

Strathclyde Partnership for Transport

Minute of Operations Committee meeting

21 January 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 21 January 2011

Present	Councillors Denis McKenna (Chair), David Fagan, Charlie Gilbert (deputy), Mark Griffin, William Hendrie, Marie McGurk, Alan Moir, Tommy Morrison, John Murray (deputy) and appointed members Tom Hart and Bill Ure.
Apologies	Councillors Jonathan Findlay, Bill Grant, Bobby McDill, Eddie Phillips, Chris Thompson and David Wilson.
Attending	Valerie Davidson, Secretary, Gordon MacLennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Neil Wylie, Director of Finance & HR and Alex Scott, Bus Contract Manager.

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 5 November 2010 (issued) was submitted and approved as a correct record.

With regard to page 6, paragraph 11, Mrs Davidson advised members that the "Shared services and the Scottish public sector: Supporting and delivering new models in an age of austerity" conference which had been due to take place on Wednesday, 8 December, 2010 had been postponed to a future date due to the adverse weather conditions.

3. Public transport services monitoring report

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There was submitted a report (issued) of 13 January 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.

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After discussion, particularly relating to the provision of transport services during the recent adverse weather conditions and having heard Mr Scott in answer to members' questions in relation to the withdrawal of assessments by the NHS for MyBus services, the committee

- (a) noted the contents of the report; and
- (b) agreed that officers should continue to engage with the NHS in relation to the provision of assessments on MyBus services in an effort to find a resolution.

4. Subsidised local bus service contract recommendations – financial implications

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There was submitted a report (issued) of 12 January 2011 by the Assistant Chief Executive (Business Support) advising the committee of the financial implications of members' possible decisions relating to further 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 local subsidised bus contracts

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There was submitted a report (issued) of 13 January 2011 by the Assistant Chief Executive (Operations)

- (1) informing members that First Glasgow and Stagecoach Western had submitted changes to their commercial networks which would result in gaps in local bus provision in some areas;
- (2) advising members that, recognising the impact that the withdrawal of part or all of the identified services would have on the travelling public, SPT had invited bids for temporary provision of bus services and had awarded the following short term contracts:-
 - (a) contract LS66T1 Lanark Interchange – Kirkfieldbank – Larkhall – Ferniegair – Hamilton Bus Station (service 317) to Stuart's Coaches at a cost of £1,200 per week from 17 January to 16 July 2011;
 - (b) contract LS079T Shawlands – Silverburn – Cessnock (services 45A and 153) to First Glasgow at a cost of £297 per week from 16 January to 16 July 2011; and
 - (c) contract LS080T City Centre – Gorbals - Carmyle (services 64 and 164) to Henderson Travel at a cost of £662 per week from 16 January to 16 July 2011;
 - (d) contract LS081T City Centre – Stobhill (service 3) to Colchri Ltd at a cost of £649 per week from 16 January to 16 July 2011;

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- (e) contract LS082T City Centre – Carmunnock (service 31) to Colchri Ltd at a cost of £619 per week from 16 January to 16 July 2011;
 - (f) contract LS083T Cambuslang, Cairns – Rutherglen (service 165) to Henderson Travel at a cost of £702 per week from 16 January to 16 July 2011;
 - (g) contract LSO84T Baljaffray – Kelvinbridge (service 118) to First Glasgow at a cost of £169 per week from 16 January to 16 July 2011;
 - (h) contract LS086T Cumnock – Sorn (service X50) to Stagecoach Western at a cost of £175 per week from 24 January to 16 July 2011;
 - (i) contract LS087T Cumnock – Ayr (service 48) to Stagecoach Western at a cost of £280 per week from 24 January to 16 July 2011; and
 - (j) contract LS085T Montgomerie Park and Irvine (service 29) to Shuttle Buses at a cost of £120 per week from 6 March to 16 July 2011 in order that an assessment of demand/patronage could be carried out; and
- (3) explaining
- (a) that tenders would be invited for new long term contracts to commence in July 2011 for the contracts outlined at items (a) – (i); and
 - (b) that, depending on the results of the assessment outlined at 2 (j) above, tenders might be sought for contract LS085T Montgomerie Park and Irvine (service 29).

