Proposed renewal of subsidised local bus service contracts

Committee Operations

Date of Meeting: 21 January 2011     Date of Report: 11 January 2011

Report by Assistant Chief Executive (Operations)

1. Object of report

To seek approval from the Committee to award tenders for the renewal of a number of subsidised local bus service contracts due to expire in 2011.

This paper affects East Dunbartonshire, East Renfrewshire, Glasgow, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire Council areas.

2. Background

SPT subsidises services that are not provided by the commercial market but are considered socially necessary in accordance with adopted guidelines. A proportion of these contracts expire in 2011 and tenders have been sought for their renewal.

The current financial environment has placed significant cost pressures on SPT’s revenue budget. To address these pressures there is a need to identify measures that will reduce the current local bus budget overspend and maximise value for the public purse.

Attachment A lists tenders advertised. Operators wishing to bid must submit compliant tenders but optional prices are also considered whereby the operator may submit an optional vehicle specification, route or timetable changes that would offer efficiency savings to SPT. Operators are also invited to package contracts where this may provide better value for money.

Tenders were also invited for optional contracts where the vehicle would be provided by SPT. In such circumstances the vehicle(s) would be leased to the operator thereby reducing the ongoing revenue costs.

This report details the results of the tenders received and the recommended action. Where tenders were invited for optional contracts, only one contract can be awarded.

3. Outline of proposals

Copies of all timetables are available on request.
In an attempt to achieve lower tender prices, operators were given the flexibility to package contracts. As a result, the Committee is asked to consider the undernoted for award:

(a) **Contract 2827J** : Milngavie – Monklands Hosp – Kilsyth (services 47/47A/147)
(b) **Contract 2829H** : Torrance – Glasgow City Centre (services 68/71)
(c) **Contract 2838F** : Glasgow – Kirkintilloch – Moodiesburn (services 72/178)
(d) **Contract 2867D** : Kirkintilloch – Twechar (service 327)
(e) **Contract 4761B** : Carnbroe - Chapelhall – Salsburgh (service 16)
(f) **Contract 4833H** : Hairmyres - Whitehills (service 399)
(g) **Contract 4840E1** : East Kilbride – Uplawmoor (service 395)
(h) **Contract 4846M** : East Kilbride Rail & Bus Stations – Hamilton (service 13)
(i) **Contract 4898U** : North Motherwell – Bellshill (service 209)
(j) **Contract LS006D** : Wishaw Local (service 93)
(k) **Contract LS010B** : Hamilton – Whitehill (service 227) and Hamilton – High Earnock (service 228)
(l) **Contract LS059A** : Hamilton – Little Earnock (service 226)
(m) **Contract LS074** : Coatbridge – Moodiesburn – Shettleston (services 245/310)

The lowest tender prices for the above contracts were received in the form of Package 14909 submitted by Henderson Travel. The total package price received was £2,101,295 with the acceptance of options offered for some contracts. Acceptance of the package will result in an annual saving of £216,360 on the lowest individual prices submitted for tenders. The majority of contracts will operate from 17 July 2011 until 12 July 2014 and will achieve an annual saving of £452,079 on current prices.

Details of contract dates together with the costs apportioned to each contract and a summary of each service are contained in the paragraphs below.

### Contract 2827J: Milngavie – Monklands Hosp – Kilsyth (services 47/47A/147)

The cost apportioned to contract 2827J within this package is £143,289 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £47,806. The current annual cost to operate this service is £133,211. This represents an annual saving of £85,404 on the current costs of this contract.

The operator submitted this option for contract 2827J based on the vehicles being provided by SPT. In addition, the Monday to Saturday daytime service will now be operated commercially.

The timetable continues to provide hourly links between Milngavie, Cumbernauld and Monklands Hospital during Monday to Saturday daytime and between Kilsyth, Cumbernauld and Monklands Hospital on a Sundays and Monday to Saturday evenings.

### Contract 2829H: Torrance – Glasgow City Centre (service 68/71)

The cost apportioned to contract 2829H within this package is £64,240 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £21,432.
This contract price is based on the vehicle being supplied by SPT.

The current contract (2829G) includes service 72 Glasgow to Kirkintilloch via Lenzie. To improve timetable efficiency service 72 will be operated under contract 2838F from July 2011.

