

Strathclyde Partnership for Transport

Minute of Operations Committee

6 November 2015

held in Consort House, Glasgow

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Minute of the meeting of Strathclyde Partnership for Transport's Operations Committee held in Consort House, Glasgow on 6 November 2015

- Present** Councillors Denis McKenna (Chair), Malcolm Balfour, Tony Buchanan, Bill Grant, Kaye Harmon, Chris Kelly, Robert G MacIntyre, Bobby McDill, Lawrence O'Neill and Hamish Stewart
- Attending** Valerie Davidson, Secretary/Assistant Chief Executive (Business Support); Valerie A Bowen, Senior Committee Officer; Gordon MacIannan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Ronnie Park, Director of Bus Operations and Alex Scott, Bus Contracts Manager.
- Also attending** John Yellowlees, Scotrail.

1. Apologies

Apologies were submitted from Councillor David Wilson and appointed member Graham Johnston.

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 28 August 2015 was submitted and approved as a correct record.

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

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There was submitted and noted a report (issued) of 28 October 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.

Thereon, Mr Yellowlees updated members on ScotRail's December timetable changes and the closure of Queen Street rail station high level from 20 March to 8 August 2016.

5. Subsidised local bus service contract recommendations – financial implications

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There was submitted a report (issued) of 22 October 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

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- (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. Proposed award of subsidised local bus service contract

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There was submitted a report (issued) of 22 October 2015 by the Assistant Chief Executive (Operations)

- (1) informing members of the tenders received for the renewal of a local subsidised bus service contract; and
- (2) recommending the award of an appropriate contract.

Following discussion, the committee

- (a) agreed to the award of contract W097C Shawlands – Clarkston – Silverburn (service 374) to Glasgow Citybus at a cost of £412,245 for the contract period 29 November 2015 to 14 July 2018; and
- (b) noted that the award of the contract was subject to satisfaction of the requirements of the mandatory standstill period for EU advertised public sector contracts.

7. Proposed renewal of subsidised local bus service contracts

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There was submitted a report (issued) of 27 October 2015 by the Assistant Chief Executive (Operations)

- (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 Park in further explanation, the committee

- (a) agreed to the award of the following contracts:-
 - (i) contract LS007E Bishopbriggs local (service 142) to Glasgow Citybus, at a cost of £65,821 for the contract period from 17 July 2016 to 13 July 2019;
 - (ii) contract 5627K Bishopton local/Bishopton – Erskine (services 520/521) to Wilsons Buses at a cost of £152,721 for the contract period from 17 July 2016 to 13 July 2019;
 - (iii) contract LS044S East Kilbride – Hamilton – Motherwell – Harthill – Edinburgh (service 904) to Scottish Citylink Coaches at a cost of £143,550 for the contract period from 17 July 2016 to 13 July 2019;

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- (iv) contract 7918G McInroy's Point – Inverclyde Royal Hospital – Greenock (service 545) to McGill's Buses, at a cost of £143,700 for the contract period from 17 July 2016 to 13 July 2019;
 - (v) contract W051B Hawkhead – Royal Alexandra Hospital – Brediland (service 10) to McGill's Buses at a cost of £14,451 for the contract period from 17 July 2016 to 13 July 2019; and
 - (vi) contract W046B Greenock – Midton (service 507) to McGill's Buses at a cost of £70,500 for the contract period from 17 July 2016 to 13 July 2019; and
- (b) noted that the awards of the contracts at (a) above were subject to satisfaction of the requirements of the mandatory standstill period for EU advertised public sector contracts.

8. Amendments to subsidised local bus service contracts

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After consideration of a report (issued) of 27 October 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 4840G East Kilbride - Eaglesham - Uplawmoor (services 395/396) | Alteration to route and timetable with effect from 19 October 2015 to divert services from the vicinity of Uplawmoor Primary School (additional cost of £740 per annum) |
| Contract 2876G1 Cumbernauld Local (service 343) | Alteration to timetable of service 343 and introduction of new service 343A with effect from 19 October 2015 following changes in the commercial network which reduced service levels in the area (additional cost of £16,998) |
| Contract 6985C Stranraer - Portpatrick (service 367) | Minor timetable alterations with effect from 11 October 2015 following changes to the commercial element of the service (no additional cost) |
| Contract W051A Hawkhead - Royal Alexandra Hospital – Brediland (service 10) | Alteration to route with effect from 15 November 2015 in order to standardise both the commercial and subsidised routes of this service (no additional cost) |
| Contract W030 Toryglen - Croftfoot (service M2) Toryglen - Castlemilk (service 74) | Temporary alteration to route with effect from 21 August 2015 whilst indiscriminate parking issues within Kirkconnel Drive and Carrick Road, Spittal were resolved. (no additional cost) |

