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SPT

committee minute

Strathclyde Partnership for Transport

Minute of Operations Committee meeting

11 March 2011

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 11 March 2011

Present Councillors Denis McKenna (Chair), Jonathan Findlay, Bill Grant, Mark Griffin, Alan Moir, Tommy Morrison, Eddie Phillips and David Wilson and appointed members Tom Hart and Bill Ure.

Attending Valerie Davidson, Secretary, Gordon MacLennan, Chief Executive; Neil Wylie, Director of Finance & HR; Bruce Kiloh, Head of Transport Planning and Alex Scott, Bus Contracts Manager.

1. Chair's Remarks

Before the commencement of the meeting, the Chair referred to the recent announcement by the Scottish Government of its support for the Subway modernisation project and commended all staff involved in the preparation of the business case.

2. Apologies

Apologies were submitted from Councillors David Fagan, William Hendrie, Bobby McDill and Marie McGurk and appointed member Ronnie Mellis.

3. Declaration of interest

The committee noted that there were no declarations of interest.

4. Minute of previous meeting

The minute of the meeting of 21 January 2011 (issued) was submitted and approved as a correct record.

Arising from the minute with regard to

- (1) page 1, paragraph 2, Mrs Davidson advised members that a report on the "Shared services and the Scottish public sector: Supporting and delivering new models in an age of austerity" conference held on 7 February 2011 would be submitted to the Partnership meeting on 15 April 2011;
- (2) page 1, paragraph 3, Mr Scott advised members that they were in the process of developing a form to assess passenger eligibility for My Bus which would be submitted to the next Operations Committee for members' approval;

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- (3) page 5, paragraph 6(3)(d), Mr Scott advised members that there was no requirement to award contract 5667D Johnstone- Bridge of Weir - Linwood – Glasgow (service X6A) as McGills Coaches had intimated that they would operate the service on a commercial basis; and
- (4) page, 6, paragraph 9, Mrs Davidson advised members that, as there was likely to be a short delay in the establishment of the West of Scotland Community Transport Forum, it was necessary to seek approval for the award of the remaining £50,000 of funding earmarked for Community Transport Glasgow (CTG) for 2010/2011.

Thereon, the committee

- (a) approved the award of grant funding in the sum of £50,000 to CTG; and
- (b) authorised the Assistant Chief Executive (Business Support) to sign a further grant funding letter to CTG.

5. Public transport services monitoring report

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There was submitted a report (issued) of 2 March 2011 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 five point bus action plan for the continuing improvement of bus service delivery within the region, together with regulating and fleet profile statistics.

After discussion and having heard Mr Scott in answer to members' questions and having heard Mrs Davidson refer to an e mail from ScotRail providing further details on their figures relating to cancellations and patronage, the committee noted the contents of the report.

6. Subsidised local bus service contract recommendations – financial implications

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There was submitted a report (issued) of 3 March 2011 by the Assistant Chief Executive (Business Support)

- (1) advising the committee of the financial implications of members' possible decisions relating to further items on the agenda;
- (2) reminding members that the budget for 2011/2012 included forecast inflation of 4%;
- (3) explaining

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- (a) that subsidised bus contracts included an annual inflation factor based on a combination of Consumer Price Index (85%) and Fuel Price Indicator (15%);
- (b) that although both indices were subject to fluctuation, by the end of January they were over the budgeted level of 4%; and
- (c) that although inflation was not updated until August, the current underspend was at risk.

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.

7. Proposed renewal of subsidised local bus service contracts

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There was submitted a report (issued) of 1 March 2011 by the Assistant Chief Executive (Operations)

- (1) providing details on the lowest tender received for the renewal of subsidised local bus services 358/360 which operated between Ayr and Stranraer/Portpatrick and around Girvan; and
- (2) recommending the award of the appropriate contract.

After discussion and having heard Mr Scott in explanation, the committee

- (a) agreed to award package 15000 to Western Buses Ltd for the contract period 17 July 2011 to 17 July 2016 at a total cost of £1,485,200 which contained the undernoted contracts:-
 - contract 6169B Ayr – Girvan;
 - contract 6985C Girvan Community Hospital – Ballantrae – Stranraer – Portpatrick, subject to a 27.79% contribution from Dumfries and Galloway Council; and
 - contract LS078 Girvan Community Hospital – Girvan – Pinwherry – Lendalfoot – Colmonell; and
- (b) noted that formal award of the contracts were subject to satisfaction of the requirements of the mandatory standstill period for public sector contracts.

8. Homologation of subsidised local bus contract 6941T1 Ayr - Rankinston

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There was submitted and noted a report (issued) of 21 February 2011 by the Assistant Chief Executive (Operations)

- (1) informing members that temporary local bus service contract contact 6941T1 Ayr – Rankinston (service 347) had been awarded to Western Buses Ltd a cost of £2,238 per week from 3 April to 16 July 2011, in order to protect socially necessary services, following the withdrawal by Western Buses Ltd of their commercial service from 24 January 2011; and

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- (2) explaining that tenders would be invited for new long term contracts to commence in July 2011.