Services 68, 71 and 271 currently operate between Torrance and Buchanan Bus Station. Service 71 provides an hourly afternoon service from 1500 hrs Monday to Saturday via Bishopbriggs. Service 271 operates hourly each evening and all day Sunday, also via Bishopbriggs. Service 68 operates peak journeys Monday to Friday from Buchanan Bus Station to Torrance via Bardowie.

Changes have been made to the timetable in response to written notification from the current operator, Henderson Travel, of its intention to withdraw the commercial daytime service prior to 1500 hrs. Subsidised service 71 will therefore operate on a regular frequency Monday to Saturday daytime between Torrance and Buchanan Bus Station via Bishopbriggs Cross, Springburn shopping centre and Baird Street.

Service 71A, previously service 271, will operate an hourly frequency every evening between Torrance and Buchanan Bus Station via Bishopbriggs, Springburn and Keppochhill Road.

**Contract 2838F : Glasgow - Kirkintilloch - Moodiesburn (service 72/178)**

The cost apportioned to contract 2838F is £333,733 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £111,346. This contract price is based on the vehicles being supplied by SPT.

Service 72 currently operates Monday to Saturday on an hourly frequency between Kirkintilloch and Buchanan Bus Station via Lenzie Rail Station, Robroyston, Springburn and Keppochhill Road. At peak evening times two of the outward journeys operate from Buchanan Bus Station extend to Torrance with one returning and one outward from Torrance. Minor changes were made to the timetable to improve efficiency.

Minor changes were made to the timetable for service 178 Moodiesburn to Kirkintilloch via Chryston and Lenzie Rail Station to improve timetable efficiency. Service 178 operates an hourly frequency Monday to Saturday between 0800 and 1800 hrs.

Taken together, contracts 2829H and 2838F represent an annual saving of £105,518 on the current operating cost for these services which is £238,175.

**Contract 2867D : Kirkintilloch - Twechar (service 327)**

The cost apportioned to contract 2867D is £112,636 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £37,579. The current annual cost to operate this service is £39,063. The package represents an annual saving of £1,484 on the current operating costs of this contract.
This option is based on one journey Monday to Saturday being operated by a diverted service 47A from Monklands Hospital thus providing an additional link for passengers.

This service currently provides an hourly link each evening and all day Sunday between Kirkintilloch and Twechar via Waterside. No changes have been made to the timetable.

**Contract 4761B : Carnbroe – Chapelhall - Salsburgh (service 16)**

The cost apportioned to contract 4761B is £132,015 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £44,045. The current annual cost to operate this service is £83,611. This tender represents an annual saving of £39,566 on the current operating costs of this service.

This option is based on the vehicle being provided by SPT.

On Monday to Friday a mainly hourly service is provided between Carnbroe and Chapelhall. On Saturdays this route is extended to both Coatbridge and Salsburgh.

**Contract 4833H : Hairmyres - Whitehills (service 399)**

The cost apportioned to contract 4833H is £52,040 for the contract period 18 July 2011 until 11 July 2014 equivalent to an annual cost of £17,394. The current annual cost to operate this service is £20,489. This represents an annual saving of £3,095 per year on the current operating costs of this contract.

This service provides three morning and evening journeys, Monday to Friday, directly linking the southern parts of East Kilbride with both Hairmyres Hospital and the adjacent rail station. Minor changes were required to realign departure/arrival times with the trains timetable at Hairmyres Station. The timetable may require further modification following subsequent First ScotRail timetable changes.

Service 399 operates 3 early morning and 3 return journeys Monday to Friday.

**Contract 4840E1 : East Kilbride – Uplawmoor (service 395)**

The cost apportioned to contract 4840E1 is £477,932 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £159,456. The current annual cost to operate this service is £185,016. This represents a saving of £25,560 per year on the current operating costs of this contract.

Contract 4840E1 is based on the vehicles required for the service being provided by SPT.

The existing timetable and route will be amended to improve efficiency and meet school requirements. The service operates hourly Monday to Saturday between East Kilbride and Uplawmoor via Hairmyres, Mearns Cross, Eastwood Toll and Neilston. The route is to be withdrawn from Fairweather Place but diverted to serve the Mearnskirk area which has previously been requested.
**Contract 4846M : East Kilbride Rail & Bus Stations – Strathaven - Hamilton (service 13)**

The cost apportioned to contract 4846M is £177,019 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £59,060.

In response to written notification from the current operator Henderson Travel of its intention to withdraw the Sunday daytime commercial journeys on the service, a revised timetable was drawn up. This will continue to provide an hourly link between Hamilton and East Kilbride Station via Quarter, Glassford and Chapelton every evening and all day Sunday from July 2011. The operator will continue to provide a commercial service Monday to Saturday mainday.