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| Contract | Amendment |
|--|--|
| Contract W058A Maryhill – Riddrie (service 8) | Alteration to both the subsidised and commercial route with effect from 28 September 2015 to standardise the operation of the service following the planned closure of Edgefauld Road, Springburn (no additional cost) |
| Contract W033A Milngavie – Anniesland (service 15) Duntocher/Hardgate - Gartnavel Hospital (service 118) | Contract altered to include one service 6B journey with effect from 19 October 2015 following withdrawal of commercial service (additional cost of £1,987 per annum) |
| Contracts 9603D and W021C Croy - Blackwood/Twechar/Kilsyth (services 344/A, 349) Croy - Balloch - Craigmarloch - Carrickstone (service 348) Croy - Balloch - Craigmarloch - Cumbernauld – Greenfaulds (service 403) | Alteration to contracts 9603D and W021C to include new services 403A/B with effect from 18 October 2015 following withdrawal of commercial service (additional cost of £312 per annum for contract 9603D and £1,227 per annum for contract W021C. Both contracts operated on a gross cost basis and therefore all revenues collected retained by SPT) |
| Contract 2827L Kilsyth - Cumbernauld - Airdrie - Monklands Hospital (service 147) | Alteration to timetable and route with effect from 18 October 2015 following withdrawal of commercial service (no additional cost) |
| Contract W039A1 Hairmyres Hospital - East Kilbride - Hamilton - Torr Farm (service 205) | Amendments to the route in the Peacock Cross area of Hamilton with effect from 16 November 2015 to address timetable reliability issues (no additional cost) |

9. Community Transport projects: grant funding

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There was submitted and noted a report (issued) of 27 October 2015 by the Assistant Chief Executive (Operations) providing a brief summary of the following Community Transport projects which had been awarded grant funding during the period 1 April to 30 September 2015:-

- Access to Employment (Ayr);
- British Red Cross Society;
- Community Transport East Renfrewshire;
- Community Transport Glasgow;
- NATA (North Area Transport Association);
- Royal Voluntary Service;
- The Rural Development Trust Ltd; and
- South West Community Transport.

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10. Request for subsidised local bus service

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There was submitted a report (issued) of 27 October 2015 by the Assistant Chief Executive (Operations) advising members of a request to extend the route of existing subsidised service 323 Brodick – Whiting Bay to provide additional journeys between Brodick Primary School and the Cladach area.

After consideration, the committee agreed to take no action in respect of the request.

11. Fastlink Route Performance Report

[Click here to view report](#)

There was submitted a report (issued) of 28 October 2015 by the Assistant Chief Executive (Operations)

- (1) intimating
 - (a) that, following concerns highlighted by local bus operators regarding the performance of the Fastlink route, particularly in relation to bus priority measures at signal controlled junctions along the route, a meeting had been convened between the Scottish Government, SPT and Glasgow City Council (GCC) to discuss scheme progress; and
 - (b) that following the meeting, the Transport Minister had requested a report, jointly produced by SPT and GCC, to consider the performance of the Fastlink route and to outline the next steps in terms of delivering the project objectives and completion of the City Centre bus priority measures and passenger facilities;
- (2) appending a copy of the Fastlink Route Performance Report which, at a strategic level, had demonstrated that significant progress had been made to date in terms of delivery of the wider scheme objectives including accessibility, economic development, integration, safety and environmental impact;
- (3) informing members
 - (a) that the project remained on target to achieve the 20% journey time saving target on completion of the City Centre Bus Priority Measures;
 - (b) that, crucially, a £3.14 million package of works had been agreed between GCC and SPT to deliver bus priority measures & improved passenger facilities within Glasgow City Centre and that these works, which were due to be completed by 2017, would deliver further journey time savings for all bus services operating in the City Centre in alignment with the targets set out in the Final Business Case; and
 - (c) that SPT and GCC were currently rolling out a programme of immediate enhancements to further enhance bus priority signalling and it was anticipated that this programme of improvements would be completed by December 2015;
- (4) explaining
 - (a) that a particular focus of the report was on progress achieved to date in terms of achieving reduced travel times by public transport to existing and new developments along the Fastlink corridor; and

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- (b) that the analysis undertaken so far demonstrated that, as of October 2015, a 15.6% journey time saving had been realised from the overall target of 20% which aligned with recent positive operator and public feedback and followed recent upgrades to traffic signalling along the route; and
- (5) confirming that both SPT and GCC believed that the report clearly demonstrated the significant progress made in terms of delivery of the project objectives as set out in the Fastlink Final Business Case and that there was a clear delivery plan in place to address any outstanding issues, particularly with regards to Glasgow City Centre.

Following discussion, Councillor O'Neill requested clarification on travel arrangements for those travelling by bus from the north area of Clydebank to the new Queen Elizabeth University Hospital. Mr Stewart replied that, consistent with many parts of the conurbation and the regulations under which SPT were required to operate, a direct bus service was not available and that journeys to the hospital would involve a change of bus. Mr O'Neill requested that the officers' review this matter and provide him directly with more information.

Thereon, the Committee noted the contents of the report and noted also that it had been passed to Scottish Government for consideration.