

Strathclyde Partnership for Transport

Minute of Operations Committee meeting

17 November 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 17 November 2006

- Present** Councillors Davie McLachlan (Chair), John Mason, Barry McCulloch, George Napier (deputy), Eric Ross, Alan Stewart, Tom Selfridge and Margaret Toner and appointed members Tom Hart and Eric Stewart.
- Apologies** Councillors Eric Forbes, Alan Lafferty, Linda McColl, John McDowell and Alistair Watson.
- Attending** Valerie Davidson, Secretary; Valerie A. Bowen, Assistant Clerk; John Halliday, Assistant Chief Executive (Transport & Strategy); Gordon MacLennan, Assistant Chief Executive (Customer Services); Hazel Martin, Director of Rail and John Robin, Manager (Bus Agencies), Operations.

1. Minute of previous meeting

The minute of the meeting of 15 September 2006 was submitted and approved.

Arising from the minute

- (1) with regard to page, 3 paragraph 7, Mr MacLennan informed members that the start date for contract 0950A Partick – Stobhill Hospital (service 8) had been revised and had commenced operation on 12 November 2006;
- (2) with regard to page 7, paragraph 13, Mr MacLennan informed members that no tenders had been received for the 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. He advised that as a non-subsidised service operating on that route Monday – Friday would be withdrawn from 8 January 2007, tenders would be invited to provided a subsidised bus service for both daytime and evening elements of the route; and
- (3) with regard to page 8, paragraph 14, Mr MacLennan informed members that SPT were investigating a pilot initiative with Glasgow City Council's Anti-Social Behaviour Task Force designed to address the problems of vandalism and anti-social behaviour directed at bus services. He explained that if the new initiative was successful, it was the intention to carry out a similar exercise in other SPT areas and report the outcome to a future committee.

2. Public transport services monitoring report

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There was submitted a report (issued) of 25 October 2006 by the Chief Executive, informing the committee of the latest trends in the number of passengers carried and the reliability of public transport operators' services supported by the Partnership.

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After discussion and having heard Mr Halliday and Mrs Martin in answer to members' questions, the committee

- (1) noted the contents of the report; and
- (2) agreed that a report would be submitted to a future committee meeting on:-
 - (a) Subway escalator maintenance; and
 - (b) how the travelling public on SPT rail services were informed of delays and cancellations.

3. Franchise Agreement – Performance Reporting – Service Quality: SQUIRE

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With reference to the minute of the Strathclyde Passenger Transport Authority's Operations Committee of 10 March 2006 (page 2, paragraph 3) when that committee had noted that although the responsibility for undertaking the Service Quality Incentive Regime (SQUIRE) surveys had transferred to the Scottish Executive in November 2005, it was still the intention to ask the Scottish Executive to continue to supply the results of the surveys within the SPT area and report to committee on a quarterly basis, there was a submitted a report (issued) of 9 November 2006 by the Chief Executive,

- (1) summarising First ScotRail's performance on delivering the Service Quality aspects of its Franchise obligations, utilising the results of SQUIRE inspections for periods 1 to 6 (2006/07);
- (2) highlighting proposed revisions by Transport Scotland for the future reporting of SQUIRE, including the amalgamation of the two existing SQUIRE regimes into one regime covering all First ScotRail stations in Scotland and a review of the quarterly reports provided to the Partnership with the intention of providing RTPs with SQUIRE results for the lines of route that passed through their area;
- (3) advising members that Transport Scotland were in the process of carrying out research into which elements of SQUIRE passengers wished to hear about, with the intention of developing a suite of line based reports based on those findings;
- (4) explaining
 - (a) that although SPT welcomed the provision of route information and the outcome of the research, it would be a retrograde step if it was no longer possible to receive the information at a Partnership level; and
 - (b) that given the size of the Partnership, it had never been the practice to report in detail on all routes within its area but to report on the overall performance, knowing that the details were available and members would be made aware of significant issues on lines as they arose; and
 - (c) that any future reports to committee post the decision to amalgamate the regimes would not be directly comparable to the current data; and

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- (5) informing members that Transport Scotland had been made aware of SPT's concerns and had stated that they would look into what they would be able to provide.

After discussion and having heard Mr Halliday and Mrs Martin in answer to members' questions, the committee

- (i) noted the contents of the report taking into consideration the comments raised by members at the meeting; and
- (ii) agreed
- (A) that the Director of Rail should pursue with Transport Scotland the continued provision of aggregate information on quality of service provision for the Partnership area; and
- (B) that investigations would be made into the possible provision of additional data for future reports, including the provision of data on overcrowding.

