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committee minute

## **Strathclyde Partnership for Transport**

### **Minute of Operations Committee meeting**

**15 September 2006**

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 15 September 2006

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- Present** Councillors Davie McLachlan (Chair), Robert Campbell, Eric Forbes, Alan Lafferty, John Mason, Billy McCaig (deputy), Linda McColl, Barry McCulloch, John McDowell, Tom Selfridge, Alan Stewart and Alistair Watson and appointed members Mr Tom Hart, Mr Eric Stewart and Mr Bill Ure.
- Apologies** Councillors Eileen Logan and Alan Moir (deputy).
- Attending** Valerie A. Bowen, Assistant Clerk; Valerie Davidson, Assistant Chief Executive (Business Support); John Halliday, Assistant Chief Executive (Transport & Strategy); George Heaney, Director of Operations and Hazel Martin, Director of Rail.

### 1. Terms of Reference

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The terms of reference for the Operations Committee, which were approved at the Strathclyde Partnership for Transport meeting on 18 August 2006, were submitted and noted.

### 2. CCTV at First ScotRail Stations: Stage 11

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After consideration of a report (issued) of 6 September 2006 by the Chief Executive recommending grant funding of First ScotRail for the installation of closed circuit television at Branchton, Cambuslang, Dumbarton East, Hartwood, Hillington East, Kennishead, Kilpatrick, Newton (new car park), Nitshill, Shotts, Thornliebank and Whinhill rail stations together with additional cameras at Auchenleck, Ayr, Bishopbriggs, Carluke, Craigendoran, Crosshill, Helensburgh Central, Irvine, Johnstone, Kilwinning, Lanark and Lenzie rail stations, the Committee agreed to recommend that the Partnership, through the Chair's Committee due to the urgency involved,

- (1) grant fund First ScotRail up to £1m. for the installation of the cameras; and
- (2) approve a draw on the Rail Reserve of £72,000 per annum to cover the revenue costs for the duration of the Rail Franchise.

### 3. Subsidised local bus service recommendations - Treasurer's report

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There was submitted a report (issued) of 8 September 2006 by the Treasurer advising the committee of the financial impact of members' possible decisions relating to the remaining items on the agenda.

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After consideration, the committee noted the report in relation to the financial impact of awarding any contracts and managing the award of contracts within the constraints of the existing budgets and agreed to have regard to them when making decisions on these matters.

#### **4. Review of Ring'n'Ride and Dial-a-Bus Sunday Services**

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With reference to the minute of the Strathclyde Passenger Transport Authority's Operations Committee of 2 September 2005 (page 3, paragraph 7) when that Committee had agreed to introduce Dial-a-Bus and Ring'n'Ride services on Sundays on all contracts, there was submitted a report (issued) of 14 August 2006 by the Chief Executive

- (1) advising members that, although in general the services had been well used in comparison to the weekday evening service provision that they had replaced, the following three services had been identified as not being well used:

Service 700 Carrick Ring'n'Ride (contract 6988E);  
Dial-a-Bus M1 Cumnock and Doon Valley (contract 9556B); and  
Service 800 Lanark Ring'n'Ride (contract 9581A); and

- (2) recommending that, after service on Sunday, 8 October, 2006,
  - (a) the Sunday operation on contracts 6988E and 9556B be withdrawn due to the high subsidy cost per passenger; and
  - (b) the dedicated bus used to operate contract 9581A be withdrawn and the continued operation of the service be provided by utilising the spare capacity on adjoining services M19 and 900.

After consideration, the committee approved the recommendations at (2) above.

#### **5. Proposed changes to subsidised bus services**

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After consideration of a report (issued) of 5 September 2006 by the Chief Executive on proposed changes to a number of subsidised bus services, the Committee agreed

- (1) that the timetable and route of service 347 Ayr - Cumnock - Sorn (contract 6941K) be revised from Sunday 8 October 2006 to improve reliability;
- (2) that the timetable and route of service 356 Cumnock - Sorn (contract 6942D) be revised from Sunday 8 October 2006 to reflect revised passenger demand;
- (3) that service 317 Garelochhead - Portincaple (contract 8914T2) be cancelled after operation on Friday 6 October 2006 due to the high subsidy cost per passenger trip of £48;
- (4) that service 360 Ayr - Girvan - Portpatrick (contract 6985B) be revised as detailed in the report at an additional annual cost of £2,080, effective from Sunday 8 October 2006;

