

## **Strathclyde Partnership for Transport**

### **Minute of Operations Committee**

**13 March 2015**

held in Consort House, Glasgow

**contact officers:**

Valerie A Bowen      phone: 0141 333 3130

Kirsten Clubb      phone: 0141 333 3576

## Minute of the meeting of Strathclyde Partnership for Transport's Operations Committee held in Consort House, Glasgow on 13 March 2015

**Present** Councillors Denis McKenna (Chair), Jim Coleman, Robert G MacIntyre, Hamish Stewart and David Wilson and appointed members Graham Johnston and Niall McGrogan.

**Attending** Valerie Davidson, Secretary/Assistant Chief Executive (Business Support); Valerie A Bowen, Senior Committee Officer; Gordon MacLennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Charlie Hoskins, Senior Director and Ronnie Park, Director of Bus Operations.

### 1. Apologies

Apologies were submitted from Councillors Bill Grant, Kaye Harmon, Chris Kelly, Alan Moir, Bobby McDill, Patrick McGlinchey (substitute) and Lawrence O'Neill.

### 2. Declaration of interest in terms of the Ethical Standards in Public Life etc (Scotland) Act 2000

The committee noted that there were no declarations of interest.

### 3. Minute of previous meeting

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The minute of the meeting of 23 January 2015 was submitted and approved as a correct record.

Arising from the minute with reference to

- (1) page 6, paragraph 8(2)(a), the committee noted that contract LS80J1 had been cancelled; and
- (2) page 7, paragraph 9(a)(ix), the committee noted that the contract had not been awarded and would be re-tendered.

### 4. Monitoring report on public transport services in the SPT area

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There was submitted a report (issued) of 4 March 2015 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 bus action plan for the continuing improvement of bus service delivery within the region, regulating and fleet profile statistics and details of subsidised local bus service vehicle inspections.

After discussion and having heard Mr Stewart in further explanation and in answer to members' questions, the committee noted the terms of the report.

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**5. Subsidised local bus service contract recommendations – financial implications**

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There was submitted a report (issued) of 5 March 2015 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

- (1) noted the report in relation to the financial implications of awarding any contracts; and
- (2) agreed to give due consideration to the implications when making decisions on those contracts.

**6. Temporary contracts awarded**

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There was submitted and noted a report (issued) of 3 March 2015 by the Assistant Chief Executive (Operations)

- (1) appending a list of temporary contracts awarded under delegated authority since the beginning of January 2015 to ensure that gaps in the network arising from commercial market changes were filled; and
- (2) advising members that the tendering process would continue to ensure that the contracts were replaced on a more long term basis.

**7. Proposed award of subsidised local bus service contract**

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There was submitted a report (issued) of 3 March 2015 by the Assistant Chief Executive (Operations)

- (1) providing information on the tenders received for the replacement of temporary contract W075T3 which provided the required links as part of commercial service 254 on a Monday to Saturday basis; and
- (2) recommending that contract W075D be awarded to Whitelaw's Coaches at a cost of £89,250 for the contract period 12 July 2015 to 15 July 2017.

After consideration, the committee

- (a) agreed to the recommendation at (2) above; and
- (b) noted that formal award of the contract was subject to satisfaction of the requirements of the mandatory standstill period for EU advertised public sector contracts.

**8. Proposed renewal of subsidised local bus service contracts**

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There was submitted a report (issued) of 3 March 2015 by the Assistant Chief Executive (Operations)

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- (1) informing members of the tenders received for the renewal of certain local subsidised bus service contracts;
- (2) providing information on the various options contained in the tender documents; and
- (3) recommending the award of appropriate contracts.

After discussion and having heard Mr Stewart in further explanation, the committee

- (a) agreed to the award of the following contracts:-
  - (i) contract 8812F (service 316) to Garelochhead Coaches at a cost of £64,380 for the contract period 12 July 2015 to 14 July 2018; and
  - (ii) contract LS086E (service X50) to Western Buses at a cost of £28,180 for the contract period 12 July 2015 to 14 July 2018; and
- (b) noted that the award of the contracts at (a) above was subject to satisfaction of the requirements of the mandatory standstill period for EU advertised public sector contracts.

