

Strathclyde Partnership for Transport

Minute of Operations Committee

22 January 2016

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 22 January 2016

Present Councillors Denis McKenna (Chair), Malcolm Balfour, Jonathan Findlay, Bill Grant, Kaye Harmon, Chris Kelly, Alan Moir, Robert G MacIntyre, Lawrence O'Neill, Hamish Stewart and David Wilson and appointed member Graham Johnston.

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, Ronnie Park, Director of Bus Operations; Neil Wylie, Director of Finance and HR; Gordon Dickson, Bus Development Manager; and David Christie, Operations and Security Manager, Subway.

Also attending John Yellowlees, Scotrail.

1. Apologies

An apology was submitted from Councillor Tony Buchanan.

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 6 November 2015 was submitted and approved as a correct record.

Arising from the minute with reference to page 5, paragraph 4, Councillor Moir referred to the recent media coverage in relation to the Scottish Government's launch of a refresh of the 2006 National Transport Strategy (NTS) which would be followed by a full review of the NTS during the next Scottish Parliament.

The committee noted that, although rail passengers had increased by 29%, a drop in the number of bus journeys had meant that overall numbers on public transport were down, despite the Government's transport policy aimed at getting passengers onto public transport. Mr Stewart advised members that statistics on the Strathclyde area had shown an even greater decline in the use of bus journeys and discussion took place on possible causes.

The committee further noted that a report on the outcome of the review would be submitted to a future meeting.

4. Ramps and Turnouts Alternative Bus Plan – Presentation

Mr Christie gave a presentation entitled "Ramps and Turnouts Alternative Bus Plan" which provided members with information in relation to the development of a full circle Subway bus replacement plan, based on customer movements and demand obtained via smartcard ticketing, which would come into effect during the closure of the Subway for a four week period during the summer school holidays 2016 to allow works to take place.

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After discussion and having heard that a report on tenders for the replacement bus services would be submitted to a future meeting of the Partnership, the committee thanked Mr Christie for his presentation.

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

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There was submitted and noted a report (issued) of 7 January 2016 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.

6. Subsidised local bus service contract recommendations – financial implications

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There was submitted a report (issued) of 7 January 2016 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.

7. Temporary contracts awarded

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There was submitted and noted a report (issued) of 18 December 2015 by the Assistant Chief Executive (Operations) advising members of temporary contracts awarded under delegated authority since the beginning of November 2015 to ensure that gaps in the network arising from commercial market changes were filled and that the tendering process would continue to ensure that the contracts were replaced on a more long term basis.

8. Proposed award of subsidised local bus service contract

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There was submitted a report (issued) of 31 December 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.

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Following discussion, the committee agreed to the award of contract W103A Partick – Broomhill – Gartnavel Hospital (service 141) to McGills Buses at a cost of £282,449 for the contract period from 27 March 2016 to 10 July 2021.

9. Proposed renewal of subsidised local bus service contracts

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There was submitted and approved a report (issued) of 14 January 2016 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
 - (a) the award of the undernoted contracts for the period 17 July 2016 to 13 July 2019 with the exception of the contract at (xi) below which would run for the period 17 July 2016 to 17 July 2021:-
 - (i) package 16587 containing contracts 4199D (services 235/236), 4841L (services 101/181A), W010C (services 248A/248B) and W022D (services 365/366/367) to Stuarts Coaches at a cost of £1,055,700;
 - (ii) contract W045B (services 49,124,153) to Glasgow Citybus at a cost of £246,731;
 - (iii) contract W049B (service 21) to McGill's Buses at a cost of £45,000;
 - (iv) contract 6917H (service 110) to Western Buses at a cost of £111,609;
 - (v) contract W043B (service 264) to McGill's Buses at a cost of £22,698;
 - (vi) contract 8811E (service 302) to Garelochhead Coaches at a cost of £186,620, subject to agreement by Argyll and Bute Council;
 - (vii) contract 4800D (service 355) to First Glasgow at a cost of £116,865;
 - (viii) contract LS045C (service 757) to McGill's Buses at a cost of £201,601;
 - (ix) contract W041B (service 585A) to Western Buses at a cost of £157,110;
 - (x) contract 6485N1 (service X76) to Western Buses at a cost of £240,012; and
 - (xi) contract 2857G (MyBus Rural 600) to McGill's Buses at a cost of £390,000 (using an SPT vehicle which required to be purchased); and
 - (b) that the committee note 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.