4. December rail timetable changes

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There was submitted a report (issued) of 9 November 2006 by the Chief Executive,

- (1) reminding members
- (a) that following the establishment of the Regional Transport Partnerships, the powers that Strathclyde Passenger Transport Authority had in setting the rail timetable for its area had transferred to Scottish Ministers; and
- (b) that, as a Partnership, SPT should be consulted by First ScotRail at an appropriate time in the timetabling process on proposed changes, be able to input its aspirations and be kept informed of revisions taken by Transport Scotland which would affect services within the Partnership area;
- (2) summarising imminent rail timetable changes in the Partnership area which would be published by First ScotRail in a revised timetable booklet and be made available at stations four weeks before their commencement date of 10 December 2006; and
- (3) suggesting that SPT welcome the further late night services proposed from 10 December 2006 and note the other changes to the timetable designed to create a more robust timetable or permit engineering works.

After discussion and having heard Mr Halliday in answer to members' questions, the committee

- (a) noted the planned services changes; and
- (b) authorised the Director of Rail to seek the implementation of appropriate future arrangements for consultation with SPT on planned changes and future aspirations.

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5. Subsidised local bus service recommendations - Financial implications

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There was submitted a report (issued) of 25 October 2006 by the Assistant Chief Executive, Business Support advising the committee of the financial impact of members' possible decisions relating to the remaining items on the agenda.

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.

6. Changes to subsidised bus services

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After consideration of a report (issued) of 8 November 2006 by the Chief Executive on proposed changes to a number of subsidised bus services from Sunday, 10 December 2006, the committee agreed

- (1) that contracts 4199 and 4829P Harthill – Bellshill (service 35) be revised in the Harthill area with resultant timetable changes at a cost of £625 to the subsidised bus service information budget;
- (2) that the timetable for contract 2829G Glasgow – Kirkintilloch (service 72) be revised as outlined in the report;
- (3) that the timetable and route of contract 2838E Kirkintilloch – Moodiesburn (service 178) be revised as detailed in the report with the annual cost being increased by £5,875 to reflect the additional mileage being operated, with a cost of £650 being charged to the subsidised bus service information budget;
- (4) that contract 2869 Kirkintilloch – Westergreens (service 73) be cancelled after operation on Saturday, 9 December, 2006;
- (5) that contract 6942E Cumnock – Dalmellington (service 356) be revised in the Dalmellington area, with resultant timetable changes at a cost of £560 to the subsidised bus service information budget; and
- (6) that contract 0915 Toryglen ASDA – Croftfoot (service M2) be revised in the Spittal and Croftfoot areas, with resultant timetable changes at no cost to the subsidised bus service information budget.

7. Award of ferry contract: Largs – Cumbrae Slip (contract 6800G)

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There was submitted a report (issued) of 17 October 2006 by the Chief Executive

- (1) intimating that, although tenders had been invited on two occasions for the renewal of a contract for the last journey on a Friday between Largs and Cumbrae Slip from 22 October 2006 to 29 March 2007, no tenders had been received;

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- (2) explaining that SPT had approached Cal Mac Ferries Ltd (previously Caledonian MacBrayne) who had operated the contract for SPT since 2002 to submit a price to operate the journeys for winter 2006-2007; and
- (3) advising members that Cal Mac Ltd had submitted a tender for the operation of the 22 sailings in the sum of £7,700.

After consideration, the committee agreed that contract 6800G Largs – Cumbrae Slip be awarded to Cal Mac Ferries Ltd at a cost of £7,700 for the contract period to be funded from the Rural Transport Grant.

8. Operational changes to Dial-a-Bus services on public holidays

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There was submitted a report (issued) of 17 October 2006 by the Chief Executive on proposals to standardise the provision of Dial-a-Bus services on public holiday Mondays, Boxing Day and 2 January each year.

After consideration, the committee agreed

- (1) that the Dial-a-Bus services with the exception of the M92/M18 be revised as detailed in the report to operate a Sunday service on all public holiday Mondays, Boxing Day and 2 January each year at a total cost of £2,734 per annum; and
- (2) that Dial-a-Bus service M92/M18 Glasgow North West/Clydebank operated by McDades Coaches be withdrawn on the three public holiday Mondays that it currently operated which would result in a saving of £636 per annum.

9. Renewal of ferry contract: Gourock – Kilcreggan - Helensburgh

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P* There was submitted a report (issued) of 8 November 2006 by the Chief Executive,

- (1) outlining the tenders received for the renewal of the ferry contract between Gourock, Kilcreggan and Helensburgh from 1 April 2007;
- (2) recommending that due to the significant increase in contract costs the best value option would be to award contract 1923A Gourock – Kilcreggan – Helensburgh to Clyde Marine Motoring Ltd at a cost of £1,533,040 for the contract period, equivalent to £306,608 per annum, based on the optional revised winter timetable, to be funded £1,445,197 (94.27%) from the local bus budget and £87,843 (5.73%) from the Rural Transport Grant;
- (3) explaining that the award of the contract would result in fare levels being brought into line with subsidised bus service fares increases which had been applied since 2002:-

