

*joining up
journeys*

SPT

committee minute

Strathclyde Partnership for Transport

Minute of Operations Committee meeting

19 January 2007

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 19 January 2007

- Present** Councillors Davie McLachlan (Chair), Alan Lafferty, Eileen Logan, John Mason, Linda McColl, John McDowell, Eric Ross, Alan Stewart, Margaret Toner and appointed member Tom Hart.
- Apologies** Councillor Eric Forbes and appointed member Bill Ure
- Attending** Valerie Davidson, Secretary; Gordon MacLennan, Assistant Chief Executive (Customer Services); John Halliday, Assistant Chief Executive (Transport & Strategy) and Eric Stewart, Director of Bus Operations.
- Also attending** Councillor Al Reay, Argyll and Bute Council.

1. Councillor Tom Selfridge

Arising from a question from Councillor Mason on the recent resignation of the Vice Chair, Tom Selfridge, Mrs Davidson advised members that she had received formal notification of Councillor Selfridge's resignation from North Lanarkshire Council and that it was that council's intention to appoint a replacement member to service on the Partnership in due course. She further advised that an update would be given at the next Partnership meeting on 23 February 2007.

2. Minute of previous meeting

The minute of the meeting of 17 November 2006 was submitted and approved.

Arising from the minute with regard to page, 7 paragraph (g), Mr Stewart informed members that although Whitelaw's Coaches had been awarded contract 4846J Hamilton – Strathaven – East Kilbride (service 13), Henderson Travel had decided to operate the service on a commercial basis.

3. Public transport services monitoring report

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There was submitted a report (issued) of 8 January 2007 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.

After discussion and having heard Mr Halliday in answer to members' questions and advise that it was his intention to revise the style and layout of the monitoring report and that any comments from members would be welcome, the committee

- (1) noted the contents of the report; and

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- (2) agreed that a revised monitoring report, taking into consideration the comments raised by members at the meeting would be submitted to a future committee.

4. Subway escalator condition

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With reference to the minute of

- (1) the Partnership of 16 June 2006 (page 13, paragraph 15) when the Partnership had
- (a) considered a report on the results of a survey carried out by a specialist escalator consultant which had shown that there was a need for safety upgrades on the majority of Subway escalators in order to meet the current standards; and
 - (b) agreed that contracts be let up to a total value of £650,000 to Kone Escalators and, to a lesser extent, SDV on a negotiated basis for rectification work to the Subway escalators; and
- (2) the Operations Committee of 17 November 2006 when the committee had agreed that a report would be submitted to a future meeting on Subway escalator maintenance,

there was submitted and noted a report (issued) of 11 January 2007 by the Assistant Chief Executive, Customer Services,

- (i) informing members that as a follow up to the survey, Kone had been asked to carry out a full condition survey of all 22 escalators, with a view to determining the extent of work required to rehabilitate;
- (ii) summarising the current condition of Subway escalators following the substantial step alignment work carried out in late 2006;
- (iii) explaining
 - (A) that although the repair work was undoubtedly disruptive to good customer service, the initial survey that had led to the repair programme had stemmed from a 'higher level survey' intended to help the long term (15 years or so) future strategy for the escalators which would be presented in due course to the committee; and
 - (B) that it had been evident from the information obtained by Kone that the preferred option would be to sustain the existing machines as opposed to wholesale replacement.

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5. Subsidised local bus service recommendations

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There was submitted a report (issued) of 15 January 2007 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. Rural Public Passenger Transport Grant 2007 - 2008

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There was submitted a report (issued) of 11 January 2007 by the Chief Executive,

- (1) enclosing as an appendix to the report a table detailing the total Rural Public Passenger Transport Grant (RPPT) in Scotland for 2007/2008 which had increased from £6.3m in 2006/07 to £7.4m;
- (2) informing members that the RPPT for SPT's designated area had increased from £980,000 in 2006/07 to £1,047,00m in 2007/08;
- (3) explaining that following changes to the methods used in calculating the grant for 2007/08 now based on 2001 census data and the scarcity/dispersion formula which was used in grant aided expenditure calculations, the Scottish Executive had advised that the revised formula would provide more funds for the rural areas; and
- (4) advising members
 - (a) that although there was the additional £67,000 that had been made available to SPT as a result of the increased allocation to Argyll and Bute Council, there had been otherwise no effective increase in the grant for 2007/08; and
 - (b) that some of the additional funding would require to be used to meet inflationary costs for current contracts estimated at around £25,000.