The current annual cost to operate this service is £47,687. This represents an additional spend of £11,373 per year on the current operating costs of this contract. This additional cost, however, this reflects the additional Sunday daytime service detailed above.

**Contract 4898U : North Motherwell – Bellshill (service 209)**

The cost apportioned to contract 4898U is £111,170 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £37,090. The current annual cost to operate this service is £42,692. This represents a saving of £5,602 per year on the current operating costs of this contract.

Service 209 currently operates an hourly service every evening between North Motherwell and Bellshill via New Stevenston. If awarded, contract 4898U would be improved provision by including an additional journey on Sundays departing Bellshill Cross at 1645 hrs to meet a gap in provision between Motherwell and North Motherwell at this time as a result of changes in the commercial network.

**Contract LS006D : Wishaw Local (service 93)**

The cost apportioned to contract LS006D is £28,373 for the contract period of one year from 17 July 2011 until 14 July 2012. The current annual cost to operate this service is £55,842. This represents a saving of £27,469 per year on the current operating costs of this contract.

The contract is based on the vehicle being provided by SPT. Furthermore, the operator suggests withdrawing the Monday to Saturday evening journeys on subsidised service 193 between Parkside and Pather on contract LS024 due to very low patronage along North Dryburgh Road and reduce the subsidy on contract LS024 by £800 per week or £41,600 per year. The Sunday 193 timetable would be retained. Monday to Saturday subsidised service 248 would be extended to operate via Pather and diverted via West Coltness, to substitute for the evening withdrawal outlined above. The operator has submitted a revised 248 timetable.
**Contract LS010B : Hamilton – Whitehill (service 227) and Hamilton – High Earnock (service 228)**

The cost apportioned to contract LS010B is £29,786 for the contract period from 17 July 2011 until 12 July 2014 equivalent to an annual cost of £9,937. The current annual cost to operate this service is £10,677. This represents a saving of £740 per year on the current operating costs of this contract.

No changes have been made to the current timetable, which provides an hourly main-day Sunday timetable.

**Contract LS059A : Hamilton – Little Earnock (service 226)**

The cost apportioned to contract LS059A is £8,588 for the contract period of 12 months from 17 July 2011 until 12 July 2012. The current annual cost to operate this service is £7,124. This represents an additional £1,464 per year on the current operating costs of this contract.

No changes have been made to the current timetable, which provides several additional late evening journeys on this route.

**Contract LS074 : Coatbridge – Moodiesburn – Shettleston (service 245/310)**

The cost apportioned to Henderson Travel for contract LS074 is £430,474 for the contract period 17 July 2011 to 16 July 2016. A further apportionment of £585,000 is necessary for WJC Buses. This totals £1,015,474 for the full contract period from 17 July 2011 until 16 July 2016, equivalent to an annual cost of £203,095. Henderson Travel specified that this contract, within package 14909, would be jointly operated with WJC Buses. This is acceptable to SPT. Two vehicles will be operated by WJC Buses and one by Henderson Travel.

The route is a merger of existing services 133, 245 and 310 providing improved journey opportunities, service levels and operational efficiency. Service 310 will be improved from a 75 minute headway to hourly each day. The current annual cost of these services is £373,573 and this represents an annual saving of £170,478.

This price is based on vehicles being provided by SPT.

**Summary**

The award of Package 14909 at a cost of £2,101,295 submitted by Henderson Travel together with the contract submission by WJC Buses for LS074 would achieve a saving of £216,360 compared to the lowest individual prices received on the above contracts, and an annual saving of £452,079 on current prices. An additional £41,600 is saved through consequent modifications to contract LS024.

**(b) Contract 4424B : South Lanarkshire Adaptable Bus**

The lowest tender prices for the above contracts were received in the form of Package 14902 submitted by Stuarts Coaches. The total package price received was £545,400.
Both contracts operate a combination of local, schools and local council social requirements. Contract 4424B incorporates travel for pupils in the North Lanarkshire areas of Monklands and Motherwell together with vocational journeys to and from colleges and subsidised local bus service 10 that operates an hourly service between Wishaw General Hospital and Carluke via Wishaw Cross and Law Village Monday to Saturday evening and on Sundays daytime and evening. The two schools incorporated within this contract are Calderhead High School and St Patricks Primary, both Shotts.