**9. Amendments to subsidised local bus service contracts**

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After consideration of a report (issued) of 14 January 2015 by the Assistant Chief Executive (Operations) detailing changes to subsidised local bus services arising from changed circumstances, the committee noted the amendments as detailed below:-

| Contract   | Amendment  |
|--|--|
| Contract WO31<br>Newton Mearns - Mansewood - Shawlands - Glasgow<br>(service 29)   | Alteration to the route and timetable of service 29 within contract W031 to allow the continued servicing of Newton Mearns and Mansewood through the use of alternative routes and terminus points with effect from 12 January 2015<br>(no additional cost)  |
| Contract W083L<br>Halfway - Cambuslang - East Kilbride<br>(service 172)<br>Contract W087T3<br>Newton Farm - Cambuslang - Parkhead<br>(service 364) | Alteration to the route and timetable of service 172 within contract W083L to service the Vicarland area of Cambuslang with effect from 22 February 2015. In addition SPT altered the route and timetable of service 364 within contract W087T3 to withdraw this service from the Vicarland area with effect from 22 February 2015<br>(no additional cost) |
| Contract 4801R<br>Carnwath – Braehead<br>(service 137)   | Alteration to the timetable of service 137 within contract 4801R to coincide with changes to the rail network with effect from 3 March 2015. Succeeding contract 4801S, due to commence on 12 July 2015, had also been altered<br>(no additional cost)   |

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| Contract  | Amendment  |
|---|--|
| Contract 4865B<br>Lanark – Biggar<br>(service 191)                      | Alteration to timetable of service 191 to ensure interchange availability with revised rail services at Lanark Interchange with effect from 3 March 2015 (also applies to succeeding contract 4865C with effect from 12 July 2015)<br>(no additional cost) |
| Contracts 6169B/6985C<br>Ayr – Girvan - Stranraer<br>(services 358/360) | Alteration to route and timetable of services 58 and 60 following Western Buses network revisions with effect from 9 March 2015<br>(no additional cost)  |
| Contract W030<br>Toryglen – Croftfoot<br>(service M2)                   | Alteration to timetable of service M2 on a 6 month trial basis to incorporate an additional morning journey Monday to Friday from Croftfoot to Toryglen with effect from 20 April 2015<br>(additional cost of £7,800 per annum)                            |

#### 10. **Requests for subsidised local bus services**

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There was submitted and approved a report (issued) of 3 March 2015 by the Assistant Chief Executive (Operations) advising members of five requests for the provision of subsidised local bus services and recommending no action in respect of each request.

#### 11. **Acquisition of Buses**

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With reference to the minute of the Strategy & Programmes Committee of 30 January 2015 (page 4, paragraph 8) when that committee had agreed that SPT's fleet replacement criteria be amended so as to permit vehicle renewal at 250,000 miles rather than the previously agreed 300,000 miles, there was submitted a report (issued) of 2 March 2015 by the Assistant Chief Executive (Operations)

- (1) informing members that, following a review of the current fleet, six vehicles had been identified as having triggered the mileage criterion; and
- (2) recommending that six vehicles be purchased via the Crown Commercial Services framework.

After consideration, the committee agreed to the award of a contract to EvoBus (UK) Ltd in the sum of £495,000 for the purchase of six Mercedes Sprinter City 45 buses.

#### 12. **Inverclyde Statutory Quality Partnership Scheme**

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**P** With reference to the minute of the Partnership of 18 April 2008 (page 6, page 7) when the Partnership had approved 'A Catalyst for Change', the Regional Transport Strategy for the west of Scotland 2008 – 2021 which had included, inter alia, the Bus Action Plan, one strand of which committed SPT to lead on member councils behalf in developing a range of Statutory Quality

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Partnerships, there was submitted a report (issued) of 3 March 2015 by the Assistant Chief Executive (Operations)