After discussion and having heard Mr Stewart further advise members that work was being carried out to secure a temporary contract to be in place from 24 January 2011, as a result of the recent withdrawal of service 47 Rankinston – Ayr, the committee

- (i) noted the action taken by SPT to secure socially necessary bus services within the SPT area; and
- (ii) agreed that following members' concerns on the inadequacies of the current bus market, officers should submit recommendations to the Partnership to address these inadequacies.

6. Proposed renewal of subsidised local bus service contracts

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There was submitted a report (issued) of 13 January 2011 by the Assistant Chief Executive (Operations),

- (1) outlining tenders received for the renewal of a number of subsidised local bus services due to expire in 2011;
 - (2) recommending the award of appropriate contracts; and
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- (3) explaining that although the award of contracts required a total of 14 vehicles to be provided by SPT, as a result of network changes, a number of unallocated vehicles from previous purchases were now available for these contracts and only 7 new vehicles at a cost of £540,000 required to be purchased.

After discussion, and having heard the committee congratulate Mr Stewart and his team for the significant savings made and their considerable efforts in securing bus provision, the committee agreed to the award of the following contracts, with the costs apportioned to each contract as detailed in the report:-

- (a) package 14909 to Henderson Travel Ltd at a total cost of £2,101,295 which contained the undernoted contracts, with service 244/310 being jointly operated with WJC Coaches at an additional cost of £540,000, subject to the approval of the Strategy and Programmes Committee on 28 January 2011 to vary the capital budget for the cost of the vehicles:-
- contract 2827J Milngavie – Monklands Hospital – Kilsyth (services 47/47A/147 for the contract period 17 July 2011 to 12 July 2014;
 - contract 2829H Torrance – Glasgow City Centre (service 68/71 for the contract period 17 July 2011 to 12 July 2014;
 - contract 2838F Glasgow - Kirkintilloch – Moodiesburn (service 72/178) for the contract period 17 July 2011 to 12 July 2014;
 - contract 2867D Kirkintilloch - Twechar (service 327) for the contract period 17 July 2011 to 12 July 2014;
 - contract 4761B Carnbroe – Chapelhall - Salsburgh (service 16) ; for the contract period 17 July 2011 to 12 July 2014;
 - contract 4833H Hairmyres - Whitehills (service 399) for the contract period 18 July 2011 to 11 July 2014;
 - contract 4840E1 East Kilbride – Uplawmoor (service 395) for the contract period 17 July 2011 to 12 July 2014;
 - contract 4846M East Kilbride Rail & Bus Stations – Strathaven - Hamilton (service 13) for the contract period 17 July 2011 to 12 July 2014;
 - contract 4898U North Motherwell – Bellshill (service 209) for the contract period 17 July 2011 to 12 July 2014;
 - contract LS006D Wishaw Local (service 93) for the contract period 17 July 2011 to 14 July 2012;
 - contract LS010B Hamilton – Whitehill (service 227) and Hamilton – High Earnock (service 228) for the contract period 17 July 2011 to 12 July 2014;
 - contract LS059A Hamilton – Little Earnock (service 226) for the contract period 17 July 2011 to 12 July 2014; and
 - contract LS074 Coatbridge – Moodiesburn – Shettleston (service 245/310) for the contract period 17 July 2011 to 16 July 2016 which would be jointly operated with WJC Buses;
- (b) package 14902 to Stuart's Coaches at a total cost of £545,400 which contained the undernoted contracts:-

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- contract 4424B South Lanarkshire Adaptable Bus for the contract period 17 July 2011 to 12 July 2014; and
 - contract 4427A North Lanarkshire Adaptable Bus for the contract period 18 July 2011 to 11 July 2014;
- (c) contract 0914E Glasgow Inner Circle (service 89/90) to Henderson Travel £101,003 for the contract period 17 July 2011 to 14 July 2012;
- (d) contract 5667D Johnstone - Bridge of Weir - Linwood - Glasgow (service X6A) to Arriva at a cost of £68,105 for the contract period 17 July 2011 to 12 July 2014;
- (e) contract LS005B Mossspark – Glasgow City Centre (service 59) to Henderson Travel at a cost of £108,459 for the contract period 17 July 2011 to 12 July 2014;
- (f) contract LS08C Strathclyde Business Park – Bellhill (service 299) to Irvine’s Coaches at a cost of £18,000 for the contract period 17 July 2011 to 13 July 2012, subject to confirmation of a 25% funding contribution from Strathclyde Business Park;
- (g) contract LS009B Dumbarton – Tullichewan (service 206) to First Glasgow (No 2) at a cost of £88,655 for the contract period 7 July 2011 to 12 July 2014;
- (h) contract LS011E Coatbridge Sunnyside – Eurocentral – Strathclyde Business Park (service 416 to Stuart’s Coaches at a cost of £135,000 for the contract period 16 July 2011 to 6 July 2013, subject to the approval of Maxim and North Lanarkshire Council;
- (i) contract LS039B City Centre - Clydebank (service 11) to First Glasgow (No.1) at a cost of £84,240 for the contract period 17 July 2011 to 12 July 2014;
- (j) contract LS040A Stobhill – Buchanan Street (service 128) to Henderson Travel at a cost of £152,168 for the contract period 17 July to 12 July 2014;
- (k) contract LS042A Paisley Road West – Govanhill (service 12) to Arriva at a cost of £50,778 for the contract period 17 July 2011 to 14 July 2012; and
- (l) contract LS043A Knightswood - Maryhill (service 94) to First Glasgow (No 1) at a cost of £142,807 for the contract period 17 July 2011 to 12 July 2014.