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- (5) that the route and timetable of service 121 Victoria Infirmary - Govan (contract 3699) be revised to operate via Helen Street to improve access to ASDA Govan from Sunday 8 October 2006;
- (6) that service 374 Shawlands - Pollok (contract 5603E) be revised from 28 September 2006 to provide a more direct route between Giffnock, Thornliebank and Pollok;
- (7) that the Sunday route and timetable of service 81 Linnvale - Duntocher (contract 2823E) be revised to operate via Parkhall from Sunday 8 October 2006;
- (8) that the evening and Sunday route of service 344 Croy Station - Twechar (contract 2802A) be revised from Sunday 8 October 2006 to operate via both housing estates in Twechar to minimise walking distances; and that service 403 Croy Station - Cumbernauld (contract 2865) be revised to operate via Smithstone and Blackwood to compensate;
- (9) that experimental journeys be introduced as service 210 between Lanark and Wishaw Hospital from Sunday 8 October 2006 to 17 July 2007 at an additional cost of £12,220 per year on contract 9581A;
- (10) that changes be made to the subsidised bus services on Arran from 22 October 2006 primarily to provide earlier journeys from Corriecravie, Lagg and Kildonan but requiring Shiskine passengers on the journey to travel via Lochranza; and
- (11) that the route of service 72 in the Balornock area of Glasgow be revised to reinstate a link to and from the local post office.

## 6. Order of Business

In terms of Standing Order no. 3.4, the Committee agreed to vary the order of business as hereinafter minuted.

## 7. Award of subsidised bus service contracts

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After consideration of a report (issued) of 22 August 2006 by the Chief Executive, the committee agreed to the award of four new bus service contracts and the renewal of one bus service contract as undernoted:-

<b>Contract</b>	<b>Operator</b>	<b>Contract Amount</b>	<b>Equivalent Annual Cost</b>	<b>comments</b>
Contract 0950A Partick-Stobhill Hospital (service 8)	First Glasgow	£102,930	£36,328	Revised start date of 8 October 2006
Contract 4974A Cambuslang-East Kilbride (service 172)	Henderson Travel	£106,759 (pro rata)	£37,679	Award for period of 6 months extended on a monthly basis until the results of any BRDG application were resolved

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<b>Contract</b>	<b>Operator</b>	<b>Contract Amount</b>	<b>Equivalent Annual Cost</b>	<b>comments</b>
Contract 5664B Paisley-Foxbar (service 63)	Lippen Coaches	£81,600	£28,800	Based on alternative tender with revised start date of 9 October 2006
Contract 2867A Kirkintilloch-Twechar (service 327)	Henderson Travel	£59,148	£32,262	Based on alternative tender with slightly revised timetable
Contract 6801E Millport-Cumbrae Slip (service 320)	Cumbrae Coaches	£16,555	£39,720	Renewal To be fully funded from Rural Transport Grant

#### **8. Contracts 4865 and 4976A: Lanark - Biggar**

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There was submitted a report (issued) of 7 September 2006 by the Chief Executive

- (1) informing members of a proposal by Blue Bus to operate an hourly, daytime unsubsidised bus service between Biggar and Livingston via Lanark from 2 October 2006;
- (2) explaining that SPT currently provided a subsidy to Irvine's Coaches of Law to operate (a) an hourly daytime service 191 between Biggar and Lanark (contract 4976A) and (b) early morning, evening and Sunday journeys between Biggar and Lanark (contract 4865) ;
- (3) advising members that, in the past, it had been SPT's position that when a commercial service was provided on an existing subsidised route, the contract with the subsidised operator had either been suspended or cancelled to meet the requirements of the Transport Act 1985 Section 92(1) which obliged tendering authorities not to act in an anti-competitive manner by inhibiting competition between persons providing or intending to provide public transport services; and
- (4) recommending that the same approach be followed in this case.

After consideration, the Committee

- (a) agreed that contract 4976A with Irvine's Coaches be suspended and contract 4865 amended from 2 October 2006; and
- (b) noted that there would be an aggregate monthly saving to SPT of approximately £2,340.

