

joining up
journeys

SPT

committee minute

Strathclyde Partnership for Transport

Minute of Operations Committee meeting

3 September 2010

held at: Consort House, Glasgow

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Minute of the meeting of the Strathclyde Partnership for Transport's Operations Committee held in Consort House, Glasgow, on 3 September 2010

Present Councillors Denis McKenna (Chair), David Fagan, Charlie Gilbert (deputy), Bill Grant, Mark Griffin, Tommy Morrison, Alan Moir and appointed members Tom Hart, Ronnie Mellis and Bill Ure.

Apologies Councillors Jonathan Findlay, William Hendrie, Marie McGurk, Eddie Phillips, Chris Thompson and David Wilson.

Attending Kirsten Clubb, Committee Clerk, Gordon MacLennan, Chief Executive, Eric Stewart, Assistant Chief Executive (Operations) and Neil Wylie, Director of Finance & HR.

Also Attending John Yellowlees, First ScotRail.

1. Declaration of interest

The committee noted that there were no declarations of interest.

2. Minute of previous meeting

The minute of the meeting of 25 June 2010 (issued) was submitted and approved as a correct record.

Arising from the minute with regard to page 4, paragraph 7, Mr Stewart advised members that, although various bus operators had been approached regarding the provision of an express direct bus service from Newarthill to Glasgow via Carfin, Jerviston and Calder on a commercial basis, no interest had been received.

3. Public transport services monitoring report

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There was submitted a report (issued) of 18 August 2010 by the Assistant Chief Executive (Operations)

- (1) informing the committee of the latest trends in the number of passengers carried and the reliability of services directly operated and supported by the Partnership and on ScotRail services in the SPT area; and
- (2) providing information on the current status of SPT's six point bus action plan for the continuing improvement of bus service delivery within the region, together with regulating and fleet profile statistics.

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After considerable discussion and having heard Messrs Stewart and Yellowlees in answer to members' questions, the committee

- (a) noted the contents of the report; and
- (b) agreed
 - (i) that First ScotRail be requested to provide national figures for all rail services in order that a comparison could be made against rail services within the SPT area; and
 - (ii) that a report on the provision of Park & Ride statistics for all First ScotRail stations within the SPT area should be submitted to the next Strategy & Programmes Committee.

4. Subsidised local bus service contract recommendations – financial implications

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There was submitted a report (issued) of 18 August 2010 by the Assistant Chief Executive (Business Support) advising the committee of the financial implications of members' possible decisions relating to the remaining items on the agenda.

After discussion, the committee noted the report in relation to the financial implications of awarding any contracts and agreed to give due consideration to these implications when making decisions on these contracts.

5. Homologation of subsidised local bus contracts

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There was submitted a report (issued) of 25 August 2010 by the Assistant Chief Executive (Operations)

- (1) informing members
 - (a) that, following changes made by Western Buses Ltd to its commercial network in the Cumnock and Skares areas and the subsequent withdrawal by SPT of subsidised service 347A from Skares, SPT had invited tenders to provide a replacement local bus service operating four journeys per day between Sinclairston and Holmhead via Skares and Cumnock to meet the needs of the rural community;
 - (b) that due to the high cost of tenders received, discussions had taken place with Coalfield Community Transport to operate the four journeys on service 347A, based on the organisation applying for a section 22 permit to enable fares collection and being reimbursed for operating free of charge until the licence was received; and
 - (c) that contract LS053A Sinclairston – Skares – Cumnock – Holmhead had been awarded to Coalfield Community Transport at a cost of £70 per day from 4 May 2010 until the section 22 permit was received and thereafter until 16 July 2011; and

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- (2) advising members that following the withdrawal of service 32 Beith – Glengarnock – Kilbirnie by Western Buses Ltd on 28 June 2010, a temporary contract had been awarded to Western Buses Ltd at a cost of £600 per week from 28 June 2010 to 27 November 2010, in order that longer term tenders could be invited.

After considerable discussion on the nature, complexities and weaknesses of the current bus market, the committee noted the action taken to maintain social necessary bus services.

6. Award of subsidised local bus service contracts

After consideration of a report (issued) of 26 August 2010 by the Assistant Chief Executive (Operations) on tenders received for the award or renewal of subsidised local bus service contracts, the committee agreed to the award or otherwise of the undernoted contracts:-

Agenda Item No	Contract	Operator	Contract amount	Decision
6. Click here				
Award of subsidised local bus services	Contract LS055A Galston – Fenwick – Southcraigs – Kilmarnock (service 332)	-	-	Continue temporary arrangements until more sustainable arrangements could be implemented. Cost of tenders received too high.
	Contract LS059 Hamilton – Little Earnock (service 226)	First Glasgow (No 2)	£4,125	Accept. Lowest tender. Contract period 28 November 2010 to 16 July 2011.
	Contract LS060 Kilbirnie – Beith (service 32)	Western Buses	£19,800	Accept. Lowest tender. Contract period 29 November 2010 to 16 July 2011.
	Contract LS08B4 Strathclyde Business Park – Bellshill (service 299)	Irvine's Coaches	£12,225	Accept. Lowest tender. Contract period 29 November 2010 to 15 July 2011, subject to confirmation of a 25% contribution from Strathclyde Business Park.
7. Click here				
Renewal of subsidised local bus service contract	Contract 5659G Barrhead to Glasgow (service 303)	First Glasgow	£67,815	Accept. Lowest tender. Contract period 28 November 2010 to 13 July 2011.