7. Proposed renewal of Demand Responsive Transport contract 2857E

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There was submitted a report (issued) of 13 January 2010 by the Assistant Chief Executive (Operations)

- (1) detailing tenders received for the renewal of contract 2857E – East Dunbartonshire DRT (service 600 MyBus Rural);
- (2) informing members that the tendering exercise had been based on an option whereby the vehicles required for the operation of the service would be purchased

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by SPT and supplied to the respective operators on a full repairing basis or the operator supplying the vehicle;

- (3) highlighting that tenderers had been required to submit prices for the contract on a 'gross cost' basis under which all passenger revenue would revert to SPT and offset the contract costs; and
- (4) recommending the award of the appropriate contract.

After consideration the committee agreed

- (a) to the award of contract 2857E – East Dunbartonshire DRT (service 600 MyBus Rural) to Colchri Ltd at a cost of £402,000 for the contract period 17 July 2011 to 16 July 2016; and
- (b) to the award of a contract to Bluebird Vehicles for the purchase of a bus at an approximate cost of £80,000, via Scotland Excel, subject to the approval of the Strategy and Programmes Committee on 28 January 2011 to vary the capital budget.

8. Proposed service change – service 375

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There was submitted and noted a report (issued) of 13 January 2011 by the Assistant Chief Executive (Operations) detailing a proposed change to subsidised local bus service contract service 375 Newton Mearns to Old Cathcart at no additional cost to SPT, in order to maintain socially necessary services as a result of changes to the network by First Bus.

9. Enhanced DRT funding applications: Community Transport Glasgow

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There was submitted a report (issued) of 12 January 2011 by the Assistant Chief Executive (Operations),

- (1) reminding members that SPT managed the grant funding of community transport projects on behalf of its constituent authorities;
- (2) detailing a request for grant funding in the sum of £300,000 over a three year period for community transport projects provided by Community Transport Glasgow (CTG) to be met from the enhanced DRT budget;
- (3) advising members
 - (a) that in its role of co-ordinating community transport, SPT intended to establish the West of Scotland Community Transport Forum which was being considered later in the meeting; and
 - (b) that it was proposed that all funding awards were contingent upon membership of this body; and
- (4) recommending that interim funding of £50,000 be provided to CTG for 2010/2011, with the balance subject to membership of this Forum.

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After discussion, the committee

- (i) approved the recommendation at (4) above; and
- (ii) authorised the Assistant Chief Executive (Business Support) to sign a grant funding letter to CTG.

10. Establishment of West of Scotland Community Transport Forum

[Click here to view report](#)

There was submitted a report (issued) of 12 January 2011 by the Assistant Chief Executive (Operations),

- (1) informing members of the work of community transport groups which addressed problems of isolation, deprivation and social exclusion and offered affordable transport tailored to local needs in urban and rural locations;
- (2) intimating
 - (a) that most funding in recent years for community transport in Scotland had come from the Scottish Government's Rural Community Transport Initiative (RCTI) which ended in 2008 and the monies transferred, as part of the block allocation, to local authorities, and
 - (b) that SPT's constituent authorities (with the exception of Argyll & Bute) had directed SPT to administer community transport funding on their behalf;
- (3) explaining
 - (a) that regulation of the community transport sector had historically been somewhat disjointed with a range of organisations and agencies having the ability to award community transport permits to would-be providers which tended to create an environment in which there was no clarity in the sector, with little in the way of minimum standards of governance; and
 - (b) that SPT was anxious that this should be addressed, particularly in the field of vehicle maintenance standards;
- (4) recommending that the committee agree to the establishment of the West of Scotland Community Transport Forum, in order to provide a means of supporting and developing community transport in the SPT area;
- (5) outlining the main roles of the West of Scotland Community Transport Forum; and
- (6) advising members that Articles of Association for the Forum had been drafted and a management structure would be developed with representative from SPT, community transport groups and from amongst elected members.