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10. Amendments to subsidised local bus service contracts

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After consideration of a report (issued) of 21 December 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 LS074B Moodiesburn–Coatbridge (service 245) Moodiesburn–Gartcosh–Shettleston (service 310)	Alteration to timetable and route of service 310 with effect from 3 January 2016 to serve Loancroft, Baillieston in both directions (additional cost of £1,791 per annum)
Contract W087A1 Glasgow-Parkhead-Carmyle-Halfway (services 64/164) Newton Farm-Cambuslang-Parkhead (service 364)	Alteration to timetable of service 364 with effect from 17 January 2016 to provide journey from Parkhead to arrive at Cambuslang Investment Park prior to 9.00am (no additional cost)
Contract 4980D Rutherglen-Fernhill (service 14)	Alteration to the route of service 14 with effect from 3 January 2016 to permit operation of alternative vehicle types (no additional cost)
Contract 9603D Croy-Blackwood/Twechar/Kilsyth (services 344/A, 349) Croy-Balloch-Craigmarloch-Carrickstone (service 348) Croy-Balloch-Craigmarloch-Cumbernauld-Greenfaulds (service 403)	Alteration to the timetable of service 348 with effect from 4 January 2016 to enable improved evening interchange connections at Croy railway station (no additional cost)
Contract W080E1 Partick-Broomhill-Gartnavel Hospital (service 141)	Contract cancelled with effect from 15 December 2015. Details of revised contract included within a separate paper before this committee
Contract W056A Glasgow-Baillieston-Bargeddie-Coatbridge/ Airdrie (service 213) Baillieston-Bargeddie (service 213A)	Withdrawal of service 213A Sunday daytime service with effect from 14 February 2016 due to low passenger numbers and resultant passenger subsidy well in excess of SPT guideline criteria (reduced cost of £4,994 per annum)
Contract W066C1 Loch Lomond Shores-Rosshead-Bonhill (service 207) Dumbarton-Cardross-Helensburgh (service 1B)	Withdrawal of service 1B with effect from 14 February 2016 due to low passenger numbers and resultant passenger subsidy well in excess of SPT guideline criteria (reduced cost of £10,660 per annum)

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Contract	Amendment
Contract W050C Kilwinning-Irvine/i3 Enterprise Area (service 27) Irvine-Montgomerie Park (service 29) Kilwinning local (service 320)	Alteration to the route of service 27 with effect from 20 December 2015 to permit improved journey opportunities within the i3 Enterprise area (no additional cost)
Contract W035A1 Larkhall-Wishaw General Hospital (service 251)	Alteration to the timetable of service 251 with effect from 17 January 2016 to address peak time reliability issues (additional cost of £2,600 per annum)
Swestrans contract SW/13/101D Dumfries-Biggarr-Edinburgh (services 101/102)	Alteration to the timetable and route of SPT jointly funded services 101/102 with effect from 8 February 2016 to address reliability issues (no additional cost)
Contract W095 Cumnock local (service 49A)	Alteration to the timetable of service 49A with effect from 1 February 2016 to provide an additional early afternoon journey between Cumnock Town Centre and Cumnock Hospital (no additional cost)
Contract 3164K Glasgow-Roystonhill-Stobhill Hospital (service 329)	Contract cancelled with effect from 3 January 2016. Details of revised temporary contract included within a separate paper before this committee
Contract W024D Townhead-Coatbridge-Cliftonville- Carnbroe (service 117)	Contract cancelled with effect from 2 January 2016. Details of revised temporary contract included within a separate paper before this committee
Contract W060A Greenock-Wemyss Bay-Upper Skelmorlie/ Largs (service 578) Greenock-Wemyss Bay – Largs (service 576)	Alteration to the timetable of services 578 and 576 with effect from 5 January 2016 to fill gap in bus service provision caused by withdrawal of commercial service and address overprovision within the timetable of Sunday evening service 576 (additional cost of £1,815 per annum)
Contract 6917F Kilmarnock-Dundonald-Muirhead-Troon (service 110)	Alteration to the route of service 110 for an estimated period of ten weeks with effect from 5 January 2016 as a result of railway bridge repair works (no additional cost)

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11. Request for subsidised local bus service

[Click here to view report](#)

There was submitted and approved a report (issued) of 8 January 2016 by the Assistant Chief Executive (Operations) advising members of three requests for the provision of subsidised local bus services and recommending no action in respect of each request.

