

Monitoring report on public transport services in the SPT area

Committee Operations Committee

Date of meeting 24 June 2016

Date of report 14 June 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

To inform the committee of the latest trends in the numbers of passengers carried and the reliability and punctuality of the public transport services provided directly and supported by SPT and the ScotRail services operating in the SPT area.

2. Background

The report presents statistics on all public transport services supported by SPT and on the ScotRail services operating in the SPT area, up to financial period 2 (28 May 2016) for Subway and up to the 4 weekly period ending 16 April 2016 for other SPT services (period 1 is 30 April 2016 for ScotRail). The layout of the report continues previous practice for the main areas but also includes newly collated statistics relating to SPT's plans for bus improvements. The report will continue to develop as new information is incorporated. With the exception of Subway data, ScotRail data, Fleet Profile data and the Bus Action Plan table, the data in the other sections of the report has been aligned to four weekly traffic return dates (every 4 weekly period from year 2012/13 will contain 28 days) with effect from 25 March 2012.

3. Content and detail

This report has been compiled on the basis of information supplied by the relevant operator/department responsible for each of the services or, where appropriate, by the relevant SPT information technology records. The following pages show the monitoring report based on the information available and received up to financial period 2 (28 May 2016) for Subway and up to the 4 weekly period ending 16 April 2016 for all other SPT services (period 1 is 30 April 2016 for ScotRail).

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1. SPT Subway services

Patronage, reliability and Park & Ride figures have been received up to the financial period ending 28 May 2016.

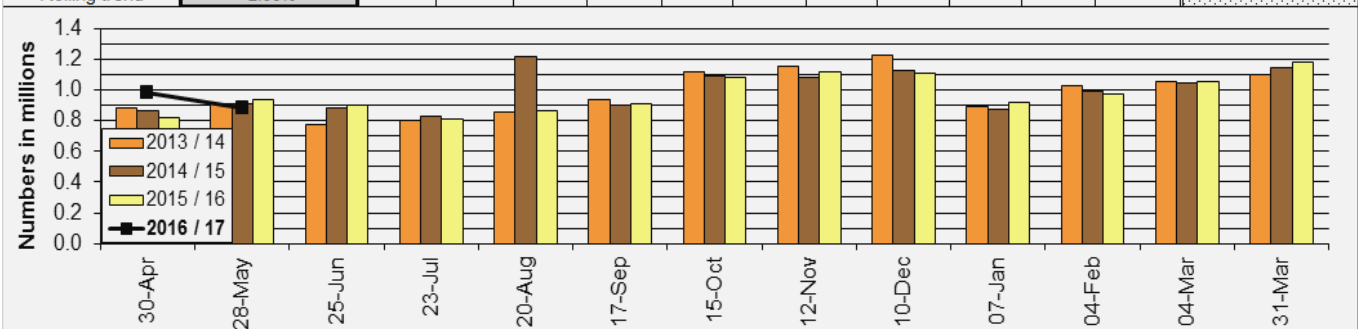
1.1 Subway patronage

Table 1A below details the trend of passenger patronage on SPT Subway services.

The patronage figures for financial periods 1 and 2 are 0.98M and 0.88M and these have shown an increase and a decrease respectively when compared with the figures for the corresponding periods in the previous year. The rolling trend for patronage up to the end of 28 May 2016 (i.e. including periods 1 and 2) is -2.96%.

Table 1A. Subway patronage in millions.

Period	1	2	3	4	5	6	7	8	9	10	11	12	13	Annual total
end date	30-Apr	28-May	25-Jun	23-Jul	20-Aug	17-Sep	15-Oct	12-Nov	10-Dec	07-Jan	04-Feb	04-Mar	31-Mar	
2013 / 14	0.88	0.92	0.78	0.80	0.85	0.94	1.12	1.15	1.23	0.90	1.03	1.06	1.10	12.76
2014 / 15	0.87	0.91	0.89	0.83	1.22	0.90	1.09	1.09	1.13	0.88	0.99	1.05	1.15	13.00
2015 / 16	0.82	0.94	0.91	0.82	0.86	0.92	1.08	1.12	1.11	0.92	0.97	1.06	1.18	12.71
2016 / 17	0.98	0.88												
Rolling trend	-2.96%													



Please note that the Commonwealth Games took place during period 5 ending 16 August 2014 (2014/15) and would have contributed to the very large increase in patronage in this period.

Due to the Subway suspension period in July 2016 the patronage for periods 3 and 4, which cover the suspension period, will be replaced with the replacement bus passenger usage and hence an overall target is not included for this financial year to compare against previous years.

1.2 Subway reliability

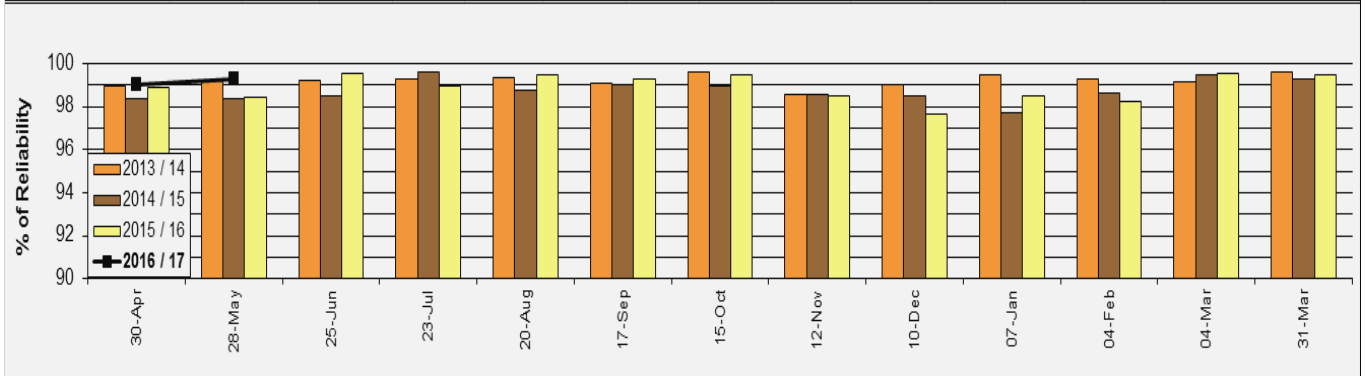
Table 1B below details the trend in reliability on SPT Subway services.

Reliability. Table 1B. The train reliability figures for periods 1 and 2 at 99.05% and 99.27% have both shown an increase respectively when compared with the figures for the corresponding periods in the previous year. The figures for both periods are higher than the Subway reliability target of 99.0%.

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Table 1B. Subway reliability, actual miles travelled by trains as a % of scheduled mileage.

Period	1	2	3	4	5	6	7	8	9	10	11	12	13	Annual average
end date	30-Apr	28-May	25-Jun	23-Jul	20-Aug	17-Sep	15-Oct	12-Nov	10-Dec	07-Jan	04-Feb	04-Mar	31-Mar	
2013 / 14	98.96	99.20	99.21	99.27	99.32	99.08	99.59	98.54	99.03	99.47	99.26	99.18	99.59	99.21
2014 / 15	98.40	98.35	98.51	99.58	98.77	99.04	98.97	98.59	98.50	97.69	98.63	99.47	99.28	98.75
2015 / 16	98.89	98.41	99.53	98.95	99.50	99.25	99.48	98.52	97.66	98.50	98.24	99.51	99.46	98.92
2016 / 17	99.05	99.27												



1.3 Subway main incidents

The main incidents section below provides details of particular causes of suspensions up to the period ending 28 May 2016 as follows:

Period ending 30 April 2016

There were no incidents of note in the above period.