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	Current (since 2002)	From 1 April 2007
Single adult	£1.90	£2.20
Single child	£0.95	£1.10
10 journey adult	£13.30	£15.40
10 journey child	£6.65	£7.70

After discussion and having heard Mr Robin in answer to members' questions and inform members that Clyde Marine Motoring would, if awarded the contract, introduce on to the route a new vessel painted in SPT livery which was designed to meet the appropriate Disability Discrimination Act (DDA) requirements for ferries and would replace at the earliest opportunity the current vessel built in 1936, MV Kenilworth, the committee agreed

- (i) to the recommendation at (2) above: and
- * (ii) to recommend to the Partnership approval of the introduction of the revised fare scale as detailed at (3) above.

10. Future funding for Glasgow inner circle services 89/90 (contract 0914A)

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With reference to the minute of the Partnership of 16 June 2006 (page 9, paragraph 9) when the Partnership had agreed that contract 0914A Glasgow Inner Circle (service 89/90) be awarded on a temporary basis from 16 July 2006 to 13 January 2007 to First Glasgow at a cost of approximately £40,560 for the revised contract period, there was submitted a report (issued) of 31 October 2006 by the Chief Executive

- (1) reminding members that the contract had been awarded on a short term basis as it had been the intention of First Glasgow, in conjunction with SPT, to submit a bid to the Scottish Executive for a Bus Route Development Grant (BRDG);
- (2) informing members that, due to other commitments, the operator had not yet formulated its bid for BRDG funding for this service and it was unlikely that BRDG funding would be in place for 14 January 2007; and
- (3) recommending that, in view of the strategic nature of the service and the socially necessary links that it provided between hospitals, the current funding be continued until any BRDG funding application was considered by the Operations Committee, but not later than 14 July 2007.

After consideration and having heard that representatives from SPT and First Glasgow would meet to identify if this and other BRDG bids could be accelerated, the Committee

- (a) approved the recommendation at (3) above; and
- (b) noted

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- (i) that the vehicle operated on the contract would be a low floor vehicle; and
- (ii) that a progress report would be submitted to a future meeting.

11. Renewal of subsidised bus service contracts

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After consideration of a report (issued) of 19 October 2006 by the Chief Executive on tenders received for a number of local subsidised bus service contracts due for renewal in July 2007, the Committee agreed

- (1) to the award of the following contracts:-
 - (a) contract 0904A Mansewood - Glasgow City Centre (service 29) to First Glasgow at a cost of £96,720 for the contract period, equivalent to £32,240 per annum (£1.83 per mile);
 - (b) contract 0907A Govan ASDA - North Cardonald (service 124) to Arriva Scotland West at a cost of £128,271 for the contract period, equivalent to £42,757 per annum (£1.47 per mile);
 - (c) contract 0917 Bridgeton - Glasgow City Centre (service 65) (Monday to Sunday) to First Glasgow at a cost of £327,600 for the contract period, equivalent to £65,520 per annum (£2.04 per mile);
 - (d) contract 2835G Kilsyth - Glasgow (service 27) to First Edinburgh at a cost of £27,300 for the contract period, equivalent to £9,100 per annum (£1.33 per mile) based on the slightly revised timetable submitted;
 - (e) contract 3677C Glasgow - Bargeddie (service 213) to First Glasgow at a cost of £59,280 for the contract period, equivalent to £19,760 per annum (£0.88 per mile) based on the optional timetable submitted;
 - (f) contract 4904P Hamilton - Larkhall – Strathaven (service 254) (evening and Sundays, no Saturday daytime service) to Whitelaw's Coaches at a cost of £26,936 for the one year contract period, (£0.80 per mile);
 - (g) contract 4846J Hamilton - Strathaven - East Kilbride (service 13) to Whitelaw's Coaches at a cost of £166,616 for the contract period equivalent to £55,538 per year (£0.54 per mile);
 - (h) contract 4860C Glasgow - Carmunnock - East Kilbride (service 131) to First Glasgow at a cost of £166,920 for the contract period equivalent to £55,640 per year (£1.60 per mile);
 - (i) contract 4946C Larkhall - Wishaw (service 1) to Hutchison's Coaches at a cost of £36,300 for the one year contract period (£1.56 per mile);
 - (j) contract 4948B Blantyre - Hairmyres Hospital (service 205) to Irvine's Coaches at a cost of £18,600 for the one year contract period (£0.30 per mile) based on the optional tender submitted;