9. Requests for subsidised local bus services

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There was submitted a report (issued) of 1 March 2011 by the Assistant Chief Executive (Operations), advising members of various requests for the provision of subsidised local bus services.

After consideration, the committee

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

Request

Remarks

Provision of a replacement bus service operating within the Coatshill area of Blantyre, following the withdrawal of service 230 by First Glasgow from 17 January 2011.

that arrangements were being made for the provision of temporary subsidised local bus services for both the Coatshill area of Blantyre and for the Mossneuk area of East Kilbride following the recent withdrawal of services by First Glasgow;

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that a bus suitability test was being carried out week commencing 14 March 2011 and, subject to a successful test and the approval of the Traffic Commissioner, bus services would be implemented in those areas from Monday 21 March 2011 or as soon as possible thereafter; and

that these services would be in place until longer lasting arrangements could be made for these areas.

Provision of replacement journeys between Motherwell railway station and Newarthill in the early evenings on Monday to Saturdays to replace the commercially operated journeys withdrawn by First Glasgow on 17 January 2011.

that, although bus connections were available, SPT had approached Henderson Travel who operated subsidised service 355 between Motherwell and Newarthill in the late evenings, who had agreed to provide additional journeys departing from Motherwell at 1948 hours and 2048 hours to Newarthill at no additional cost to SPT.

(Report item g)

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10. SPT response to InterCity West Coast Franchise Consultation

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There was submitted a report (issued) of 16 February 2011 by the Assistant Chief Executive (Business Support)

- (1) informing members that SPT had been invited to respond to the Department of Transport's consultation on the next InterCity West Coast Franchise which was proposed to run for a period of 14 years from April 2012 to March 2026, with a priced option for an additional year to be added in case of slippage on the proposed High Speed 2;
- (2) appending SPT's proposed response which was due to be submitted to the Department of Transport by 21 April 2011;
- (3) detailing the following issues which SPT had addressed in its response:
 - Franchise length;
 - Service pattern and frequency;
 - Station facilities;
 - Olympic/Paralympic Games 2012 – Commonwealth Games 2014;
 - High Speed Rail;
 - Electrification;
 - Rolling stock;
 - Off peak weekend and public holiday service level;
 - Franchise interface;
 - Freight services; and
 - Signalling; and
- (4) explaining that the response sought to ensure that the specified services within the new Franchise on this major route to/from west central Scotland would deliver benefits for all users and wider economic and environmental benefits across the entire region.

After discussion and having heard Mrs Davidson in further explanation and Mr Kiloh advise members to contact him if they had any further comments to make, the committee approved the response, taking into account comments raised by members at the meeting, particularly relating to the inclusion of review periods on performance issues within the franchise.

11. West Coast Rail Line Route Utilisation Strategy – draft for consultation

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There was submitted a report (issued) of 16 February 2011 by the Assistant Chief Executive (Business Support)

- (1) informing members that SPT had been invited to respond to Network Rail's draft West Coast Main Line Rail Utilisation Strategy (RUS) consultation for the period to 2024 and beyond;
- (2) appending SPT's proposed response which was due to be submitted to Network Rail that day;

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- (3) providing detail on the following issues which SPT had addressed in its response:-
- Frequency – including journey length and stopping pattern;
 - Rolling Stock and on train capacity;
 - Freight issues;
 - Service gaps and options;
 - Linkage to other RUSs – including impact on local Glasgow & west of Scotland rail network;
 - Terminal capacities;
 - High Speed Rail; and
 - Franchise Issues; and
- (4) explaining
- (a) that the response sought to ensure that west central Scotland was connected with desired destinations and major markets to the south; and
- (b) that following analysis of all responses submitted, Network Rail expected to publish the finalised RUS in summer 2011.

After discussion and having heard Mrs Davidson in further explanation and Mr Kiloh in answer to members' questions, the committee approved the response.

12. Additional Item

In terms of Standing Order no 3.2, the committee agreed to consider the following additional item of business at this stage of the meeting.

13. A step change for bus – proposals for an improved bus policy in Scotland.

[Click here to view report](#)

Mrs Davidson reminded members that the Partnership on 11 February 2011 had

- (1) considered a report summarising options for the development of an SPT bus policy; and
- (2) agreed that officers in liaison with Councillor Fagan prepare a more user friendly version of the document for submission to the next meeting of the Operations Committee for noting and that this be the basis of a document to be forwarded to members to lobby their own councils, members of their own political parties and MSPs.

Thereon, updated draft proposals for an improved bus policy in Scotland were tabled and which it was proposed would be provided to the Partnership meeting on 15 April 2011. After discussion and having heard Mrs Davidson advise members to contact her or Mr Kiloh if they had any comments on the proposals prior to the Partnership meeting, the committee noted the proposals.