Period ending 28 May 2016

On Wednesday 11 May 2016 services were suspended on the Inner Circle between 12.27pm and 13.22pm due to a defective train in the Shields Road area. The train was returned to the depot and the defective electrical cabling repaired.

On Tuesday 17 May 2016 a Scottish Power outage in the City Centre affected signalling at Buchanan Street Station, which affected services between 8.15am and 10.30am resulting in slightly longer journey times on both circles.

1.4 Park and Ride

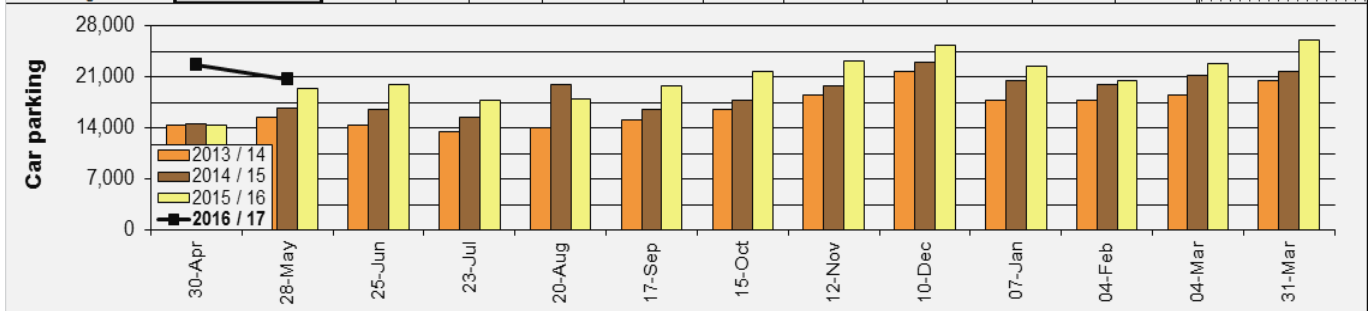
Table 1C below details the trend in parking totals at Subway station Park and Ride facilities.

The Park and Ride figures for periods 1 and 2 at 22,619 and 20,614 have both shown an increase respectively when compared with the figures for the corresponding periods in the previous year. The rolling trend for parking up to 28 May 2016 (i.e. including periods 1 and 2) is 27.73%.

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Table 1C. Subway Park and Ride - totals.

Period	1	2	3	4	5	6	7	8	9	10	11	12	13	Annual total
end date	30-Apr	28-May	25-Jun	23-Jul	20-Aug	17-Sep	15-Oct	12-Nov	10-Dec	07-Jan	04-Feb	04-Mar	31-Mar	
2013 / 14	14,393	15,416	14,342	13,425	13,980	15,051	16,557	18,498	21,716	17,728	17,820	18,521	20,430	217,877
2014 / 15	14,496	16,816	16,576	15,513	20,051	16,614	17,900	19,764	23,051	20,497	19,985	21,275	21,723	244,261
2015 / 16	14,406	19,441	19,885	17,779	18,007	19,775	21,793	23,255	25,283	22,435	20,535	22,841	26,070	271,505
<i>Individual Park and Ride Station Totals 2016 /17</i>														
Bridge Street	4,375	4,151												
Kelvinbridge	3,780	3,570												
Shields Road	14,464	12,893												
2016 / 17	22,619	20,614												
Rolling trend	27.73%													



2. Gourock - Kilcreggan ferry patronage

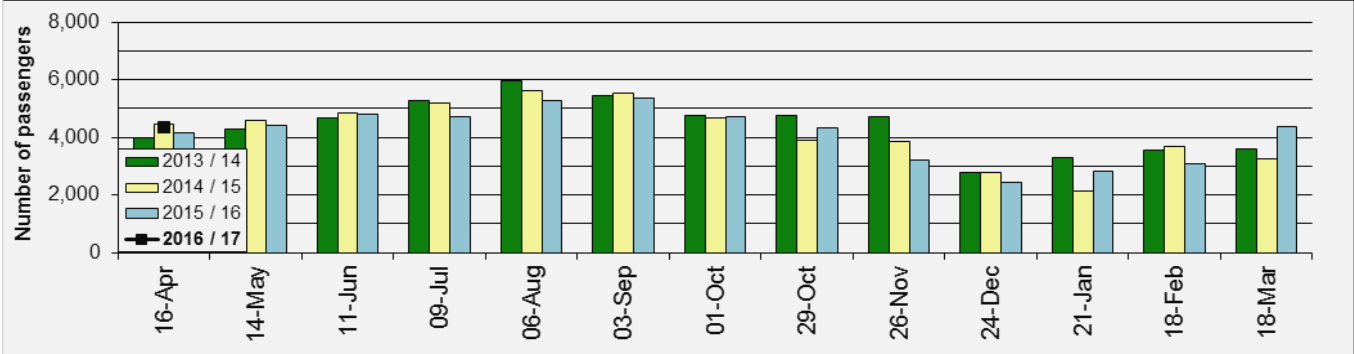
Table 2 below details the trend of 4 weekly passenger patronage on the Gourock - Kilcreggan ferry. Figures have been received up to the 4 weekly period ending 16 April 2016.

The patronage figure for the 4 weekly period ending 16 April 2016 at 4,333 has shown an increase of 4.7% when compared with the figure for the corresponding period in the previous year.

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Table 2. Gourock / Kilcreggan patronage.

4 weekly end date	16-Apr	14-May	11-Jun	09-Jul	06-Aug	03-Sep	01-Oct	29-Oct	26-Nov	24-Dec	21-Jan	18-Feb	18-Mar	Annual total
2013 / 14	4,000	4,291	4,661	5,251	5,975	5,428	4,734	4,741	4,725	2,770	3,282	3,533	3,584	56,975
2014 / 15	4,446	4,576	4,836	5,187	5,608	5,532	4,679	3,881	3,868	2,761	2,124	3,687	3,245	54,430
2015 / 16	4,138	4,425	4,811	4,695	5,288	5,339	4,707	4,336	3,201	2,437	2,813	3,072	4,363	53,625
Trend	-6.9%	-3.3%	-0.5%	-9.5%	-5.7%	-3.5%	0.6%	11.7%	-17.2%	-11.7%	32.4%	-16.7%	34.5%	Moving annual total
2016 / 17	4,333													53,820
Trend	4.7%													



The moving annual total of 53,820 is slightly higher than the total shown for last year but it is lower than the revised target figure of 55,000 for 2016/17.

3. Supported bus services

Tables 3 A, B, C and D below detail the statistics by 4 weekly period for local and schools local services supported by the authority.