#### **9. Kilmarnock Hopper Bus : Future funding**

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There was submitted a report (issued) of 6 September 2006 by the Chief Executive,

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- (1) advising members of a request from East Ayrshire Council for SPT to fund the Kilmarnock Hopper Bus service following the expiration of the initial contract funded by Morrisons supermarket store as part of a planning condition on 27 January 2007; and
- (2) recommending that the Committee
  - (a) agree that no action be taken to secure the service beyond its contracted end date ; and
  - (b) note that informal discussions would take place with Stagecoach Western on possible enhancements of its existing service to Morrisons store.

After consideration and having heard Mr Heaney in answer to members' questions, the Committee agreed to continue consideration of the report to a future meeting.

#### **10. Bus service to Riverside Business Park, Irvine**

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There was submitted a report (issued) of 24 August 2006 by the Chief Executive

- (1) informing members
  - (a) that SPT, in partnership with Scottish Enterprise Ayrshire, had funded two bus services (contract nos 6792B and 6794A) to Riverside Business Park, Irvine, since they commenced in July 1999; and
  - (b) that SPT had managed both contracts at no cost to Scottish Enterprise Ayrshire;
- (2) explaining that Scottish Enterprise Ayrshire had intimated that it would no longer support the services after 29 September 2006;
- (3) highlighting the current cost of both services, passenger numbers and analysis of travel patterns;
- (4) concluding that the only element of the current network that was well used was between Kilwinning and Riverside Business Park; and
- (5) recommending that the Committee agree that the Kilwinning - Riverside Business Park element of service 311 (contract 6792B) be funded by SPT from 30 September 2006 to 17 July 2007 at a cost of £3,915 to enable tenders to be invited for alternative provision and be reported to a future committee.

After consideration, the Committee approved the recommendation at (5) above.

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**11. Demand Responsive Transport Services: Proposed increase of advance trips**

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With reference to the Strathclyde Passenger Transport Authority's Operations Committee minute of 20 January 2006 (page 3, paragraph 5) when that Committee had agreed that the maximum number of advance bookings on Demand Responsive Transport (DRT) services be increased from 24 single trips per year to 48 trips per year from Sunday 26 February 2006, subject to caveats to ensure that these arrangements did not adversely affect other passengers, there was submitted a report (issued) of 22 August 2006 by the Chief Executive informing members that, following operational experience and continued fine tuning of DRT resources, it was felt that the current 2 single trips every 2 weeks could be doubled to 2 single trips per week without affecting adversely other passenger travel patterns.

After consideration, the Committee agreed that the number of advance DRT bookings be increased to 2 single trips per week with effect from 15 October 2006.

**12. SPT administration of Community Transport Hospital Visiting Service**

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There was submitted a report (issued) of 5 September 2006 by the Chief Executive,

- (1) informing members
  - (a) that CTG, which was a voluntary organisation, operated a number of community transport services in the Glasgow area with funding from the UCTI (Urban Community Transport Initiative) and the usage of the services required pre-booking by passengers;
  - (b) that the services were funded by the Scottish Executive and the NHS and the scheme was supervised by a steering group chaired by Glasgow City Council on which SPT was represented; and
  - (c) that due to the initial short lead time to introduce the current UCTI scheme, bookings were taken manually and were paper based;
- (2) explaining that it was accepted generally that administration by SPT through access to the SPT Demand Responsive Transport (DRT) Unit would enable a more effective and efficient delivery of these services by utilising the existing SPT DRT base for passenger location details and the Trapeze booking system to process the bookings and the estimated uplift and set-down times;
- (3) outlining the procedure which would apply to CTG bookings should the Committee agree to them being administered by SPT;
- (4) highlighting that the current funding package for the UCTI ended in March 2008 and any provision beyond that was subject to future Scottish Executive funding for the initiative; and

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- (5) recommending that the Committee agree to the administration of the UCTI bookings by SPT for a trial period of up to six months with all costs incurred being recharged to UCTI.

After consideration and having noted that additional staff would not be required in the DRT Unit during the experimental period, the Committee approved the recommendation at (5) above.

