



North Lanarkshire Transport Issues – Member Officer Working Group Outcomes

Date of meeting 21 June 2019

Date of report 30 May 2019

Report by Assistant Chief Executive

1. Object of report

To update the Partnership on the outcomes of North Lanarkshire Council's recent Member Officer Working Group (MOWG) on local transport issues.

2. Background

SPT is an advocate for change to the Scottish bus delivery framework, primarily through our 'Ten Point Plan' for bus, through the introduction of statutory Quality Partnerships (sQP's), and more recently through our inputs to the forthcoming Transport (Scotland) Bill.

Members will be aware there has been considerable interest in the bus provisions set out in the bill, and in particular by North Lanarkshire Council who established a quarterly Member Officer Working Group (MOWG) in June 2018. The MOWG, consisted of NLC members and officers from both NLC and SPT, and was tasked with considering key local transport issues, particularly in relation to local bus services, and also the potential opportunities afforded by the Transport (Scotland) Bill.

The outcomes of the MOWG were reported by NLC's Transportation & Environment Committee on 1 May 2019¹.

Details of bus services operating in North Lanarkshire is provided in Appendix 1 for reference.

3. Outline of proposals

The NLC MOWG on local transport issues has recommended proposals for improvements in the three specific areas of Local Bus Services, Shared Transport Services and Community Transport. Further details on each are provided below.

3.1 Local Bus Services

In respect of local bus services, a key recommendation of the NLC MOWG is as follows:

¹ <https://mars.northlanarkshire.gov.uk/egenda/images/att90852.pdf>

- “We will continue to work with SPT and bus operators to try to deliver a Bus Service Improvement Partnership trialling the Coatbridge-Airdrie-Plains corridor. Developing working alliances with neighbouring authorities were possible. This will aim to prevent the decline in bus patronage; deliver a comprehensive network; maximise performance and standards; integrate and promote the network.”

Within this context, SPT has considerable experience in developing, implementing and delivering successful partnerships with local bus operators and member councils, including Scotland’s only five statutory Quality Partnerships (sQP’s) previously introduced in Glasgow (Streamline & Fastlink sQP’s), Renfrewshire, South Ayrshire and Inverclyde.

Building on this experience, an officer level ‘Pathfinder Group’ has already been established between NLC and SPT to take forward plans for a Bus Service Improvement Partnership (BSIP) for the Coatbridge-Airdrie-Plains corridor. Transport Scotland has also indicated they wish to participate in the Pathfinder Group as the Transport (Scotland) Bill becomes finalised, and to assist in preparation of National Best Practice Guidance on BSIP implementation.

It is anticipated that other councils in Strathclyde may wish to consider implementing a BSIP, which is a formal and legally binding scheme, aimed at improving the quality and efficiency of the local bus network. Therefore, the lessons learned from NLC experience will be of assistance in taking forward similar partnership arrangements.

3.2 Shared Transport Services

In respect of Shared Transport Services, the MOWG highlighted the scope for continued joint working between the Council and NHS Lanarkshire. In terms of specific recommendations:

- “NLC will continue to offer the use of spare capacity in the council fleet.”

SPT understands that NHS Lanarkshire continue to work closely with NLC on this initiative, (involving the transportation of patients, staff, records, samples and medical equipment) following an earlier successful pilot scheme assisted by SPT.

3.3 Community Transport

In respect of local Community Transport Operators, the key recommendation of the MOWG is as follows:

- “It is proposed that North Lanarkshire host a digital community providing a place for local communities that are interested in CT to get together share ideas and see what other communities are delivering.”

SPT officers continue to engage with NLC and local Community Transport operators on the best way to take forward the above recommendation. NLC officers have also been invited to the next meeting of the West of Scotland Community Transport Forum, hosted by SPT, to receive further feedback on their plans.

4. Conclusion

SPT has utilised their experience of the bus market in the North Lanarkshire area and more generally, to assist and advise officers of North Lanarkshire Council regarding potential

future changes to the delivery of bus services offered by the expected outcomes of the Transport (Scotland) Bill.

The MOWG has provided a useful forum for discussions on the forthcoming Transport (Scotland) Bill.

SPT officers have assisted the MOWG in assessing the pros and cons of options likely to result from the Transport (Scotland) Bill.

NLC has agreed to work with SPT on the establishment of Scotland's first statutory BSIP (Officer Level working group has been established in order to take this forward).

NLC has agreed to work closely with SPT and local Community Transport operators to assist in development of their services across NLC, including via NLC's digital platforms.

NLC has agreed to work closely with NHS Lanarkshire on the shared services scheme with local CT operators.

5. Partnership action

The Partnership is recommended to:

- note SPT's input to the MOWG on Transport Issues in North Lanarkshire;
- note NLC plans approved by NLC to work more closely with NHS Lanarkshire on Shared Transport Services, and to promote the benefits of local Community Transport services; and
- note plans have been approved by NLC to take forward a Bus Service Improvement Partnership (BSIP) in the Monklands area, with assistance from SPT and Transport Scotland.

6. Consequences

Policy consequences	<i>Development of BSIP in NLC aligns with RTS Objectives.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

Name Valerie Davidson
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Chief

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For further information, please contact *Gordon Dickson, Head of Bus Strategy & Delivery* on 0141 333 3407.

Bus Operators in North Lanarkshire



Bus Operator	Service Number
A & J BALLANTYNE	5
BLUE BUS LTD	71, X17
CANAVAN TRAVEL LTD.	40, 42, 42A, 42B, 43, 45
DUNNS COACHES LIMITED	34, 35, 44, 49
FIRST	193, 2, 201, 209, 22, 22A, 240, 241, 242, 244, 251, 254, 255, 266, 299, 355, 38, 38C, 4B, 88C, 89, 89B, 93, N240, X1, X11, X1A, X3, X37, X39, X7, X85, X87
G D COACHES	2
HARRY-O-TRANSPORT	16
J D COACHES	343, 343A
JMB TRAVEL LIMITED	41, 56
MACKENZIE BUS LTD	107
MCCOLLS TRAVEL LTD	27, 381, 84B
MCCREADIES COACHES LTD.	1
MCGILLS BUS SERVICE	106, 132, 147, 147A, 178, 202, 206, 210, 210X, 211, 212, 213, 216, 217, 232, 243, 245, 247, 248, 287, 310, 312, 344, 344A, 344B, 348, 403, 403A, 403B, 72
MCNAIRNS COACHES LTD	117, 16, 346, 77
S D TRAVELS D TRAVEL	150, 50
SCOTTISH CITYLINK	900, 904, 909, AIR, M8
STUARTS COACHES LTD.	101, 111, 181, 235, 236, 240X, 248A, 248B, 248C, 317, 365, 367
UNITED COACHES LTD	1, 3, 7
STAGECOACH	X25, X25A, X25B, X28, X74
WHITELAWS COACHES LTD.	253

- 20 bus operators
- c.119 routes
- c. 36 supported bus routes

key:

SPT Supported Service

Commercial Service

Services correct as at June 2018