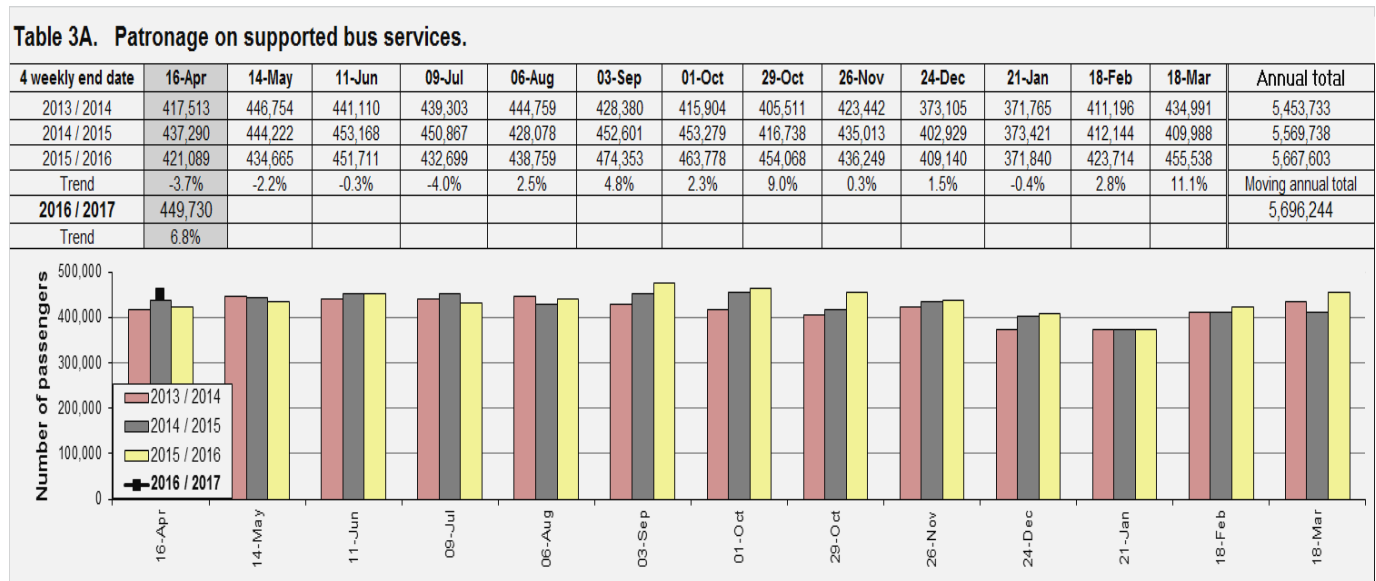
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Lost mileage statistics quoted in this report are received direct from bus operators on a self-certified basis. The figures encompass supported local, and combined schools local services only, and exclude lost mileage on dedicated school services.

Please note that up until the 4 weekly period ending 14 June 2014 passenger numbers on local bus services operated by Community Transport groups was recorded in the MyBus section of this report. This has been removed from the MyBus graph on page 8 from this period and is now included in the supported bus services patronage section below. Community Bus Service mileage has been included in calculations from 15 June 2014.

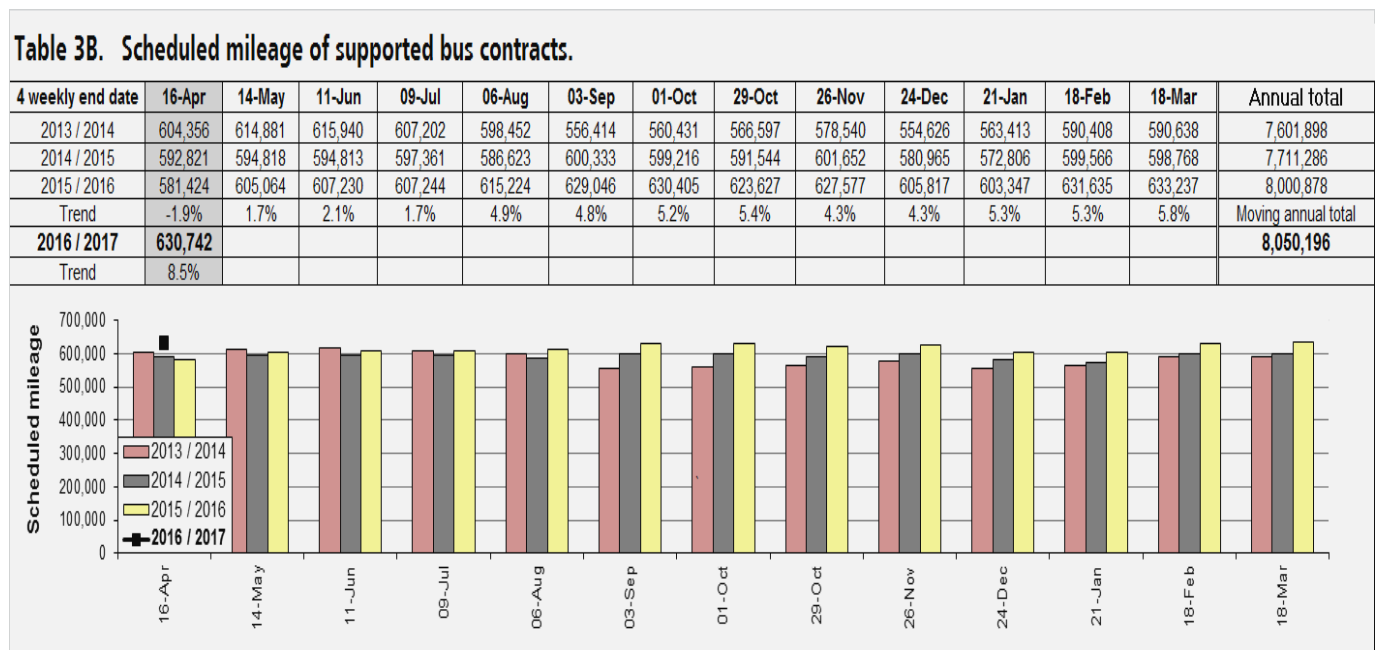
3.1 Supported bus services patronage

The patronage figure for the 4 weekly period ending 16 April 2016 at 449,730 has shown an increase of 6.8% when compared with the figure for the corresponding period in the previous year.



3.2 Supported services scheduled mileage

The scheduled supported bus mileage for the 4 weekly period ending 16 April 2016 at 630,742 has shown an increase of 8.5% when compared with the figure for the corresponding period in the previous year.