### 13. Requests for subsidised local bus services

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There was submitted a report (issued) of 25 August 2006 by the Chief Executive, advising members of various requests for the provision of subsidised local bus services.

After discussion and having heard Mr Heaney in further explanation and in answer to members' questions, the committee

- (1) agreed not to take any further action in respect of the local subsidised bus service requests at paragraphs (a) - (g), (j), (n), (o) and (q) - (s) of the report; and
- (2) approved the recommendations in respect of the undernoted requests: -

<b>Request</b>	<b>Decision</b>
Provision of a subsidised bus service between North Dryburgh Road, Wishaw and Wishaw Town Centre on Monday-Friday evenings and all day Saturday and Sunday  (item h)	The committee agreed that tenders be invited
Re-instatement of a direct subsidised bus service between Knockentiber and Kilmarnock  (item i)	The committee noted that alternative tenders were being invited to start in July 2007, the results of which would be considered at a future meeting
Re-instatement of a direct subsidised bus service between Paisley and Houston  (item k)	The committee noted that, although no action would be taken to reinstate a direct service due to the provision of alternative subsidised services, officers would review the connection at Johnstone and revise service X6A if required
Re-timing of service 68 Glasgow-Balmore-Torrance from 1705 hrs to 1720hrs  (item l)	The committee agreed that the timetable be reviewed and re-timed if it could be achieved with minimal effect on other passengers



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<b>Request</b>	<b>Decision</b>
Provision of an evening and Sunday facility on service 65 Glasgow City Centre  (item m)	The committee noted that, although no action would be taken to provide these services at this stage, tenders would be invited for an optional timetable to operate evenings and Sundays with a start date in July 2007
Provision of a subsidised bus service in Pinmore Street, Nitshill, Glasgow  (item p)	The Committee agreed that the route of subsidised bus service 374 be revised from 28 September 2006 at an additional annual cost of £3,744

#### **14. Vandalism issues affecting subsidised local bus services**

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There submitted a report (issued) of 7 September 2006 by the Chief Executive

- (1) advising members
  - (a) that vandalism and anti-social behaviour posed significant problems in the operation of bus services, with the risk to passenger and driver safety being the area of greatest concern. Such problems could also lead to either temporary or long-term disruption to services, with attendant hardship and inconvenience to local communities; and
  - (b) that SPT endeavoured to meet such challenges in respect of its subsidised bus services by engaging with the various parties involved to seek solutions to specific problems, including meetings at which the bus operators, Strathclyde Police, local members and SPT officers were present;
- (2) explaining
  - (a) that, although SPT had entered into a partnership-working initiative in which a dedicated police officer had been seconded to SPT in the role of Public Transport Liaison Officer, as a result of a funding gap for 2006-2007, the post had been restructured and the dedicated officer returned to mainstream duties; and
  - (b) that it had been agreed that an officer would be available at Force headquarters to assist SPT, on an ad-hoc basis, in progressing actions on any vandalism issues; and
- (3) highlighting the current situation with subsidised local bus services suspended or diverted as a result of vandalism attacks.

After consideration and having heard Mr Heaney in further explanation, the Committee

- (i) noted the current situation; and

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- (ii) agreed that the Partnership continue to be pro-active in seeking solutions which would serve to minimise the impact of vandalism and anti-social behaviour issues on subsidised local bus services.

**15. Additional item**

In terms of Standing Order no 3.2, the Committee agreed to consider the following item of business.

**16. Larkhall line - Sunday services**

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There was submitted a report (tabled) of 14 September 2006 by the Chief Executive

- (1) updating the Committee on the success of the Larkhall line service; and
- (2) seeking the introduction of a Sunday service on the route by way of a pre-Christmas trial, subject to funding.

After consideration and having heard Mrs Martin in further explanation, the Committee agreed, in view of the timescale involved,

- (a) that the Director of Rail continue to seek information on patronage and data from First ScotRail on the costs of introducing Sunday services on the Larkhall Line;
- (b) that the Director of Rail work in partnership with Transport Scotland/First ScotRail to progress the earliest possible introduction of Sunday services, including the identification of appropriate funding; and
- (c) that an update on progress and funding implications for the Partnership be submitted to a future committee meeting.