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Examination Details:

Paper Title:	March 2024 Series P2 (Passenger Transport) Case Study
Paper No:	CPP0324S
Date of Examination:	8th March 2024 13:00 – 15:15

Time allowed: 2 hours 15 minutes**You must have:**

- This case study.
- A question/answer booklet.

You may use:

- A calculator.
- A dictionary.
- Any permitted written materials.

Instructions:

- Use the case study information to answer all the questions.
- Write your answer to each question in the space provided in the question/answer booklet. If you need extra space, use the lined page(s) at the end of the question/answer booklet. The question numbers must be clearly shown.
- Additional paper may be used if required but you must clearly show your name, date of birth and question number(s).
- Answer all the questions.

Information:

- The total mark for this paper is 60.
- The marks for each question are shown in brackets () in the question/answer booklet.
- This document has 5 pages.
- Assessment material has been prepared in line with legislation current at the time of production. Any subsequent changes to legislation have not been taken into account, however, responses that refer to amended legislation will be credited.

Background

Treblig Services Ltd (TSL) owns a coach hire operation, TC Coaches Ltd (TC).

TC has an operating centre and office in Aldershot, Hampshire (in the Western Traffic Area)

TSL also owns a self-drive minibus hire business, TS Hire Ltd, (TS) with a rented office and yard in Ashford, Kent (London & South East of England Traffic Area). TSL employs 15 drivers in Aldershot, all with category D entitlement and 8 drivers in Ashford, 3 of whom hold category D entitlement. The Ashford drivers' primary role is collecting and delivering the self-drive minibuses, but they are sometimes called to Aldershot to drive coaches when the coach operation is busy.

TC holds a Standard International operator licence authorising 20 vehicles. The current fleet at the Aldershot operating centre comprises 4 x 49-seat touring coaches, 8 x 53-seat standard coaches and 6 x 41-seat service buses. TC's operations include home to school contracts, local bus services and private hire work for various local organisations.

The Traffic Commissioner completed a five-yearly check on TC's operator licence in May 2019, with no significant issues arising. A number of TC's vehicles have, however, been issued with prohibitions in recent months and the company's Operator Compliance Risk Score has dropped into the amber band.

You are the nominated Transport Manager for TC.

TC Company policies

- When vehicles are single-manned, driving breaks must be taken at the latest possible time and for the shortest possible duration.
- When vehicles are double-manned, drivers are required to stop for a minimum of at least a 30-minute passenger comfort break, after each 4½ hour driving period.
- Drivers are always scheduled for regular daily rests.
- Drivers may only join or leave vehicles at one of TSL's operating centres or offices.
- Drivers are always scheduled for a 15-minute walkaround check at the beginning of their shift and when taking over a vehicle during the day.
- Vehicles may carry a maximum of two drivers.
- The company has a workforce agreement in place; therefore the 10-hour night work limit is not applied.
- TC apply a 20% markup to all costs when preparing quotations and tenders.

Bus Services

TC currently operates a number of bus services but since they were first introduced, a number of new residential estates have been built in the area, as well as some new retail shopping parks and you feel that it is time to cancel some routes and introduce some new ones. The new routes which you have identified are shown in Fig (iii)

Proposed journey to/from Verona, (Italy)

The secretary of one of TS Hire's regular minibus-hire customers in Ashford, (the local drama society), has mentioned to Ahmed, the depot manager there, that they intend taking a group of their members, together with a large amount of luggage and equipment to Verona in Italy, in August this year. The group will remain in Verona for 6 weeks and will not require the coach to remain there during that time. The coach and driver will return as soon as possible after unloading in Verona.

Ahmed has passed this information to you and asked you to contact the drama society, giving them a schedule and a quotation for coach hire for the trip. You have already researched the route and timings and have identified 4 possible drivers for the operation, they are Joe and Jax who both work in Aldershot and Mo and Pietr who both work in Ashford.

Route and timing information for the proposed journey to/from Verona in a 49-seat coach Fig (i)

Distance and average speed between Aldershot and Ashford	140km / 70kph
Loading passengers and luggage in Ashford will take place while vehicle checks are being carried out	15 minutes
Distance and average speed from Ashford to Cheriton, Channel Tunnel, including an allowance for time for immediate check-in and embarkation	30km / 60kph
Le Shuttle crossing departing at 1300hrs	45 minutes
Distance and average speed between Coquelles, Channel Tunnel and Verona, including an allowance for time taken to disembark Le Shuttle	1,200km / 75kph
Disembark passengers and unload luggage in Verona,	30 minutes
Return over same route as outward journey.	—
Costing data	
Total number of days for round trip (Aldershot/Verona/Aldershot)	3
Number of full days outside UK	2

Vehicle Financial information for proposed journey to/from Verona Fig (ii)

Vehicle depreciation per annum	£22,000.00
Other standing costs per annum	£23,750.00
Driver wage cost, per driver, per day or part-day	£130.00
Fuel cost per litre	£1.30
Fuel consumption	4kpl
Maintenance cost per km	£0.25
Tyre cost per km	£0.03
Number of days vehicle in use per annum	250
Driver daily expenses payment, per driver, per day outside UK	€80.00
Le Shuttle fare and Tolls (round trip total)	£750.00
Exchange rate	€1 = £0.80

Proposed new bus-service routes Fig (iii)

All new routes will use Aldershot Bus Station as their terminus. All services will be available to the public and nowhere on any of the routes will there be more than 15 miles between bus stops. Route details are as below. Each route will depart from Aldershot Bus Station every hour on the hour.

Route 1 (round trip)

	Journey time (minutes)	Layover time (minutes)
Aldershot Bus Station		10
to	5	
Retail Park		0
to	10	
Princess Theatre		0
to	10	
Health Centre		5
to	5	
Sports Centre		10
to	15	
Office Park		0
to	10	
Aldershot Bus Station		

Route 2 (return route is outward route reversed)

	Journey time (minutes)	Layover time (minutes)
Aldershot Bus Station		30
to	10	
Mytchett		0
to	8	
Farnborough		0
to	6	
Frimley		30

Route 3 (return route is outward route reversed)

	Journey time (minutes)	Layover time (minutes)
Aldershot Bus Station		10
to	8	
Fleet		0
to	12	
Hartley Wintney		0
to	10	
Yateley		0
to	20	
Camberley		5

All buses will operate for 15 hours each day, 7 days a week, including travelling time from and to the depot. Bus drivers will all work 9-hour shifts and 5-day weeks. Sickness and holiday cover for the bus drivers will be provided by using spare coach drivers.