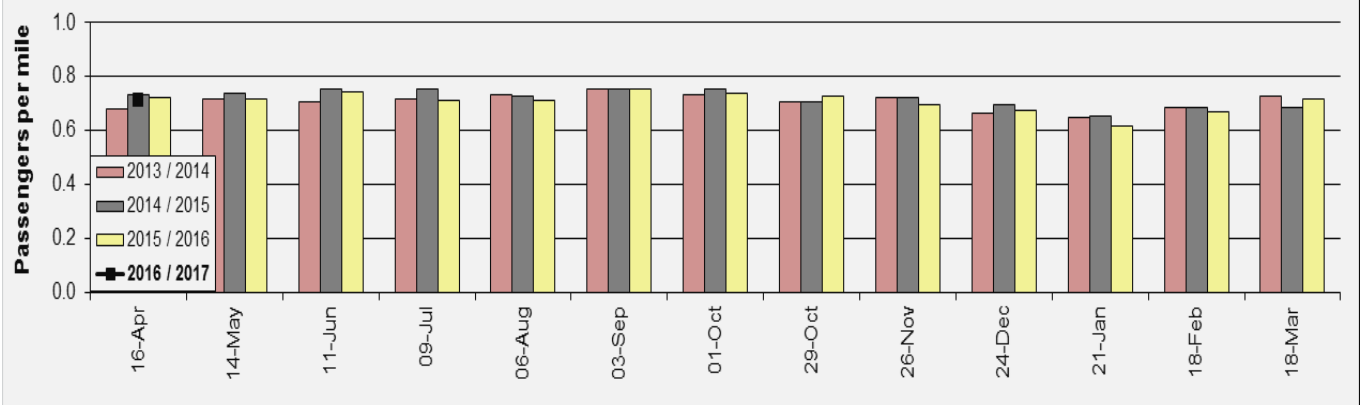
3.3 Passengers per mile on supported bus services

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The passengers per mile figure for the 4 weekly period ending 16 April 2016 at 0.713 has shown a decrease of 1.5% when compared with the figure for the corresponding period in the previous year.

Table 3C. Passengers per mile on supported bus services.

4 weekly end date	16-Apr	14-May	11-Jun	09-Jul	06-Aug	03-Sep	01-Oct	29-Oct	26-Nov	24-Dec	21-Jan	18-Feb	18-Mar	Annual average
2013 / 2014	0.681	0.717	0.706	0.715	0.732	0.756	0.733	0.706	0.722	0.663	0.651	0.687	0.727	0.708
2014 / 2015	0.731	0.740	0.755	0.755	0.730	0.754	0.756	0.704	0.723	0.694	0.652	0.687	0.685	0.722
2015 / 2016	0.724	0.718	0.744	0.713	0.713	0.754	0.736	0.728	0.695	0.675	0.616	0.671	0.719	0.708
Trend	-1.0%	-3.0%	-1.5%	-5.6%	-2.3%	0.0%	-2.6%	3.4%	-3.9%	-2.7%	-5.5%	-2.3%	5.0%	Moving annual average
2016 / 2017	0.713													0.707
Trend	-1.5%													



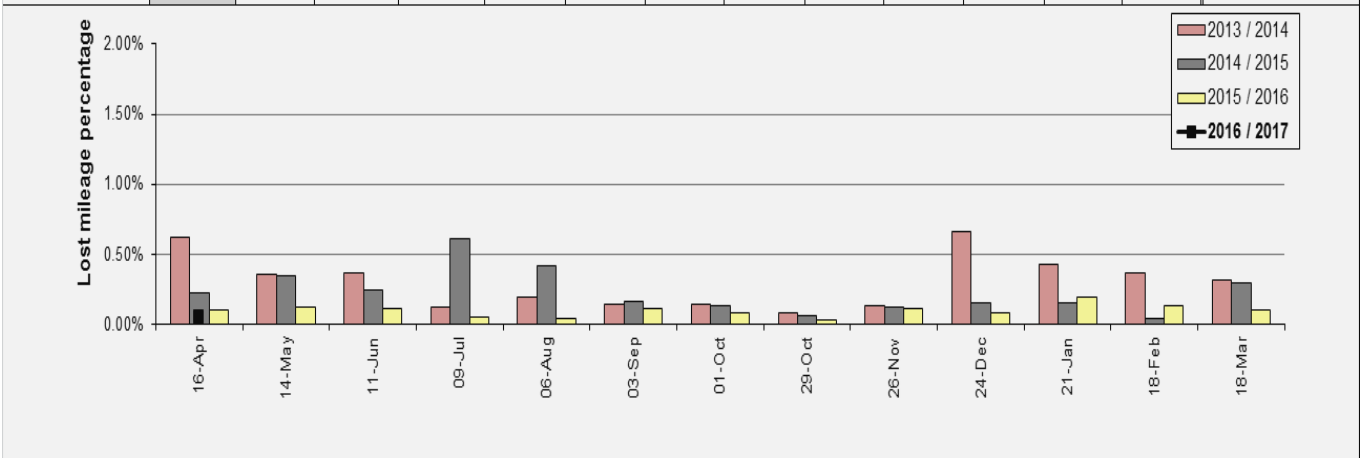
The moving annual average of 0.707 is slightly below the figures shown for the last 3 years and it is also below the target figure of 0.725 for passengers per mile on supported bus services for 2016/17.

3.4 Lost mileage of supported bus contracts

The lost mileage figure for the 4 weekly period ending 16 April 2016 at 0.06% has shown a decrease when compared with the figure for the corresponding period in the previous year.

Table 3D. Lost mileage of supported bus contracts.

4 weekly end date	16-Apr	14-May	11-Jun	09-Jul	06-Aug	03-Sep	01-Oct	29-Oct	26-Nov	24-Dec	21-Jan	18-Feb	18-Mar	Annual average
2013 / 2014	0.63%	0.36%	0.37%	0.12%	0.20%	0.15%	0.15%	0.08%	0.13%	0.67%	0.42%	0.37%	0.32%	0.31%
2014 / 2015	0.22%	0.34%	0.24%	0.61%	0.42%	0.17%	0.14%	0.07%	0.13%	0.15%	0.15%	0.05%	0.29%	0.23%
2015 / 2016	0.11%	0.13%	0.12%	0.05%	0.05%	0.12%	0.09%	0.04%	0.11%	0.09%	0.20%	0.14%	0.10%	0.10%
														Moving annual average
2016 / 2017	0.06%													0.10%