- (1) informing members that SPT had been working with Inverclyde Council, Transport Scotland and local bus operators to develop a Statutory Quality Bus Partnership Scheme for the Inverclyde area;
- (2) outlining the broad aims of the Inverclyde Statutory Quality Bus Partnership:-
  - to encourage modal shift to buses;
  - to improve the quality of bus vehicles;
  - to improve the environment for the communities within the Scheme area by reducing emissions arising from car use;
  - to reduce carbon emissions through reduced bus journey times;
  - to provide improved access to bus routes and timetable information;
  - to improve safety and security for passengers;
  - to provide regular and reliable bus operations; and
  - to improve the relative attractiveness of public transport thereby increasing patronage and contributing to network stability and sustainability;
- (3) appending a copy of the proposed Inverclyde Statutory Quality Partnership Scheme;
- (4) explaining
  - (a) that, as the preparatory work had been completed, it only remained for the relevant authorities jointly to constitute the scheme and thereafter to publicise it; and
  - (b) that, as a statutory minimum period of three months was required prior to implementation following the making of the Scheme, it was anticipated that the Scheme would commence on Sunday 12 July 2015 and
- (5) recommending that the committee recommend approval to the Partnership of the Statutory Quality Bus Partnership for the Inverclyde area jointly with Inverclyde Council and Transport Scotland.

After consideration, the committee

- (i) approved the recommendation at (5) above;
- (ii) agreed that final approval be remitted to a Chair's Committee in view of the timescale involved.

### 13. **Fastlink Statutory Quality Partnership Scheme**

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**P** With reference to the minutes of the Partnership of

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- (1) 18 April 2008 (page 6, page 7) when the Partnership had approved 'A Catalyst for Change', the Regional Transport Strategy for the west of Scotland 2008 – 2021 which had included, inter alia, the Bus Action Plan, one strand of which committed SPT to lead on member councils' behalf in developing a range of Statutory Quality Partnerships; and
- (2) 9 May 2014 (page 3, paragraph 8) when the Partnership had approved the Regional Transport Strategy Delivery Plan 2014 – 2017, which had outlined SPT's commitment to deliver statutory Quality Partnerships and the Fastlink project,

there was submitted a report (issued) of 3 March 2015 by the Assistant Chief Executive (Operations)

- (a) informing members that SPT had been working with Glasgow City Council (GCC) and bus operators to develop a Statutory Quality Bus Partnership Scheme for the Fastlink Route;
- (b) outlining the aims of the Fastlink Statutory Quality Bus Partnership:-
  - to reduce end to end travel time (target 20%) and the cost of travel to existing and new developments along the Clyde corridor;
  - to improve accessibility, and thereby help to reduce social exclusion, to key areas, facilities and services along the Clyde Corridor such as healthcare, education, employment and tourist attractions;
  - to support growth, development and regeneration along the Clyde Corridor in the residential, commercial and retail sectors;
  - to ensure high quality integration of new and existing public transport along the Clyde Corridor;
  - to improve safety, particularly for vulnerable public transport users, along the Clyde Corridor; and
  - to reduce the adverse environmental effects of transport along the Clyde Corridor through modal shift, sustainable trip patterns and reducing the growth rate of congestion;
- (c) appending a copy of the Summary of Scheme Facility and Bus Operator Standards (Appendix A) together with a copy of the proposed Fastlink Statutory Quality Partnership Scheme (Appendix B);
- (d) explaining
  - (i) that as construction of the final elements of the Fastlink route infrastructure was underway, it only remained for SPT and GCC jointly to make the scheme and thereafter publicise it; and
  - (ii) that once the scheme was made, a statutory minimum period of three months was required prior to its implementation; and
- (e) recommending that the committee recommend approval to the Partnership of the formation of a Statutory Quality Bus Partnership for Fastlink jointly with GCC.

After consideration, the committee

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- (A) approved the recommendation at (e) above; and
- (B) agreed that final approval be remitted to a Chair's Committee in view of the timescale involved.

Thereon, Mr Park gave a presentation on access to the South Glasgow Hospitals which provided information on proposed new and enhanced services on the Govan and Clyde Tunnel Corridors as well as the Fastlink route, highlighted areas where there were gaps in service and outlined the role played by Subway, rail and Partick Interchange.

Information on cycling and walking initiatives, SPT Journeyshare and Traveline Scotland was also provided.