After discussion and having heard Mrs Davidson inform members that she had recently been advised by the Scottish Executive that the RPPT fund would come to an end on 31 March 2008 and would be replaced by a demand responsive budget which would be managed by the RTPs and would include the current RPPT funding, Community Transport Initiative funding and one other policy area, the committee

- (i) noted the terms of the report; and
- (ii) agreed that a report would be submitted to the next Partnership meeting on 23 February 2007 on the new Demand Responsive Transport budget and the implications and benefits for SPT.

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7. Re-allocation of cost for service 302 Helensburgh – Carrick Castle

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There was submitted and approved a report (issued) of 15 December 2006 by the Chief Executive,

- (1) requesting that the committee agree to re-allocate the funding costs between the Partnership and Argyll and Bute Council for contract 8811 Helensburgh - Carrick Castle (service 302), following the revision of the SPT designated area from 1 April 2006 and a decrease in the number of entitled school children travelling on the contract; and
- (2) enclosing as an appendix to the report the proposed revised funding costs for Contract 8811 Helensburgh - Carrick Castle (service 302) from week commencing Sunday 28 January 2007.

8. Renewal of local subsidised bus service contracts

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After consideration of a report (issued) of 11 January 2007 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

- (a) that contract 0906B Castlemilk – Greenfield - Rutherglen (service 46) be awarded to First Glasgow at a cost of £177,840 for the contract period, equivalent to £59,280 per annum (£1.77 per mile) based on the optional tender submitted;
- (b) that, in view of an alternative residual contract providing a late evening journey between Cumbernauld – Stirling to be tendered and managed by Stirling Council, not to award contract 2834F Glasgow – Stirling (service 239);
- (c) that contract 3164D Glasgow City Centre – Stobhill Hospital (service 329) be awarded to Henderson Travel at a cost of £467,517 for the contract period, equivalent to £95,503 per annum (£0.97 per mile) based on the alternative tender submitted;
- (d) that contract 4801P Carnwath – Lanark – Braehead (service 37) be awarded to Irvine's Coaches at a cost of £346,500 for the contract period equivalent to £69,300 per year (£0.88 per mile) based on the optional timetable submitted;
- (e) that subject to the approval of East Ayrshire Council, contract 6852G Muirkirk – Auchinleck Academy – Cumnock (service 344) be awarded to Liddells Coaches at a cost of £171,000 for the contract period equivalent to £34,200 per year (£5.63 per mile), funding per year to be split £15,390 SPT and £18,810 East Ayrshire Council; and
- (f) that contract 7918C Greenock – Inverclyde Royal Hospital – McInroys Point (service 545) be awarded to McGill's at a cost of £70,200 for the contract period equivalent to £23,400 per year (£0.96 per mile) based on the alternative timetable submitted.

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9. Proposed 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, the committee agreed

- (1) that contract 4865 Lanark – Biggar (service 191) be revised to reinstate early morning journeys on a subsidised basis at an additional annual cost of £5,256 from 15 January 2007; and
- (2) that the route and timetable for contract 5645H Johnstone – Kilmacolm (service 301) be revised as outlined in the report at no change to the contract cost from 19 February 2007.

10. Requests for subsidised local bus services

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There was submitted a report (issued) of 9 January 2007 by the Chief Executive, advising members of various requests for the provision of subsidised local bus services.

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

- (1) agreed not to take any further action in respect of the local subsidised bus service requests at paragraphs (a) - (c), (e) – (i) and (k) – (m) of the report; and
- (2) approved the recommendations in respect of the undernoted requests: -

Request

Decision

Extension to the hours of subsidised local bus service 253 (Coalburn – Hamilton) to provide earlier Sunday morning journeys.

The committee agreed to make further investigation into the provision of an early morning service on the route and that a report be submitted to a future meeting.

(item d)

Provision of a subsidised bus service between Newarthill and Motherwell town centre.

The committee agreed that tenders be invited.

(item j)