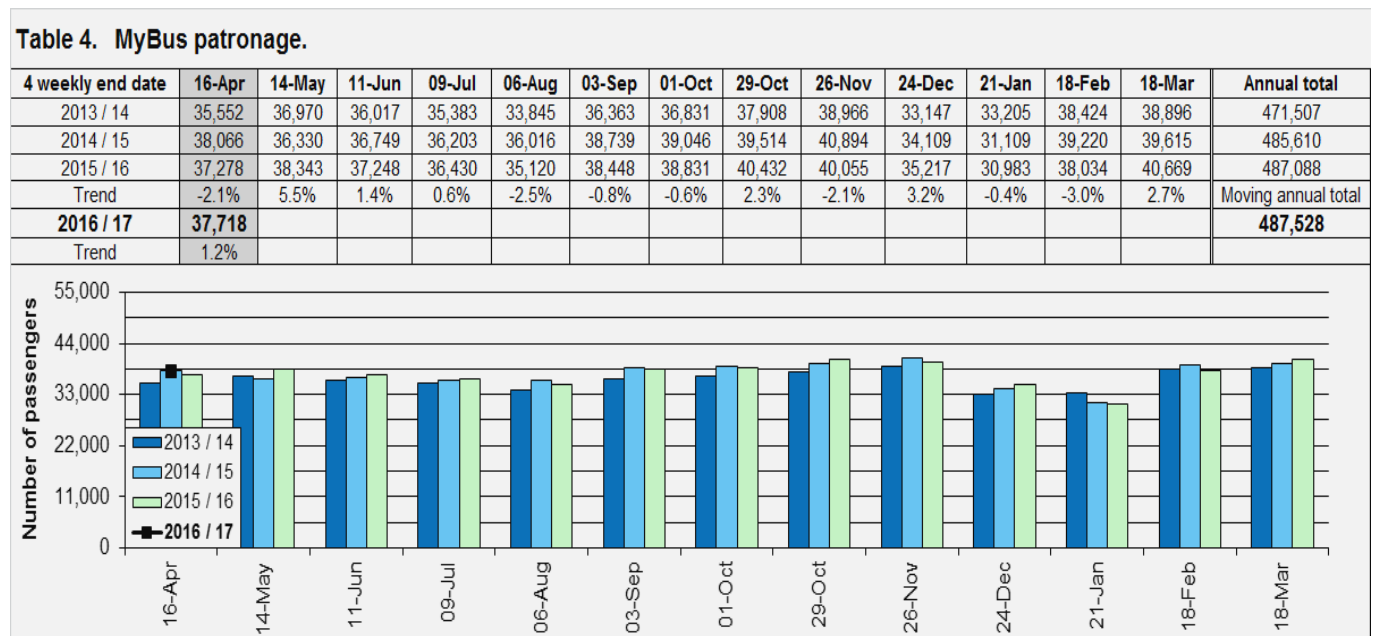


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4. MyBus

Table 4 below details the trend of 4 weekly passenger patronage on SPT's MyBus services. Figures have been received up to the 4 weekly period ending 16 April 2016.

The total patronage figure for the 4 weekly period ending 16 April 2016 at 37,718 has shown an increase of 1.2% when compared with the figure for the corresponding period in the previous year.



The moving annual total of 487,528 is higher than the figures shown for the last 3 years but it is lower than the target figure of 490,000 for 2016/17.

5. Update on SPT's Bus Strategy

A Strategic Priority of the Regional Transport Strategy (RTS) is to 'deliver a step-change for bus services, standards and infrastructure' for the west of Scotland.

SPT has for many years been working with partners to seek to deliver this, including through the original Five Point Plan on which progress has previously been noted in the report. Building on this, and in continued furtherance of the RTS, in September 2014, an updated Bus Strategy and Outline Investment Programme was approved by the SPT board.

Noted below are some of the examples of progress towards the key themes of the Bus Strategy and Outline Investment Programme. As can be seen, progress has been very positive although there still remains much to be done.

- *Delivering a comprehensive network*
 - SPT support in full or in part around 30% of bus service in the west of Scotland.
 - MyBus patronage at highest ever level – circa 500,000 passengers per annum.
 - Through and in partnership with members of the West of Scotland Community Transport Network, SPT continues to fund innovative solutions to bridge network gaps through community transport.
- *Maximising network performance and standards*
 - The first 5 Statutory Quality Partnerships in Scotland – Glasgow, Paisley, Ayr/Prestwick, Inverclyde and Fastlink – were led and created by SPT and member councils.
- *Integrating the network*
 - SPT continuing to liaise with Clyde Valley councils regarding development and delivery of City Deal projects to integrate with new or current infrastructure and services.

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- Queen Elizabeth University Hospital bus services now in place, 56 services per hour at peak, up from 14 services per hour.
- Works underway on bus infrastructure at Govan Interchange.
- *Promoting the network*
 - Regional Real Time Passenger Information project currently in development, with implementation planned in 2016.
- *Ensuring a safe and secure network*
 - Ongoing positive relationship with Police Scotland for major events e.g. T in the Park.
- *Delivering a greener network*
 - SPT, with funding provided by and on behalf of Glasgow City Council, has delivered the first fully electric bus service in the west of Scotland, the service 100 from Glasgow City Centre to the Riverside Museum.

Table 5 shows the current status of SPT's bus action plan.

Unitary Authority	Statutory Quality Partnerships	Bus Stop Infrastructure Managed by SPT		Information Compliance & Variance		Information Compliance Comments
		Stops	Shelters	Rate	+ / -	
Argyll & Bute	No formal SQP.	Yes (part area)	No	95%		
East Ayrshire	No formal SQP.	Yes	*Yes – (B)	75%		
East Dunbartonshire	No formal SQP.	Yes	*Yes – (C)	95%		Bus stop audit carried out and deficiencies addressed October 2013 and during subsequent visits.
East Renfrewshire	No formal SQP.	Yes	*Yes – (C) From 01/06/15	95%		Bus stop audit carried out and deficiencies addressed January & February 2014 and during subsequent visits.
Glasgow City Council	The Statutory Quality Partnership Scheme for Glasgow Streamline Quality Bus Routes commenced 01/04/12 to operate for a period of 7 years. Monitoring on-going. There has been a measureable improvement in the quality of bus infrastructure and buses operating within the SQP area. The SQP board has been established including representatives from SPT, GCC, Bus Operators and the Confederation of Passenger Transport. SQP monitoring reports are produced annually and, following approvals, shared with key stakeholders. Additionally, the Statutory Quality Partnership Scheme for Fastlink was formally approved by SPT Chair's Committee on 13 th March 2015 and GCC Executive Committee on 19 th March 2015. The Scheme commenced on Sunday 28 June 2015.	Yes	*Yes – (A)	79%	+2%	
Inverclyde	The Statutory Quality Partnership Scheme for Inverclyde commenced 12/07/15 to operate for a period of 5 years. Review of potential future measures currently under consideration, with agreed amendments subject to reporting. Information gathering exercise has commenced in relation to the annual report, which will be based on the broad parameters of the Glasgow report.	Yes	*Yes – (C)	95%		Bus stop audit carried out and deficiencies addressed January 2014 and during subsequent visits.
North Ayrshire	No formal SQP.	Yes	*Yes – (C)	95%		Bus stop audit carried out and deficiencies addressed March/April 2014 and during subsequent visits.
North Lanarkshire	No formal SQP.	Yes	No	82%		On-going bus stop audit to address any deficiencies.
Renfrewshire	The Statutory Quality Partnership Scheme for Paisley Town Centre commenced 07/03/11 to operate for a period of 5 years. There has been a measureable improvement in the quality of bus infrastructure and buses operating within the SQP area. Monitoring on-going. Current SQP agreement ends on 06/03/2016. Need for future SQP being investigated to coincide with potential Paisley Bus Hub developments and to reflect recent investment in Quality Bus Corridors around Paisley, Renfrew and Johnstone.	Yes	No	82%	+1%	On-going bus stop audit to address any deficiencies.
South Ayrshire	The Statutory Quality Partnership Scheme for Ayr and Prestwick commenced 04/03/13 to operate for a period of 5 years. Review of potential future measures currently under consideration, with agreed amendments subject to reporting. Information gathering exercise has commenced in relation to the annual report, which	Yes	*Yes – (C)	80%		

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	will be based on the broad parameters of the Glasgow report.					
South Lanarkshire	No formal SQP.	Yes	*Yes – (A)	79%		
West Dunbartonshire	No formal SQP.	Yes	*Yes – (C)	95%		Bus stop audit carried out and deficiencies addressed October/November 2013 and during subsequent visits.

