

## Thornhill & District Community Transport

### Minutes of Meeting held at Penpont on 24/09/2013

**Present:** Gordon Neilson, David Kerr, Jenny Bourne, Robin Robertson, Rab Cook, Jock Scott.

**Apologies:** Tom Park, David Dick, Joan Neilson, Ian Wilson, John Docherty, John Maxwell, Ronnie Gibson.

1.	<p><b>Welcome</b> GN, chairing in TP's absence, welcomed everyone.</p>
2.	<p><b>Apologies for Absence</b> Noted above.</p>
3.	<p><b>Minutes of Previous (Quarterly) Meeting</b> Approved as read. Proposed: RC; Seconded: RR.</p>
4.	<p><b>Matters Arising from Previous Minutes</b> New disabled badge obtained. OSCR have accepted our Return. GN noted some changes to the operation of the Bus Service Operator's Grant (BSOG); DD is attending to this.</p>
5.	<p><b>Financial Report, incl review of charges</b></p> <ul style="list-style-type: none"> <li>• In the absence of DD, there was no written financial report. DD, however, had indicated that he was happy with how things were, but felt – and had discussed with GN and DK – that it was time our charges were increased, to take account of rising costs, and a combination of increased expenditure on our existing bus and the possibility (see below) of our beginning to think about acquiring a replacement.</li> <li>• Proposed accordingly:             <ul style="list-style-type: none"> <li>○ Standard rate for first 100 miles 70p → 80p</li> <li>○ Subsequent miles: 50p → 60p</li> <li>○ "Schools' rate" to be abolished; schools will now pay same rate as other organisations.</li> <li>○ Children's Group rate (Scouts etc.) 40p → 50p/mile</li> <li>○ Time charge to remain @£1.hr.</li> <li>○ These rates to apply from 01/10/2013, though any trips quoted for already at the lower rates would be honoured. DK to produce updated invoices and other documentation, including updating the page on the Thornhill Website.</li> <li>○ <b>Agreed, nem con.</b></li> </ul> </li> </ul> <div style="text-align: right; margin-top: 10px;">  </div>
6.	<p><b>Plans for continued bus management</b></p> <ol style="list-style-type: none"> <li>a. <i>Bus Manager (hooray!)</i> DK reported that RG had agreed to stay on as Bus Manager. Everyone delighted at this. RG will need assistance with this from time to time, as he is no longer licensed to drive the bus. Mostly this will be got round by Keir Garage collecting and returning it themselves, which they are willing to do.</li> <li>b. <i>Quarterly checks</i> : As noted at previous meeting, everyone else, including small CT groups such as CVCT, has regular checks carried out <u>by a mechanic</u> and this is a requirement for anyone operating a scheduled service. Thought this had probably</li> </ol>

## Thornhill & District Community Transport

	<p>been agreed to, and stated to be happening, before any of the present committee involved, but has never, so far as anyone knows, happened. DD has negotiated price for Keir Garage to carry these checks out quarterly. Actual price agreed not to hand at present. Ian Walker had produced sample VOSA checklist, as used by CVCT, which had been exhibited to Robin Thomson. In fact, a check had been carried out in the last week or so, in connection with other work (see below), and a worn track rod end detected and replaced. This is despite recent extensive work (June) done for MOT. Not something that a driver or, indeed, anyone not a mechanic would have been likely to notice, so, in a way, this had already shown the benefit of such a scheme. It should also mean that faults are detected and remedied as they occur, which will mean fewer problems at MOT time, as well as protecting our safety record.</p>
7.	<p><b>Bus Report</b></p> <ul style="list-style-type: none"> <li>• Tail lift: satisfactorily and fairly cheaply repaired (£300 or so) by Cumbria Tail Lifts, who pointed out that the breakdown could have been anticipated and that, clearly, the lift had not been properly inspected (by removing the bottom plate) for some years, despite the certificates we had from Hinds. Since Cumbria Tail Lifts can issue safety certificates and will come to us, agreed we would continue to use them in preference to Hinds.</li> <li>• Saloon heater: Cumbria Tail Lifts had also been able to recommend an Auto Electrician, Jeff Henderson, who, with some difficulty, had recovered the heater unit from another Auto Electrician used by Hinds; had inspected it, quoted £550 or so to repair it and was ready to refit it, by appointment with JB, when she takes the bus to Houghton Hall tomorrow.</li> <li>• Fumes : had been caused by Hinds' removal of the heater, leaving air inlet to saloon open and only inches from engine exhaust outlet. Robin Thomson had blocked off this vent meantime, and also reported that Hinds had left various pipes, wires etc trailing under the bus when heater removed. All in all, decided we would not be using Hinds again.</li> <li>• Bodywork: even though we may hope only to keep this vehicle another year or so, agreed, for the sake of £300 or so, to get M&amp;S to tidy bodywork up again. <span style="float: right; border: 1px solid black; background-color: yellow; padding: 2px;">DK</span></li> <li>• MOT anniversary: although quarterly checks should make this less of a hurdle in future, agreed we would move MOT anniversary to Feb/March, when bus less busy than in June, as at present. <span style="float: right; border: 1px solid black; background-color: yellow; padding: 2px;">DK</span></li> <li>• Future plans :             <ul style="list-style-type: none"> <li>○ GN, DK &amp; DD's recommendation is that we start now to consider replacing LJ07 PYF. It is now 6 years old. CTA Scotland reckon on a 7 year life for such vehicles. Given our comparatively light use, we might expect a longer life (CVCT recently replaced their LT at 10 years old, though it had been, and still was, very little trouble). LJ07 PYF has, however, been troublesome throughout its life, probably due to a combination of poor quality materials used in aspects of the conversion (door motor, for example) and that there is anecdotal evidence of early Crafters (as this one is) being troublesome. Does not seem to be deteriorating particularly, but will become less attractive to spend heavily on an ageing vehicle.</li> <li>○ We have a fund of £33k. Reversion of LJ07 PYF might be £8,000. Cost of new, similar spec vehicle might be some £50,000 + VAT. So we might need another £15k. CVCT had similar fund and got £10k from D&amp;GC; £10k or so from Holywood Trust and one or two other sources.</li> </ul> </li> </ul>