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- (k) contract 4979C Hamilton - Hillhouse (service 226) to First Glasgow at a cost of £118,560 for the contract period equivalent to £39,520 per annum (£1.08 per mile) based on the optional timetable submitted;
 - (l) contract 5659C Glasgow - Pollok - Barrhead (service 303) to First Glasgow at a cost of £118,560 for the contract period equivalent to £39,550 per annum (£1.15 per mile);
 - (m) contract 5663C Barrhead Local Service (service 2) to Riverside Transport at a cost of £14,987 for the contract period equivalent to £4,995 per year (£1.17 per mile);
 - (n) contract 6485H Kilmarnock - Cumnock - Muirkirk (service X76) to Western Buses at a cost of £232,978 for the contract period equivalent to £77,659 per annum (£0.65 per mile);
 - (o) contract 6876 Kilwinning - Irvine - Riverside Business Park (service 27) to Western Buses at a cost of £49,800 for the contract period equivalent to £16,600 per annum (£0.59 per mile);
 - (p) contract 6941L Ayr - Cumnock - Sorn (service 347) to Western Buses at a cost of £699,920 for the contract period equivalent to £139,984 per annum (£0.51 per mile); and
 - (q) contract 6979B Irvine - Stewarton (service 113) to Shuttle Buses at a cost of £57,590 for the contract period equivalent to £19,196 per annum (£0.99 per mile); and
- (2) that no awards be made for the following contracts:-
- contract 0916A Bridgeton - Glasgow City Centre (service 65);
 - contract 4253B Hamilton - Strathaven (service 254);
 - contract 6792C Kilwinning - Irvine Riverside Business Park (service 311); and
 - contract 6866C Kilwinning - Irvine (service 27).

12. Christmas and New Year 2006/2007: Public transport arrangements

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There was submitted a report (issued) of 31 October 2006 by the Chief Executive advising the committee of proposed arrangements for the Christmas and New Year holiday period 2006/2007 for bus (subsidised and commercial), rail, ferry and Subway services within the Partnership's area.

After consideration the committee

- (1) noted the proposed service levels to be operated; and
- (2) agreed to delegate authority to officers to enable provision of subsidised bus services to be tailored appropriately and to make the necessary adjustments to contract payments.

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13. Harthill Park and Ride facility

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There was submitted a report (issued) of 10 November 2006 by the Chief Executive

- (1) informing members
 - (a) that for some years, in addition to some local bus services that operated in the North Lanarkshire conurbation using Harthill service area as a terminus, motorway bus services operating between Edinburgh and Glasgow had diverted into the service area for the purposes of boarding and alighting passengers; and
 - (b) that a recent upgrade to the service area had included the provision of Park and Ride facilities on both sides together with more formal bus stopping areas and shelters. This had resulted in increased activity and new patronage for the bus services using the service area;
- (2) explaining that, due to the strategic importance of the service area stops in terms of the bus network within SPT's area and its importance in strengthening the links between Glasgow and Edinburgh, it was proposed that SPT undertake responsibility for producing all timetable information at these stops in compliance with SPT's information standards; and
- (3) advising members that the time taken to produce comprehensive inserts would be approximately two hours more than that taken to fulfil SPT's own obligations and there would be no additional material costs.

After consideration, the committee agreed that SPT provide comprehensive public transport information at the Harthill Park and Ride facility.

14. Kilmarnock Hopper Bus - Update

[Click here to view report](#)

With reference to the minute of 15 September 2006 (page 4, paragraph 9) when the Committee had agreed to continue consideration of a report on 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, there was submitted a report (issued) of 9 November 2006 by the Chief Executive,

- (1) advising members that informal discussions had taken place with Stagecoach Western Buses with a view to identifying any possible enhancements to its existing service between Morrisons Store and Kilmarnock Town Centre; and
- (2) confirming that, from 22 January 2007, Stagecoach Western Buses would revise service 2A to maintain three buses per hour between Morrisons Store and Kilmarnock, an hourly frequency to Glencairn Square and introduce new links to the store from Onthank and Kilmaurs, without subsidy.

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After consideration and having heard that the single adult fare between Morrisons and Kilmarnock would be 75p as opposed to the flat fare of 20p charged on the Kilmarnock Hopper, the Committee noted the report.

15. Requests for subsidised local bus services

[Click here to view report](#)

There was submitted a report (issued) of 8 November 2006 by the Chief Executive, advising members of various requests for the provision of subsidised local bus services.

After discussion, the committee

- (1) agreed not to take any further action in respect of the local subsidised bus service requests at paragraphs (a) - (d) and (f) - (l) of the report; and
- (2) approved the recommendations in respect of the undernoted requests: -

Request

Decision

Provision of an evening subsidised bus service in Southpark Village, Darnley, Glasgow

The committee agreed that tenders be Invited.

(item e)

Provision of a journey before 0745 hrs Monday to Friday from Rankinston to Ayr.

The committee noted that Western Buses would introduce a journey, subject to approval from the Traffic Commissioner, at around 0725 hrs from Rankinston from Monday, 20 November, 2006.

(item m)