12. Real Time Passenger Information System – Proposed award of contracts

[Click here to view report](#)

After consideration of a report (issued) of 8 January 2016 by the Assistant Chief Executive (Operations) outlining the tender process in relation to the award of contracts for a Real Time Passenger Information System Lots 1 and 2, the committee

(1) approved the award of the following contracts:-

Contract	Contractor(s)	Amount	Remarks
Real Time Passenger Information System Lot 1 – Central System	Trapeze Group UK Ltd	Combined Capital and Revenue contract value of up to £471,869 over 5 years	Most economically advantageous tender. Capital element for 2015/16 and 2016/7 up to £151,189 with an annual Revenue operating cost ranging from £52,112 to £72,152 depending on the quantity of bus operators and local authorities connected to the system
Real Time Passenger Information System Lot 2 – Content Management System and RTPI Display Maintenance	Vix Technology Ltd	Combined Capital and Revenue contract value of up to £1,110,207 over 5 years	Most economically advantageous tender. Capital element for 2015/16 and 2016/17 up to £399,758 with an annual Revenue operating cost ranging from £136,609 to £151,063 depending on the quantity of bus stop real time information displays connected to the system

and

(2) noted

(a) that the award of the contracts for Lot 1 and Lot 2, together with any future expansion, would be subject to conclusion of agency agreements with local authorities in respect of their associated maintenance costs; and

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- (b) that the award of the contracts was subject to satisfaction of the requirements of the mandatory standstill period for EU advertised public sector contracts.

13. Purchase of vehicles

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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 14 January 2016 by the Assistant Chief Executive (Operations)

- (1) informing members that, following a review of the current fleet, four vehicles had been identified as approaching the mileage criterion;
- (2) explaining that, in addition, a tender submission for the renewal of contract 2857G (detailed at paragraph 9(a)(xi) of this minute) required that a further vehicle be acquired; and
- (3) recommending that five vehicles be purchased via SPT's vehicle purchasing framework.

After consideration, the committee agreed to the award of a contract to Optare Group Ltd in the sum of £600,000 for the purchase of five 7.9m Optare Solo buses.

14. Changes to the Bus Service Registration Process in Scotland

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With reference to the minute of the Strategy & Programmes Committee of 28 March 2014 (page 4, paragraph 7) when that committee had been provided with information prepared by SPT in response to a Transport Scotland proposal (through the Bus Stakeholders Group) to change the registration process for bus services, together with a summary of the refined and updated 10 Point Bus Action Plan, there was submitted a report (issued) of 12 January 2016 by the Assistant Chief Executive (Operations)

- (1) intimating
 - (a) that, on 18 December 2015, Transport Scotland had informed SPT that the changes to the bus service registration process championed by SPT would come into effect on 31 January 2016;
 - (b) that Transport Scotland had committed to issuing Best Practice Guidance to accompany the changes; and
 - (c) that the change was a significant achievement for SPT and partners and the most significant change to the regulatory framework for the bus market since the Transport (Scotland) Act 2001;
- (2) informing members
 - (a) that officers were in the process of assessing the impact of the changes on work processes and procedures, specifically in relation to network planning, and it was anticipated that a paper would be presented to the next Committee meeting

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proposing how the changes would be adhered to in the SPT area, based on best practice within the new guidance; and

- (b) that officers would engage with operators, councils, the Confederation for Passenger Transport and the Traffic Commissioner for Scotland in this regard, prior to the proposal being presented to the Committee;
- (3) highlighting the fact that at this stage, officers were hopeful that the changes to the bus registration process would mark a step-change in terms of SPT's relationship with bus operators and that it was hoped that positive working relationships would be forged through the new changes, which could lead to some type of formalised 'agreements' being created between SPT and operators – collectively and/or individually – all with a view to achieving more for the travelling public and the public purse; and
- (4) indicating
- (a) that, whilst these changes were welcomed, they formed the initial phase of progressive measures which SPT would like to see in bus policy. For example, and in line with the 'Ten Point Plan', officers would continue to seek improvements to the procurement process, which were pivotal to a step-change in bus service delivery and the promotion of Statutory Quality Partnerships; and
 - (b) that SPT was planning to undertake a consultation exercise in relation to bus, as the views of the public and communities across the west of Scotland would be central to and critical in shaping the future direction of SPT's bus policy.

After consideration and having heard Mr Stewart in amplification of the report, the committee noted the terms of the report.