



Requests for subsidised local bus services

Committee Operations

Date of meeting 24 August 2018

Date of report 05 July 2018

Report by Assistant Chief Executive

1. Object of report

To recommend the Committee note the requests received for subsidised local bus services and approves the recommended actions.

2. Background

(a) To extend the operation of subsidised local bus service 365/366/367 (Wishaw General Hospital – Shotts – Harthill) to connect with subsidised provision in Salsburgh and offer a direct local bus link between Monklands Hospital – Wishaw General Hospital via Shotts **Recommend:** No Action. Constraints of existing schedules would present difficulties in augmenting the local bus services and likely low usage would result in a subsidy cost per passenger in excess of that deemed acceptable or affordable.

Council area: North Lanarkshire

(b) To vary the route of two afternoon (school day only) subsidised local bus service 374 journeys (Shawlands – Clarkston – Silverburn) to serve Ashmore Road, Merrylee **Recommend:** Investigate operational and financial implications of altering the journeys in question (1456 hours ex Silverburn and 1557 hours ex Shawlands).

Council area: Glasgow City

(c) To introduce a subsidised local bus service in Langbank **Recommend:** No Action. SPT provides MyBus Rural service 965 in the area, which offers bookable door-to-door transport for its passengers who have difficulty accessing standard modes of public transport. To augment this provision would result in a subsidy cost per passenger in excess of that deemed acceptable or affordable. The village also benefits from frequent rail services, which offer links to local services and amenities.

Council area: Renfrewshire

- (d) To provide a direct subsidised local bus service between Uddingston and Eurocentral **Recommend:** No Action. Journey can be made via interchange on existing local bus services, which meet SPT Guideline Criteria.
Council area: South Lanarkshire

3. **Committee action**

The Committee is asked to agree the recommendations.

4. **Consequences**

Policy consequences: *None directly.*

Legal consequences: *None directly.*

Financial consequences: *No financial consequences*

Personnel consequences: *None directly.*

Equalities consequences: *None directly.*

Risk consequences: *None directly.*

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Assistant Chief Executive

Gordon MacLennan
Chief Executive

For further information, please contact Alex Scott, Bus Services Manager on ext 3388