*Yes – (A) = non-advertising shelters only, (B) = advertising shelters only, (C) = advertising and non-advertising shelters.

6. SPT regulating statistics

SPT's Compliance Inspectors carry out monitoring across all 11 councils within the SPT area and report back instances of non-compliance, including engine idling, parking issues or missing information. The Compliance Inspectors work with drivers and draw to their attention, when possible, to any failures that are found and/or submit reports, the form and content of which has been agreed with the Office of the Traffic Commissioner. This may lead to formal action being taken by the Traffic Commissioner.

Reports on engine idling can be sent to the relevant council department that deals with environmental issues. Reports on MyBus services following checks are forwarded to the DRT team to ensure the standard of service being provided by operators meets with expected standards. Monitoring arising from local service complaints that the Compliance Inspectors are requested to investigate are also included.

The summary table below (Table 6) highlights instances of non-compliance by bus operators, and includes reports for specific local regulations including the Glasgow, Paisley and Coatbridge Traffic Regulation Conditions and the Glasgow, Fastlink, Paisley and Ayr & Prestwick Statutory Quality Partnerships up to the 4 weekly period ending 16 April 2016.

A detailed report of non-compliance categories/checks for each local authority area can be provided on request. This includes the number of day/half days the Compliance Inspectors spend in each council area undertaking routine monitoring and/or specific local service monitoring. Routine monitoring is carried out to ensure continued compliance by bus operators and their drivers and the high level of compliance is reflected by the very low number of breaches found. Specific monitoring is undertaken after complaints have been received.

Table 6. Regulating statistics

4 weekly end date	16 – April 2016
Local Authority Area	
East Ayrshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	0.5
East Dunbartonshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	2.5
East Renfrewshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	2.5
Glasgow	<ul style="list-style-type: none"> One vehicle observed with engine idling, complied See note 1 for details of extra monitoring
Total Incidents/Reports	1
Reports to TC	0

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Reports to TC re TRC	0
SQP Vehicle Checks	804
Days Monitoring	30.0
Inverclyde	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	1.0
North Ayrshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	0.0
North Lanarkshire	<ul style="list-style-type: none"> One vehicle observed with engine idling, complied Three vehicles observed with destination screen irregularities One report regarding destination screen irregularities sent to the Traffic Commissioner One operator complaint See note 1 for details of extra monitoring
Total Incidents/Reports	6
Reports to TC	1
Reports to TC re TRC	0
Days Monitoring	9.5
Renfrewshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Reports to TC re TRC	0
SQP Vehicle Checks	283
Days Monitoring	10.5
South Ayrshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
SQP Vehicle Checks	55
Days Monitoring	0.5
South Lanarkshire	<ul style="list-style-type: none"> See note 1 for details of extra monitoring
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	5.5
West Dunbartonshire	<ul style="list-style-type: none"> Nothing reportable
Total Incidents/Reports	0
Reports to TC	0
Days Monitoring	0.5

Note 1: Continuation of combined large scale local service monitoring exercise.

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7. Fleet profile of bus operators within the SPT area

To keep members informed of the latest trends in the bus industry within the SPT area, it is intended to provide bus fleet details for each level of vehicle emission standards and for number of vehicles complying with the Equality Act 2010 and subsequent Public Service Vehicle Accessibility Regulations. The tables below are based on information that has been returned to us by operators following a survey of bus operators. This survey has now been re-issued and we now have the relevant details of 48 operators. The operators who have not responded have been re-contacted with a further request for the information to be provided. These statistics will be provided twice yearly.

7.1 Euro standards

The total number of vehicles for the 48 operators who responded is 3,430. It is estimated that those operators who did not respond account for approximately 198 vehicles and these have been included in the percentage calculation. The current fleet profile of those operators who responded to date is shown in tables 7A and 7B.

A more extensive analysis of the fleet registration details accessible via the VOSA website suggest that the number of undeclared vehicles is far higher than previously thought from registered services. As a consequence the overall number of reported vehicles has increased dramatically. The survey will be re-issued to endeavour to capture more details than has previously been shown. This has become more of an imperative due to the forthcoming introduction of SQP's and the linkage to lower emission vehicles and air quality.

SPT's investment in vehicles over the last 18 months has contributed to an 8.0% decrease in the oldest vehicle categories (pre Euro, Euro 1 and Euro 2). In addition, SPT's policy of procuring only vehicles which comply with the Equality Act including a number of hybrid vehicles, has contributed to an 8.1% increase in vehicles with engine emission standards of Euro 3 or better and Equality Act compliant categories. All buses procured and leased to operators by SPT are fully compliant with Equalities Legislation.

Table 7A Euro standards

Category	April 2016		October 2015		April 2015		October 2014	
	No. of vehicles	% of total	No. of vehicles	% of total	No. of vehicles	% of total	No. of vehicles	% of total
Pre Euro (pre 1993)	109	3.0%	125	3.4%	157	4.3%	170	4.6%
Euro 1 (1993 - 1995)	57	1.6%	80	2.2%	63	1.7%	79	2.1%
Euro 2 (1996-1999)	275	7.6%	340	9.3%	427	11.6%	502	13.5%
Euro 3 (2000 - 2004)	1111	30.6%	1140	31.2%	1128	30.7%	1103	29.7%
Euro 4 (2005 - 2007)	523	14.4%	549	15.0%	565	15.4%	584	15.7%
Euro 5 (2008 - 2013)	1081	29.8%	1063	29.1%	1064	29.0%	1018	27.4%
Euro 6 (2014 - to date)	223	6.1%	90	2.5%	38	1.0%	25	0.7%
Hybrid	49	1.4%	53	1.5%	27	0.7%	29	0.8%
Fully electric	2	0.1%	2	0.1%	2	0.1%	2	0.1%
No response	198	5.5%	207	5.7%	198	5.4%	202	5.4%
Total number of vehicles	3628	100.0%	3649	100.0%	3669	100.0%	3714	100.0%

7.2 Equality Act compliance

Table 7B Equality Act compliance

Category	April 2016			October 2015			April 2015			October 2014		
	No. of vehicles	No. compliant	% compliant	No. of vehicles	No. compliant	% compliant	No. of vehicles	No. compliant	% compliant	No. of vehicles	No. compliant	% compliant
Mini	322	206	64.0%	307	196	63.8%	301	200	66.4%	259	146	56.4%
Midi	384	354	92.2%	388	340	87.6%	370	286	77.3%	387	270	69.8%
Single deck	1275	1179	92.5%	1288	1120	87.0%	1276	1145	89.7%	1319	1113	84.4%
Double deck	821	716	87.2%	846	725	85.7%	862	721	83.6%	880	713	81.0%
Articulated	16	16	100.0%	16	16	100.0%	16	16	100.0%	16	16	100.0%
Coach	612	343	56.0%	597	327	54.8%	646	348	53.9%	651	363	55.8%
No response	198	n/a	n/a	207	n/a	n/a	198	n/a	n/a	202	n/a	n/a
Total number of vehicles	3628	2814	77.6%	3649	2724	74.7%	3669	2716	74.0%	3714	2621	70.6%

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Please note that the "mini" category in Table 7B above includes vehicles with varied seating capacity, including vehicles with up to 22 seats.