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After discussion and having heard Mr Stewart in further explanation, the committee approved the recommendation at (4) above.

11. Shared transport service: pilot project

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There was submitted a report (issued) of 12 January 2011 by the Assistant Chief Executive (Operations),

- (1) informing members that the current difficult economic situation had brought the concept of shared services and the potentially significant budgetary savings which they offered, into sharper focus as local authorities and other agencies strived to maintain levels of service against a backdrop of reduced levels of public spending;
- (2) advising members
 - (a) that SPT was a member of the Clyde Valley Review Working Group on social transport and had recently analysed sample passenger, trip and vehicle data to identify opportunities for savings which had included indicative savings in excess of £300,000 per annum by utilising vehicle downtime; and
 - (b) that the Leaders and Chief Executives of the various constituent authorities at a recent meeting had agreed that SPT should be asked to carry out an analysis of data which would be provided by all partners;
- (3) highlighting that following analysis of their data, Glasgow City Council (GCC), the lead authority for the shared services worksteam, had determined that the data results were sufficiently promising to introduce a pilot project;
- (4) detailing a proposal from GCC, which was subject to internal approval by the council, for SPT to provide a centralised scheduling resource to assist in the management of its Social Work and Additional Support for Learning transport, which was being provided by the Council's Land & Environmental Services fleet;
- (5) explaining
 - (a) that it was proposed that each vehicle should be fitted with Mobile Data Terminals (MDTs), as used on MyBus services, in order that there was effective two-way communication between SPT's contact centre and the vehicles; and
 - (b) that the cost for 204 MDT units was £442,850 which could be funded from existing provision in SPT's capital budget, with GCC responsible for the telephony and ongoing costs associated with the units;
- (6) highlighting
 - (a) that it was anticipated that savings would accrue from this project; and

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- (b) that following completion of the project, and in depth monitoring and analysis of the results, it was hoped that the project would provide a model which could be rolled out across the other constituent authorities; and
- (7) concluding
- (a) that for the long term, effective shared transport required standardisation of fleet specification to ensure that all partners in any multi-authority or multi-agency project were in a position to deliver whatever type of transport was required by a specific client group; and
 - (b) that SPT wished to play its part in assisting local authorities in taking forward shared transport services and proposed to provide GCC with two adaptable buses on a full repairing lease basis to help take forward this initiative.

After discussion and having heard Mr Stewart in further explanation and in answer to members' question, the committee agreed

- (i) that SPT should participate in this pilot project with GCC;
- (ii) that a contract be awarded to Trapeze Group for the purchase of 204 MDT units at a cost of £442,850;
- (iii) to the leasing of two adaptable buses to GCC to help take forward this initiative; and
- (iv) that the report should be e mailed to all members of the Partnership.

12. Requests for subsidised local bus services

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There was submitted a report (issued) of 13 January 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 (b) to (d) and (f); and
- (2) approved the recommendations in respect of the undernoted requests: -

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Request

Improvement to the reliability and frequency of service 395 Uplawmoor – Newton Mearns – Hairmyres Hospital – East Kilbride which operated Monday to Saturday daytime only and extension of the service to operate Sundays and evenings.

(item a)

Provision of a bus service to operate from the Peel Glen Road area of Drumchapel to replace the now withdrawn operation of First service 92 to that location.

(item e)

Decision

The committee noted

that tenders had been invited to replace the current contract which would expire in July 2011 and would contain route and timetable modifications designed to address the reliability issues; and

that in terms of the extension to the service, the population in Uplawmoor did not justify an evening or Sunday bus service, particularly when this was an area of relatively high car ownership.

The committee agreed that although alternative services were available on nearby Kinfauns Drive meeting accessibility criteria, consideration would be given to various options for a non conventional bus service for the area and be reported to a future meeting of the committee.