

**Level 3 Certificate of Professional
Competence for Transport Managers
(Passenger Transport) Unit P2 Case Study 05678**

Friday 6 March 2015 – 1.00 PM – 3.15 PM

Time Allowed: 2 hours 15 minutes

Case Study

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Background

You are the recently appointed nominated Transport Manager for RCO Coaches Ltd (RCO) which has held a Standard International Operator Licence for almost five years and operates from a freehold site adjacent to Reading Bus Station.

RCO's operating costs have risen steeply in recent years and the Directors have asked you to examine ways of reducing these and increasing turnover.

The RCO fleet comprises:

18 x 74-seat double deck buses
 12 x 53-seat coaches
 8 x 49-seat touring coaches
 2 x 16-seat minibuses

Company Policies and Procedures

- All drivers sign on 15 minutes before start of driving for walk-round checks.
- Bus and coach service route drivers only take breaks when legally required, and no statutory breaks are taken en route.
- Coach service route drivers must return to the point from which they started, at the end of every day.
- All routes are single manned.
- 20% mark-up is added to all costs, when preparing quotations and costings.

Selected Fleet and Financial Information

	53-seat coach	74-seat double deck bus	49-seat touring coach
Purchase Price (excluding tyres)	£185,000	£205,000	£260,000
Annual Usage	285 days	315 days	260 days
Annual standing costs (including depreciation) (£)	54,150	53,550	54,600
Driver wages/day (£)	100	100	100
Tyre cost per set (£)	1,800	1,560	2,040
Whole Tyre Life (km)	45,000	42,000	48,000
Maintenance cost per km (£)	0.35	0.35	0.4
Fuel consumption (km/l)	4	5	4

All fuel is purchased at £1.20 per litre.

[Turn over

Current work

RCO's current work comprises school and works contracts, private hire, a day excursion programme, a coach holiday programme and some local bus services. All work is carried out using RCO's own vehicles and drivers.

Bus Services

All services operate Monday to Saturday only.

Route XX – ROUND TRIP ROUTE – Headway 20 minutes

	Journey Time (mins)	Layover Time (mins)
Bus Station		10
to	6	
Library		0
to	6	
Museum		0
to	3	
Rail Station		4
to	7	
Supermarket		2
to	8	
Football Ground		0
to	2	
Retail Park		6
to	2	
Football Ground		0
to	8	
Supermarket		2
to	7	
Rail Station		2
to	5	
Bus Station		

Route XY – RETURN – SAME ROUTE REVERSED – SAME LAYOVER TIMES – Headway 20 minutes

	Journey Time (mins)	Layover Time (mins)
Bus Station		8
to	3	
Queen Street		0
to	3	
King Street		0
to	6	
Leisure Centre		4
to	2	
Lido		2
to	7	
Office Park		10

Route XZ – RETURN – SAME ROUTE REVERSED – Headway 20 minutes

	Journey Time (mins)	Layover Time (mins)
Bus Station		5
to	8	
Crinkly Bottom Village		5

Potential New Work

You have commissioned some market research, the results of which indicate that an express service between Reading and Swansea, with intermediate stops in Bristol and Cardiff, could be lucrative.

Proposed details for this route are:

Departs daily – Monday to Saturday.

From Reading

Service R1 08.30
 Service R2 13.00
 Service R3 18.00

From Swansea

Service S4 08.00
 Service S5 13.00
 Service S6 17.30

Total route distance – Reading to Swansea (the same from Swansea to Reading) – 280 km.
 Average speed for the journey, including accounting for boarding/alighting time – 70 kph.

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