8. Subsidised local bus service vehicle inspections

Table 8 contains statistics relating to checks carried out on operators and their vehicles used on supported bus services up to the 4 weekly period ending 16 April 2016. In addition to these inspections, a rigorous programme of operator and vehicle inspection is also carried out in relation to SPT administered school bus contracts. Defects are reported to the Traffic Commissioner when deemed relevant and are taken into account in the tendering process. The number of "S" marked immediate prohibitions are now shown in Table 8. An "S" marked prohibition is where the defect found is the result of a significant failure of the operator's maintenance system.

Table 8. Subsidised local bus service vehicle inspections.															
4 weekly end date		16-Apr	14-May	11-Jun	09-Jul	06-Aug	03-Sep	01-Oct	29-Oct	26-Nov	24-Dec	21-Jan	18-Feb	18-Mar	Annual totals & year to date
Operator Visits	2013 / 2014	5	12	10	11	9	17	8	3	14	16	12	14	6	137
	2014 / 2015	12	7	14	12	2	20	5	14	17	15	10	11	12	151
	2015 / 2016	9	14	7	24	13	1	3	18	16	5	2	2	8	122
	2016 / 2017	17													17
Vehicles checked for defects	2013 / 2014	6	25	20	19	14	20	9	4	28	25	15	24	13	222
	2014 / 2015	18	9	20	16	5	22	8	16	23	22	18	14	18	209
	2015 / 2016	9	21	11	27	16	2	4	30	21	9	4	4	16	174
	2016 / 2017	23													23
Vehicles with no defects	2013 / 2014	2	8	7	3	1	3	3	3	12	9	0	9	4	64
	2014 / 2015	3	2	7	3	4	4	0	3	10	5	11	1	5	58
	2015 / 2016	0	7	2	3	2	0	4	4	4	2	0	4	11	43
	2016 / 2017	8													8
Inspection notice defects	2013 / 2014	16	233	122	163	121	145	27	7	53	97	139	121	48	1292
	2014 / 2015	74	58	69	112	8	154	43	70	156	127	59	88	86	1104
	2015 / 2016	56	90	49	150	152	18	0	119	73	40	15	0	32	794
	2016 / 2017	67													67
Delayed prohibition applied	2013 / 2014	0	2	2	5	0	2	0	0	6	0	5	2	4	28
	2014 / 2015	3	2	6	12	0	5	4	0	0	3	8	5	3	51
	2015 / 2016	2	3	0	3	4	1	0	1	0	0	0	0	1	15
	2016 / 2017	0													0
Immediate prohibition applied	2013 / 2014	1	0	0	0	1	2	0	0	1	2	1	6	3	17
	2014 / 2015	4	2	0	2	0	2	3	0	0	0	3	10	6	32
	2015 / 2016	2	0	1	2	4	0	0	3	2	0	0	0	0	14
	2016 / 2017	2													2
Immediate prohibition "S" marked	2013 / 2014	0	0	0	0	0	0	0	0	7	0	0	0	0	7
	2014 / 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2015 / 2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2016 / 2017	0													0

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9. SPT area ScotRail services

Patronage, reliability and punctuality figures have been received up to period 1 ending 30 April 2016.

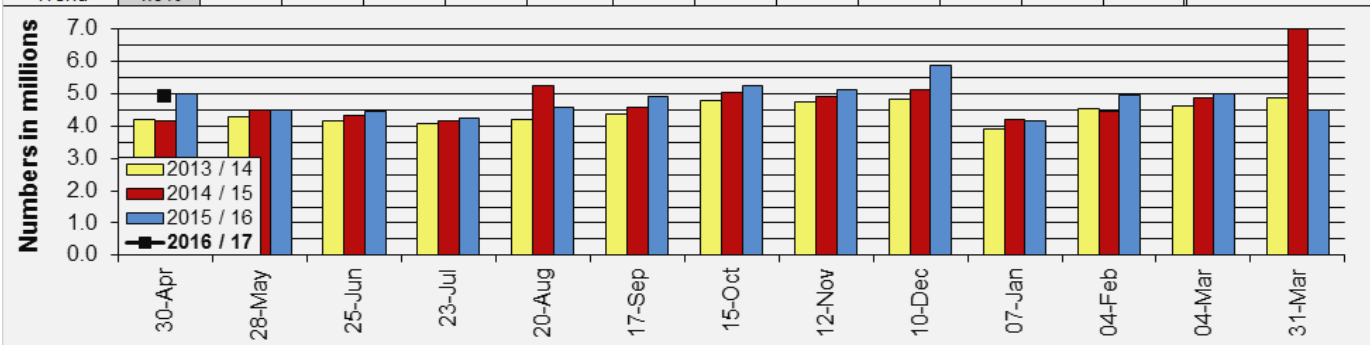
9.1 ScotRail patronage in the SPT area

Table 9A below details the trend of ScotRail passenger patronage on rail services in the SPT area.

The patronage figure for period 1 at 4.94M has shown an increase of 4.9% when compared to the figure for the corresponding period in the previous year. Period 1 in 2016/2017 contains 2 less days than period 1 in 2015/2016. The differing number of days in period 1 are accounted for in the trend percentages, hence the appearance of a positive trend percentage in period 1 for 2016/2017.

Table 9A. ScotRail passenger patronage in the SPT area in millions.

Period	1	2	3	4	5	6	7	8	9	10	11	12	13	Annual total
end date	30-Apr	28-May	25-Jun	23-Jul	20-Aug	17-Sep	15-Oct	12-Nov	10-Dec	07-Jan	04-Feb	04-Mar	31-Mar	
2013 / 14	4.22	4.27	4.16	4.08	4.19	4.39	4.79	4.76	4.82	3.91	4.54	4.64	4.86	57.63
2014 / 15	4.17	4.50	4.32	4.15	5.25	4.60	5.05	4.93	5.12	4.21	4.47	4.87	7.00	62.64
2015 / 16	5.02	4.50	4.45	4.24	4.59	4.92	5.26	5.14	5.87	4.17	4.95	5.02	4.49	62.62
Trend	-2.3%	0.0%	3.0%	2.2%	-12.6%	7.0%	4.1%	4.3%	14.6%	-0.8%	10.8%	3.0%	-23.5%	Moving annual total
2016 / 17	4.94													62.54
Trend	4.9%													



Please note that from P10 2010/11 onwards, the figures include an estimate of the GSE (Glasgow Suburban Electrics) North passenger numbers which relate to the SPT area.

The moving annual total of 62.54 million passenger journeys is slightly below the figures shown for the last 2 years.