## Thornhill & District Community Transport

	<ul style="list-style-type: none"> <li>○ We might approach D&amp;GC, Holywood Trust and various trusts etc mentioned in NCVS funding documentatation.</li> <li>○ Also, we might get advice and support on how to do this and how we might 'raise our game' from Leader and from the Creetown Initiative. GN, DK &amp; DD would explore this further. <span style="float: right; border: 1px solid black; background-color: yellow; padding: 2px;">GN, DD, DK</span></li> <li>○ Meantime, discussed, in outline, specifications etc of replacement vehicle.</li> <li>○ Ford Transit, Vauxhall Movano/Renault Master, Peugeot Boxer/Citroen Relay/Fiat Ducato base vehicles all considered a bit small for our needs. 17 seaters possible on these vehicles, but can be cramped. Leaves Iveco Daily (Gretna Day Cente have one, which could be viewed) and VW Crafter/Mercedes Sprinter. Size etc of these satisfactory. Would probably prefer Sprinter as there is Mercedes trucks dealership in Dumfries; saving visits to Carlisle. Sprinter more expensive than Crafter, but Custom Coachcraft, who had built new CVCT bus (and its predecessor) had obtained greater discount on base Sprinter, bringing its price near identical to a Crafter.</li> <li>○ Custom Coachcraft, based in Stockport, were found by CVCT to be well organised and good to deal with. They are also closer than Courtside (Devon), who, in any case, we would not wish to deal with again. Noted that Courtside's website still shows LJ07 PYF from 6+ years ago, which suggests they may not be busy.</li> <li>○ GN, DK &amp; DD to approach Custom Coachcraft to discuss in outline, find out lead times etc. <span style="float: right; border: 1px solid black; background-color: yellow; padding: 2px;">GN, DD, DK</span></li> <li>○ Could also, at some point, borrow new CVCT bus to compare. DK advises it has some features better than ours and some inferior. We should pick the best of each.</li> <li>○ Will aim towards replacement of LJ07 PYF by about Xmas, 2014.</li> </ul>
8.	<p><b>Scottish Government...</b></p> <ul style="list-style-type: none"> <li>● Infrastructure Committee</li> <li>● Bus Regulation (Scotland) Bill <ul style="list-style-type: none"> <li>○ DK had been following these: Main issues for us are that some Local Authorities are offering 'no cost' lease vehicles to them. D&amp;GC not doing this, and no particular sign, at present, that they will. Government, at same time, making the point, that there should be 'no top-down imposition' - in other words, the grant of a leased vehicle does not thereby entitle the Authority to dictate how the CT organisation uses it.</li> <li>○ Situation will continue to be monitored. <span style="float: right; border: 1px solid black; background-color: yellow; padding: 2px;">DK</span></li> </ul> </li> </ul>
9.	<p><b>AOCB</b></p> <ul style="list-style-type: none"> <li>● Day of the Region 05/10/2013: Penpont, Keir &amp; Tynron involved in this. Bus booked to shuttle between events there.</li> <li>● RC will cover 11-13.00; JB will do 13-14.00; JS will do 14.00-16.00. DK will be there approx 13.00-16.00.</li> <li>● New leaflets etc to be available in time for then. <span style="float: right; border: 1px solid black; background-color: yellow; padding: 2px;">DK</span></li> </ul>
10.	<p><b>DONMs 2013/14:</b> (Tuesday, 17/12/2013, Tuesday, 25/03/2014, Tuesday, 17/06/2014 [this last to include AGM] proposed)</p>
11.	<p><b>Meeting Closed</b> at 20.15</p>