A similar arrangement has been set up for contract 4424B but the subsidised local bus service within this contract is service 317 that operates between Hamilton and Lanark via Larkhall, Garrion Bridge and Crossford. This operates an hourly service Monday to Saturday evening between 1800 and 2350 hrs and on Sundays between 0900 and 2352 hrs.

The cost apportioned to contract 4424B within this package is £272,700 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £90,800. The current annual cost to operate this service is £123,000 (85.51% SPT and 14.49% South Lanarkshire Council). This represents an annual saving of £32,200 on the current costs of this contract (£27,534 SPT and £4,666 South Lanarkshire Council.

The cost apportioned to contract 4427A within this package is £272,700 for the contract period 18 July 2011 until 11 July 2014 equivalent to an annual cost of £90,800. The current annual cost to operate this service is £123,000 (74.64% SPT and 25.36% North Lanarkshire Council). This represents an annual saving of £32,200 on the current costs of this contract (£24,034 to SPT and £8,166 to North Lanarkshire Council.

Based on the above, it is recommended that Package 14902 be awarded to Stuarts Coaches at a cost of £545,400. This award will require ratification from both North and South Lanarkshire Councils.

(c) **Contract 0914E : Glasgow Inner Circle (service 89/90)**

Tenders were invited for a direct replacement of the current contract for service 89/90 to provide an hourly evening service linking Govan Bus Station, Shawlands, Rutherglen, Royal Infirmary, Southern General and Govan Bus Station. No changes were made to the current evening timetable.

The period of this tender will coincide with the revision to a number of subsidised services in this area which expire in mid-July 2011.

Henderson Travel submitted the lowest compliant tender price at a cost of £101,003 for the contract period of 12 months from 17 July 2011 until 14 July 2012.

The current annual cost to operate this service is £115,189.

Based on the above, it is recommended that contract 0914E should be awarded to Henderson Travel at a cost of £101,003. This would represent an annual saving of £14,186 to the local bus budget.
(d) **Contract 5667D : Johnstone - Bridge of Weir - Linwood - Glasgow (service 6A)**

**Contract 5667D1 : Johnstone – Bridge of Weir – Linwood Village (service X6A)**

Only one of the above contracts will be awarded.

Contract 5667D operates between Johnstone and Glasgow via Bridge of Weir and Linwood. The service operates Monday to Saturday evenings on an hourly basis and all day Sundays. Minor changes have been made to the timetable to closer align the service with commercial journeys operated on this route.

To secure better value for money and reduce costs to the public purse, tenders were also invited for an optional contract 5667D1. This would operate a shortened version of the route between Johnstone and Linwood Village via Bridge of Weir. Minor adjustments would be made to departure times from Johnstone and Linwood.

The lowest tender price received for contract 5667D was received from Arriva at a cost of £68,105 for the contract period 17 July 2011 to 12 July 2014, equivalent to £22,722 per year.

The lowest tender price received for contract 5667D1 was received from the same operator at a cost of £172,351 for the same period equivalent to £57,450 per year.

The current annual cost to operate service X6A is £60,380.

Based on the above, it is recommended that contract 5667D as the lower option should be awarded to Arriva at a cost of £68,105. This would represent an annual saving of £37,658 to the local bus budget.

(e) **Contract LS005B : Mosspark – Glasgow City Centre (service 59)**

No changes have been made to the current timetable which operates each evening and all day Sunday on an hourly timetable.

The lowest tender was received from Henderson Travel at a cost of £108,459 for the contract period 17 July 2011 to 12 July 2014, equivalent to £36,186 per year.

The current annual cost to operate service 59 is £34,637.

Based on the above, it is recommended that the contract should be awarded to Henderson Travel at a cost of £108,459. This would represent an additional annual spend of £1,549 to the local bus budget.
(f) **Contract LS08C : Strathclyde Business Park – Bellshill (service 299)**

No changes were made to the current timetable that operates between Bellshill and Strathclyde Business Park at peak times.

The temporary contract currently operating this service was awarded for the contract period 29 November 2010 until 15 July 2011 at a cost of £12,225, equivalent to an annual cost £18,337. Of this, a 25% contribution is received from Strathclyde Business Park.

The lowest tender price received for contract LS08C was submitted by Irvine’s Coaches at a cost of £18,000 for the contract period 17 July 2011 until 13 July 2012. If awarded this would represent an annual saving of £253 for SPT’s share from the local bus budget.

