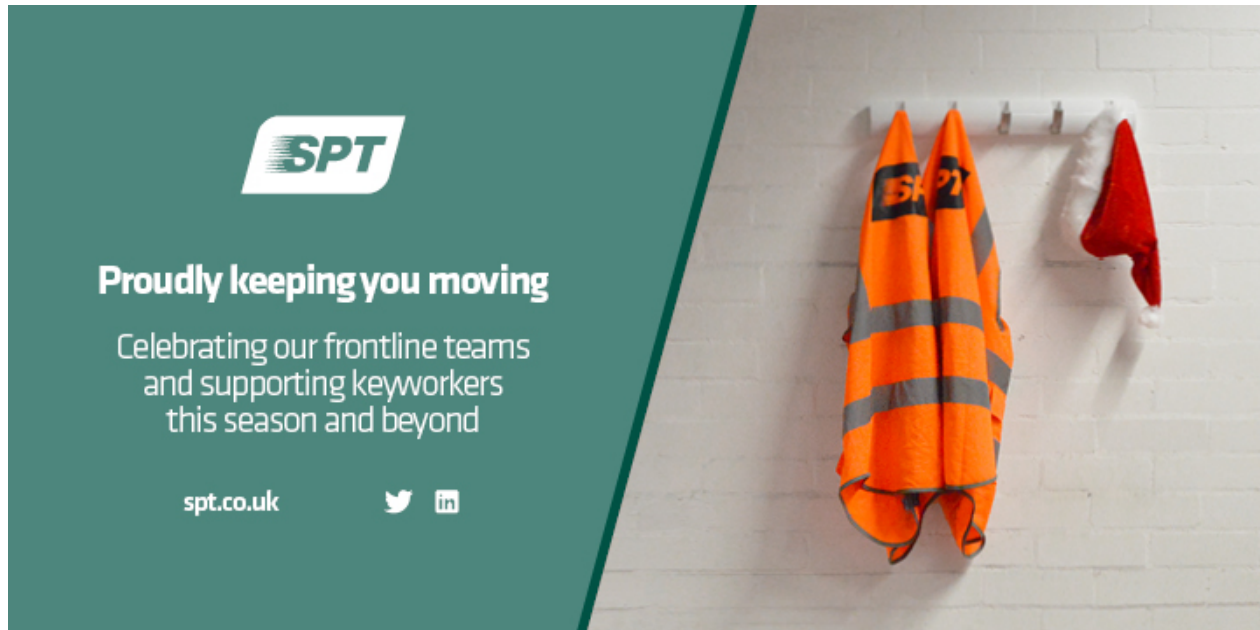
- Transport Co-ordination Group (TCG), SPT chair COP26 Bus & Coach Forum, Subway represented on Multi-Agency Rail Group,
- Zero Emission Shuttle Bus Tender
- Support for Transport Coordination Centre (06:00 to 00:00 throughout event)
- Impact of road closures (Inc. Clydeside Expressway)
- Only additional demand on Subway operating hours is for Sunday 31 October and Sunday 7 November (10:00 – 20:00hrs and 08:00 – 20:00hrs respectively).
- Peak service will be maintained throughout the day, where demand emerges
- Emergency Services have conducted Subway site visits, engagement with Police intelligence
- Additional stewards to assist Subway staff with crowd management and platform safety duties
- Annual leave embargo during event period
- Cyber-security
- SPT COP26 Operations Plan and Cost Profile submitted for approval by event organisers at end of July
- Ongoing liaison with GCC, SG / TS, and UKG



- COVID19 Transport, Travel and Social Adaptation Study – University of Leeds. co-funders include Transport Scotland and SPT.
- Results emerging over coming year – further surveys, interviews, business / employees.
- Response to HoL Covid Ctte inquiry on impact of Covid on towns and cities – end June 2021



- **Changing nature of employment** – 4% WFH pre-Covid, rose to 55% part / full WFH during pandemic. Significant urban / rural variations. Future likely to be hybrid? – huge impact on sustainability of public transport networks.
- **An uncertain future for public transport -**
 - 1-2 years of “transition period” to settle
 - Demand likely to be lower – rail 80% of pre-Covid levels, bus higher, but still very uncertain.
 - Likely to be reduction in peak-hour journeys, and business travel on rail – massive impact on sustainability of PT networks.
- **Ongoing government financial support for PT during “transition period” essential** – otherwise a major reduction in services
- **Potential rise in inequality** – 60% of those using PT during pandemic had “no other option” – any further service cuts will impact those who need PT most the hardest
- **Key considerations for future:**
 - The pandemic has highlighted the importance of our PT networks
 - How do we fund PT?
 - Messaging and promotion – need to counter the “don’t use PT” messaging of early lockdowns



- Business as usual
- Adapting to growth in passengers
- Funding / Covid support grant
- COP26
- Regional Transport Strategy