9.2 ScotRail reliability and punctuality

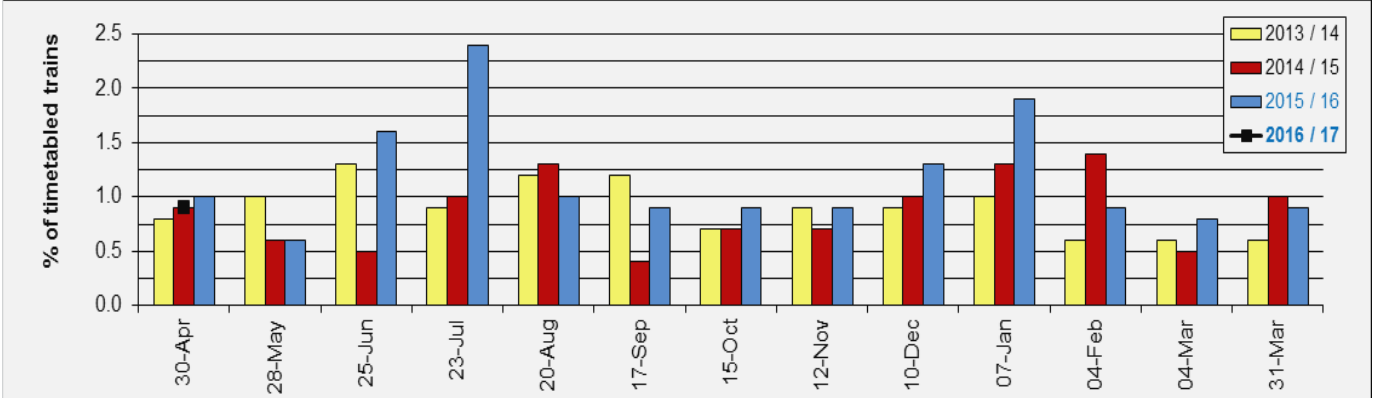
Table 9B below details the trend in reliability as a percentage of timetabled trains on ScotRail services in the SPT area. Table 9C details the rail Public Performance Measure (PPM).

Cancellations. Table 9B. The train cancellation figure for period 1 at 0.9% has shown a slight decrease when compared to the figure for the corresponding period in the previous year.

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Table 9B. ScotRail cancellations, as a % of timetabled trains.

Period	1	2	3	4	5	6	7	8	9	10	11	12	13	Annual average
end date	30-Apr	28-May	25-Jun	23-Jul	20-Aug	17-Sep	15-Oct	12-Nov	10-Dec	07-Jan	04-Feb	04-Mar	31-Mar	
2013 / 14	0.8	1.0	1.3	0.9	1.2	1.2	0.7	0.9	0.9	1.0	0.6	0.6	0.6	0.9
2014 / 15	0.9	0.6	0.5	1.0	1.3	0.4	0.7	0.7	1.0	1.3	1.4	0.5	1.0	0.9
2015 / 16	1.0	0.6	1.6	2.4	1.0	0.9	0.9	0.9	1.3	1.9	0.9	0.8	0.9	1.2
														Moving annual average
2016 / 17	0.9													1.2



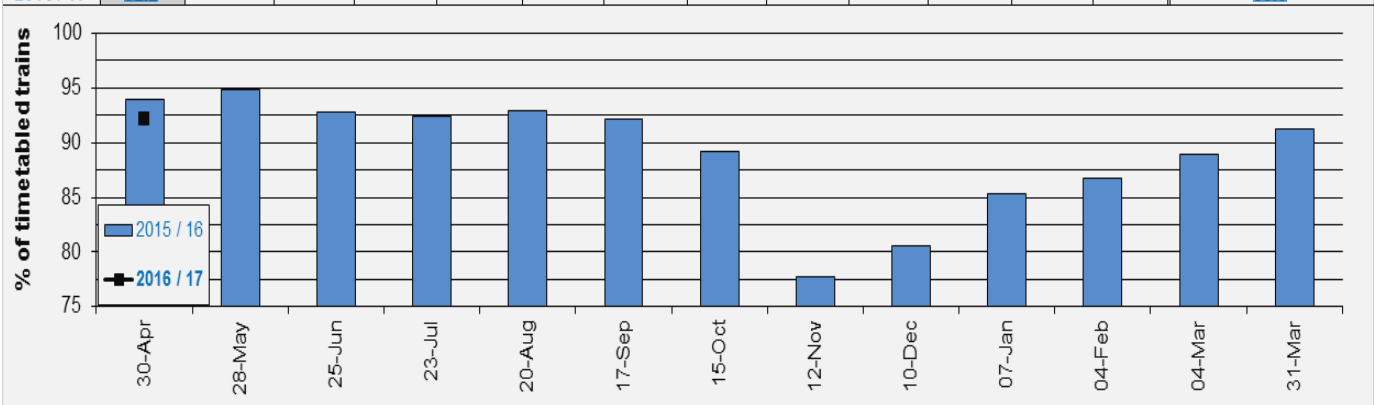
*Please note that the figures for 2015/16 above relate to the new West Suburban Sector of the ScotRail Performance Update Section. Suburban West services were formerly the Strathclyde and Central Groups. From the period ending 27 June 2015 of 2015/16 the results now include peak and off peak performance percentages, an average of these figures has been included above.

The moving annual average for cancellations at 1.2% is similar to the figure shown for last year.

Public Performance Measure (PPM). Table 9C. The standard measure throughout Great Britain for measuring train service performance is the PPM and it is made up from both punctuality and reliability data. The PPM is the percentage of booked services which arrive within 5 minutes of their booked arrival time, having called at all booked stations on the route. The PPM figure for period 1 at 92.2% has shown a decrease when compared to the figure for the corresponding period in the previous year.

Table 9C. Public Performance Measure (PPM) for West Suburban Sector - the percentage of booked services which arrive within 5 minutes of their booked arrival time, having called at all booked stations on the route.

Period	1	2	3	4	5	6	7	8	9	10	11	12	13	Annual average
end date	30-Apr	28-May	25-Jun	23-Jul	20-Aug	17-Sep	15-Oct	12-Nov	10-Dec	07-Jan	04-Feb	04-Mar	31-Mar	
2015 / 16	93.9	94.9	92.8	92.4	92.9	92.2	89.2	77.8	80.6	85.3	86.7	88.9	91.3	89.1
														Moving annual average
2016 / 17	92.2													89.0



*Please note that the figures for 2015/16 above relate to the new West Suburban Sector of the ScotRail Performance Update Section. Suburban West services were formerly the Strathclyde and Central Groups. From the period ending 27 June 2015 of 2015/16 the results now include peak and off peak performance percentages, an average of these figures has been included above.

The moving annual average for PPM at 89.0% is slightly below the figure shown for last year.

The main incidents section below details particular causes of cancellations and delays.

9.3 ScotRail main incidents

The main incidents which have been reported up to and including 30 April 2016 are:

Period 1. On Saturday 9 April a points failure occurred at Hyndland.

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On Tuesday 19 April a power failure occurred at Yoker.

On Wednesday 27 April signalling problems occurred at Yoker.

10. Committee action

The committee is asked to note the patronage, reliability, punctuality, regulating and fleet profile statistics as contained in this report.

11. Consequences

Policy consequences: None

Legal consequences: None

Financial consequences: As a measure of the quality of performance of services supported by SPT, it directs attention to possible financial implications.
It enables SPT to work with Scottish Ministers in scrutinising and assessing "value for money" invested in rail services.

Personnel consequences: None

Equalities consequences: The concepts of supported services and social inclusion are directly related.

Risk consequences: None

Name Eric Stewart
Title Assistant Chief Executive (Operations)

Name Gordon MacIennan
Title Chief Executive

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