SPT has written to Strathclyde Business Park seeking confirmation that they would be willing to continue part funding the service. Based on confirmation of this, it is recommended that contract LS08C be awarded to Irvine’s Coaches as detailed.

(g) **Contract LS009B : Dumbarton - Tullichewan (service 206)**

This tender is for the provision of an hourly service each evening between Dumbarton and Tullichewan via Bellsmyre, Bonhill and Alexandria together with 3 morning journeys on Sundays only between Dumbarton and Balloch. No changes have been made to the timetable.

The lowest tender price was received from First Glasgow at a cost of £88,655 for the contract period 17 July 2011 until 12 July 2014, equivalent to £29,578 per year.

The current annual cost to operate service 206 is £46,306 per year.

Based on the above, it is recommended that contract LS009B should be awarded to First Glasgow at a cost of £88,655. This would represent an annual saving of £16,728 to the local bus budget.

(h) **Contract LS011E : Coatbridge Sunnyside – Eurocentral – Strathclyde Business Park (service 416)**

Service 416 operates a combined Demand Responsive Transport and a “fixed” route subsidised bus timetable on Mondays to Fridays. No changes have been made to the current timetable.

Stuarts Coaches Ltd submitted the lowest tender price for contract LS011E at a cost of £135,000 for the contract period 16 January 2011 until 6 July 2012, equivalent to an annual cost of £91,508.

The current contract (LS011D) is jointly funded by SPT, Maxim and North Lanarkshire Council. SPT’s share of funding for this is 33.3%.

It is therefore recommended that LS011E be awarded to Stuarts Coaches Ltd at a cost of £135,000. This award would also require approval from Maxim and North Lanarkshire Council.
The current annual cost of operating service 416 is £98,000 (£32,634 to SPT).

Based on the above, it is recommended that contract LS011E should be awarded to Stuarts Coaches Ltd at cost of £135,000. This would represent an annual saving of £2,164 for SPT’s share of this contract from the local bus budget and fulfils a commitment to Maxim to assist in the provision of transport for a 3 year period.

The award of this contract is subject to Maxim confirming they will contribute 33.3% of funding for this contract.

(i) **Contract LS039B : City Centre - Clydebank (service 11)**

This contract was advertised between Gartnavel Hospital and Clydebank due to other services being available between Hyndland and Glasgow city centre. First Glasgow submitted an option to continue with the current hourly evening and Sunday operation of service 11 between the city centre, Hyndland, Kelvindale, Anniesland, Garscadden and Clydebank. This is the lowest tender and is acceptable.

The cost submitted by First to operate this contract is £84,240 for the contract period 17 July 2011 to 12 July 2014, equivalent to £28,105 per year.

The current annual cost to operate service 11 is £22,996.

Based on the above, it is recommended that the contract should be awarded to First Glasgow at a cost of £84,240. This would represent an additional annual spend of £5,109 to the local bus budget.

(j) **Contract LS040A : Stobhill – Buchanan Street (service 128)**

Contract LS040B : Stobhill – Buchanan Street (service 128) SPT Bus

No changes have been made to the current timetable that operates an hourly service until 2100 hours each evening Monday to Saturday.

Operators were invited to submit prices for both of the above contracts. Only one contract will be awarded.

The lowest tender for contract LS040A was received from Henderson Travel at a cost of £152,168 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £50,722.

The lowest tender for contract LS040B was received from the same operator at a cost of £120,112 for the same contract period equivalent to an annual cost of £40,074. The vehicle would be leased to the operator thus reducing the revenue costs to SPT.

The current annual cost of operating service 128 is £38,438.

Based on the above, it is recommended that the contract LS040A should be awarded to Henderson Travel at a cost of £152,168. This would represent an additional annual spend of £12,284 to the local bus budget.
(k) **Contract LS042A : Paisley Road West – Govanhill (service 121)**

The lowest acceptable tender price for contract LS042A was received from Arriva. The operator submitted a tender price of £50,778 for the contract period 17 July 2011 until 14 July 2012 equivalent to an annual cost of £50,778.

The period of this tender will coincide with the revision to a number of other subsidised services in this area which expire in mid-July 2012.

Service 121 operates a regular hourly timetable between Paisley Road West and Govanhill via West Pollokshields.

The current annual cost of operating service 121 is £80,768.

Based on the above, it is recommended that the contract LS0042A should be awarded to Arriva at a cost of £50,778. This would represent an annual saving of £29,990 to the local bus budget.