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7. Homologation of temporary subsidised local bus contracts – recent developments

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There was submitted and noted a report (issued) of 23 August 2010 by the Assistant Chief Executive (Operations)

- (1) informing members that First Glasgow had recently submitted changes to its commercial network to the Scottish Traffic Commissioner which would result in gaps in local bus provision in some areas, particularly in the evenings and at weekends from mid September 2010;
- (2) advising members that recognising the impact that the withdrawal of some services would have on the travelling public, SPT had invited bids for temporary provision and had awarded the following short-term contracts:-
 - contracts LS063T Kinning Park – Silverburn (service 53), LS064T Toryglen - Castlemilk (service 74) and LS065T Glasgow City Centre - Baljaffray/Duntocher (service 118) to First at a package cost of £549 per week from 19 September 2010 to 29 January 2011;
 - contract LS066T Lanark Interchange – Larkhall – Hamilton (service 231) to First at a cost of £258 per week from 20 September 2010 to 30 January 2011; and
 - contract LS067T Caldercruix – Airdrie - Coatbridge to a Trip in Time at a cost of £165 per week from 13 September to 29 January 2011.

8. Amendments to subsidised local bus services – Croy Interlink

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There was submitted and approved a report (issued) of 23 August 2010 by the Assistant Chief Executive (Operations)

- (1) outlining the background to the operation of the Croy Interlink services which were three bus services linking Croy Rail Station with Kilsyth (service 349), Carrickstone (service 348) and Blackwood/Twechar (service 344/345), with a flat fare of 50p being charged and carriage restricted to passengers travelling to/from the station;
- (2) reminding members
 - (a) that at the time of the rail franchise exercise in 2004, SPT continued to argue that the three rail feeder services should be included within the franchise commitments; and
 - (b) that up until the point of the rail franchise management being transferred to Transport Scotland, SPT had recovered the cost of the rail feeder services either through the special rail grant, or from 2007, the rail reserve which was a fund generated from the revenue risk income from the rail fare policies; and
- (3) explaining

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- (a) that following the reduction in funding and contraction in the commercial bus network, SPT was currently projecting a significant overspend on its budget for maintaining bus services in 2010/2011 and required to reduce its commitments; and
 - (b) that as there was no budget for the rail feeder services and funding was not provided from either the franchise operator or Transport Scotland, the services had been examined to identify where expenditure could be reduced with least inconvenience to travellers;
- (4) advising members
- (a) that it was considered that withdrawal of the current service 349 represented the most effective option of various options considered with a reduction in costs to SPT of approximately £80,600 per year;
 - (b) that withdrawal of the current service 349 would only affect Barrwood residents travelling to Croy Station, most of whom could use the commercial service provided by Canavan by walking to Airdrie Road/Howe Road;
 - (c) that the majority of that area was within 700 yards of the relevant bus stops; and
 - (d) that, in addition, to make better use of available resources, it was proposed to make some minor modifications to service 344 to maintain some early and peak hour service 349 Croy-Barrwood links which the Canavan service did not currently operate; and
- (5) recommending
- (a) that the current service 349 be discontinued at a saving of approximately £80,600 per year; and
 - (b) that the fares be brought in line with the standard SPT fare scales producing an estimated additional annual saving of £40,000 on the cost of the other Croy services.

9. Rail timetable alterations 2010 - 2011

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There was submitted and noted a report (issued) of 20 August 2010 by the Assistant Chief Executive (Business Support)

- (1) reminding members that as part of their Rail Franchise commitments, First ScotRail hosted a bi-annual timetabling conference to inform the Regional Transport Partnerships of any alterations to the contracted timetable;
- (2) detailing proposals by First ScotRail for alterations to local rail services programmed to commence in 2010/11 which would generally deliver improvements for passengers in the SPT area;
- (3) highlighting

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- (a) that the new service linking Airdrie and Bathgate would enable opportunities for longer strategic journeys across the central belt potentially improving access to jobs, education, leisure and shopping; and
 - (b) that the new and re-allocated rolling stock would increase comfort and capacity on many routes; and
- (4) explaining
- (a) that the amendments proposed to East Coast Mainline services would be closely monitored to ensure that a satisfactory level of service remained between the Motherwell area and Edinburgh as well as longer distance opportunities for passengers from the West of Scotland to the north east of England and beyond; and
 - (b) that, similarly, SPT would work with rail industry partners to ensure that infrastructure associated with the now cancelled GARL project was used for the maximum benefit of the travelling public in the west of Scotland.

After discussion and having heard Mrs Davidson in further explanation, the committee

- (i) noted the terms of the report; and
- (ii) agreed
 - (A) that SPT would continue to liaise and work with industry partners to ensure that rail services across the region, and beyond, continued to be enhanced wherever possible;
 - (B) that consultation meetings would be arranged to discuss future changes/enhancements to rail services where specific changes were proposed; and
 - (C) that as access to jobs, education and leisure remained a prime objective, SPT would undertake to monitor any alterations to the public transport network to ensure that this goal was met.

10. Transport Summit Conference 2010

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There was submitted a report (issued) of 23 August 2010 by the Secretary

- (1) informing member that papers had been received inviting member attendance at the Transport Summit Conference 2010 to be held in Glasgow on 10 September 2010;
- (2) advising members this interactive one day conference would explore the transport priorities for Glasgow and the west of Scotland to ensure that the region could compete successfully in domestic and global markets; and
- (3) requesting that the committee consider whether it would be appropriate for members to attend the above conference.

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After discussion the committee agreed

- (a) that a maximum of 4 members should attend the conference;
- (b) that any members interested in attending should contact the Committee Clerk following the meeting; and
- (c) that a report on the conference would be submitted to a future committee.