(l) **Contract LS043A : Knightswood - Maryhill (service 94)**

**Contract LS043B : Knightswood - Maryhill (service 94) SPT Bus**

Tenders were invited for both of the above contracts. Only one will be awarded.

Service 94 provides an hourly link between Knightswood and Maryhill via Anniesland and Kelvindale.

The lowest tender price for contract LS043A was received from First Glasgow at a cost of £142,807 for the contract period 17 July 2011 until 12 July 2014 equivalent to an annual cost of £47,602.

The lowest tender price for contract LS043B was received from the same operator at a cost of £108,827 for the same contract period equivalent to an annual cost of £36,275. The current annual cost of operating service 94 is £38,364.

Based on the above, it is recommended that contract LS043A should be awarded to First Glasgow at a cost of £142,807. This would represent an additional annual cost of £9,238 to the local bus budget.

4. **Vehicle requirements**

The award of the above contracts require a total of 14 vehicles to be provided by SPT. As a result of network changes, a number of unallocated vehicles from previous purchases are now available for these contracts and only 7 new vehicles at a cost of £540,000 require to be purchased from capital funding. The table below shows the allocation of vehicles to contracts.
<table>
<thead>
<tr>
<th>Contract</th>
<th>No Buses</th>
<th>Nominal cost of buses* (£)</th>
<th>Lowest annual SPT bus (£)</th>
<th>Lowest annual operator bus (£)</th>
<th>5-year saving SPT vs operator vehicles (£)</th>
<th>Current annual contract cost (£)</th>
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* allocated cost only. Only 7 new vehicles required.

In order to make the above savings of £228,857 in the annual Revenue Budget, it will be necessary to approve an additional expenditure of £540,000 from the 2011 - 2012 Capital Budget to purchase the 7 new vehicles required. This funding approval will be sought from the Strategy and Programmes Committee on 28 January 2011.

The cost of operating these contracts with vehicles provided by SPT will achieve an annual saving of £454,140 on current prices.

5. Consequences

Policy consequences: None.

Legal consequences: All awards of contract will be subject to SPT’s conditions of contract for transport services and approval where necessary from other contracting principals.

Financial consequences: The renewal of the contracts detailed in the committee paper will result in the projected overspend of £260,639 within the subsidised bus budget for 2010/2011 decreasing by £360 to a projected overspend of £260,279. In addition the cost to Maxim Eurocentral and North Lanarkshire Council will reduce by £360 each. The renewal of the contracts detailed in the committee paper will also result in a decrease of £420,263 within the subsidised bus budget for 2011/2012. There will also be savings to other organisations and local authorities totalling £43,574.

To achieve approximately £230,000 of the savings specified it will be necessary for the Strategy and Programmes committee to approve funding of £540,000 for the purchase of new vehicles.

(Based on projected subsidised bus budget for 2011/2012 subject to approval).

Personnel consequences: None.
Social inclusion: Maintains services previously agreed as socially necessary.

Risk consequences: None.

6. Committee action

The Committee is asked to agree that

(a) package 14909 be awarded to Henderson Travel at a cost of £2,101,295 with service 245/310 jointly operated with WJC Buses at an additional cost of £585,000 in the case of the latter;

(b) package 14902 be awarded to Stuarts Coaches at a cost of £545,400;

(c) contract 0914E be awarded to Henderson Travel at a cost of £101,003;

(d) contract 5667D be awarded to Arriva at a cost of £68,105;

(e) contract LS005B be awarded to Henderson Travel at a cost of £108,459;

(f) contract LS08C be awarded to Irvine’s Coaches at a cost of £18,000.

(g) contract LS009B be awarded to First Glasgow (No 2) Ltd at a cost of £88,655.

(h) contract LS011E be awarded to Stuarts Coaches Ltd at a cost of £135,000;

(i) contract LS039B be awarded to First Glasgow (No 1) Ltd at a cost of £84,240;

(j) contract LS040A be awarded to Henderson Travel at a cost of £152,168;

(k) contract LS042A be awarded to Arriva at a cost of £50,778;

and

(l) contract LS043A be awarded to First Glasgow (No 1) Ltd at a cost of £142,807;

The award of package 14909 is contingent upon receiving approval from the Strategy and Programmes committee to vary the capital budget. The capital budget and plan requires amendment to show expenditure of £540,000 to the bus purchase project.

Eric Stewart  
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