

*joining up
journeys*

SPT

partnership minute

Strathclyde Partnership for Transport

Minute of meeting

9 December 2011

held in Consort House, Glasgow

contact officers:

Valerie A Bowen phone: 0141 333 3130
Kirsten Clubb phone: 0141 333 3576

Minute of the meeting of the Strathclyde Partnership for Transport held in Consort House, Glasgow, on 9 December 2011

Present Councillors Jonathan Findlay (Chair), David Fagan, Archie Graham, Ian Gray, Alan Moir, Denis McKenna, Jim McNally, Bill Perrie and Eddie Phillips and appointed members Tom Hart, Alan Malcolm, Niall McGrogan, Gavin Scott and Bill Ure.

Attending Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary; Valerie A Bowen, Senior Clerk; Gordon MacLennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations), Charlie Hoskins, Director of Projects and Stephanie Todd, Communications Officer.

1. Apologies

Apologies were submitted from Councillors Harry Curran, Gilbert Davidson, Bill Grant, Kaye Harmon, William Hendrie, Bobby McDill and Duncan MacIntyre and Appointed Member John Boyle.

2. Declaration of interest

Councillors Jonathan Findlay and David Fagan each declared an interest in respect of agenda item no. 5(b) (item 5(2) of the minute) as they were SPT appointed members on Newco.

3. Chair's Remarks

The Chair informed members

- (1) that a recent meeting with Swestrans had proved to be productive and positive discussions had taken place on experience of shared services and SPT's plans for a smartcard; and
- (2) that a meeting had taken place with CPT on the proposed reduction to the Bus Service Operators Grant, concessionary travel reimbursement, the possible impact of these on bus service levels and the apparent expectation that SPT would bridge any resulting service gaps.

Thereon Councillor Fagan updated members on a recent meeting between RTP Chairs/officers and MSPs outlining the successful role of RTPs in Scotland and their continuing relevance.

4. Minute of previous meeting

The minute of the meeting of 14 October 2011 was submitted and approved as a correct record.

5. Committee minutes

The minutes (issued) of the undernoted committees were noted, subject to the removal of Tom Hart's name in the list of apologies for the Strategy & Programmes Committee and the 'P' paragraph contained in the minute of the same meeting which was approved:-

- (1) Operations Committee of 4 November 2011;
- (2) Strategy & Programmes Committee of 18 November 2011; and
- (3) Audit & Standards Committee of 18 November 2011.

6. Follow up report by the Accounts Commission

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Reference was made to the minute of 10 December 2010 (page 2, paragraph 6) when the Partnership had considered a report on the findings of a report by the Controller of Audit on Strathclyde Partnership for Transport in relation to the way in which SPT managed and controlled its travel expenses, which had been considered at a meeting of the Accounts Commission on 4 November 2010.

Thereon, there was submitted a report (issued) by the Assistant Chief Executive (Business Support)

- (1) appending a detailed six month progress report by the Controller of Audit confirming that SPT had addressed and implemented all recommendations made and would continue to monitor those matters;
- (3) appending also a further report by the Accounts Commission which indicated that the Commission had recognised the improvements and the actions taken by SPT; and
- (4) recommending that the Partnership
 - (a) consider the findings of the six month updates by the Controller of Audit and Accounts Commission; and
 - (b) note the improvements made by SPT.

Following discussion and having heard Mrs Davidson in answer to members' questions, the Partnership, having due regard to all the information available, noted the improvements made by SPT.

7. Fastlink: Proposed delivery strategy

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With reference to the minute of the Strategy & Programmes Committee of 16 September 2011 (Page 4 paragraph 7) when that committee had received an update on the final business case submission to the Scottish Government for the Fastlink project and had been advised that support for full funding of the core scheme in the sum of £40m had been sought from the

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Scottish Government, there was submitted a report (issued) of 1 December 2011 by the Assistant Chief Executive (Operations)

(1) informing members

- (a) that on 5 October 2011 the Scottish Government had confirmed a funding contribution of up to £40m to the core scheme; and
- (b) that this had now allowed SPT and project partners to prepare a delivery strategy for the core scheme (including city centre measures) and its onward extension to Braehead/Renfrew, together with the longer term plans for upgrading existing quality bus corridors;

(2) intimating that, in addition to the Scottish Government's contribution,

- additional funding of £1.5m from the new Southern General Hospital (NSGH) would be obtained via the section 75 agreement in place with Glasgow City Council;
- Renfrewshire Council had secured approximately £250k in developer contributions relating to existing consents, in addition to the previous construction of Kings Inch Road, a contribution estimated at @ £5m; and
- SPT had been successful recently in its Phase 1 application for potential funding from the European Union via an ERDF allocation and was currently preparing an application for Phase 2 funding, a total of £4m;

(3) appending a route plan (Appendix 1) which included the Renfrew extension, together with the project governance structure for delivery (Appendix 2);

(4) outlining the overall scope of works along the route which would be subject to detailed design and consultation with operators, stakeholders and the general public at each location;

(5) advising members

(a) that the current high level milestones for completion were:

Route from City Centre to SECC	2014;
Route from City Centre to NSGH	2015;
Extension of core scheme from NSGH to Renfrew/Braehead	2015; and

(b) that a more detailed programme setting out all activities necessary for the project delivery, including planning, consultation, design, procurement and construction of the infrastructure, together with the development and delivery of the Statutory Quality Partnership, network enhancement grant, ticketing, operator consultations etc was being developed by SPT and Glasgow City council for monitoring at a detailed project level;

(6) explaining

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- (a) that the project governance structure promoted a partnership approach with SPT, Transport Scotland, the Confederation of Passenger Transport, Glasgow City Council, Renfrewshire Council and NHS Greater Glasgow forming a steering group to monitor and oversee the project;
 - (b) that, where necessary, this would be expanded to include other organisations as the roll out of the Fastlink exemplar was undertaken across other quality bus corridors; and
 - (c) that Glasgow City Council, closely supported by SPT, would lead a number of early consultations to provide MPs, MSPs, the general public and the business community with information on the project and seek views on some of the finer details of the scheme; and
- (7) recommending that the Partnership agree
- (a) the proposed delivery strategy for Fastlink;
 - (b) to incorporate, subject to agreed funding and developer contribution, the extension of the core scheme to Renfrew/Braehead in parallel with the delivery of the core scheme to ensure a seamless delivery of service improvements in the corridor in time for the opening of the new Southern General Hospital in 2015; and
 - (c) the proposed project governance arrangements, including regular reports to the Strategy & Programmes Committee, together with the project steering group.

After discussion and having heard Messrs Hoskins and MacLennan in answer to members' questions, the Partnership

- (i) approved the recommendations at (7) above; and
- (ii) agreed that, in addition to the above, an invitation be extended to Transport Scotland to join the Subway Modernisation Steering Group in a similar arrangement to that which had been proposed for the Fastlink project.

8. First Glasgow ScotRail Undertakings – New request to the Competition Commission

[Click here to view report](#)

There was submitted and noted a report (issued) of 29 November 2011 by the Assistant Chief Executive (Operations)

- (1) reminding members that, as a result of the award of the ScotRail franchise to First Group, the local First bus company had been obliged to sign a set of undertakings that a number of bus routes which paralleled train services would not be reduced beyond set guidelines;
- (2) intimating
 - (a) that in October 2009, First had approached the Competition Commission for relaxations involving a number of services;

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- (b) that although SPT had notified the Competition Commission that the proposed changes were not justifiable in terms of the 2004 undertakings and would result in additional and unplanned provision of public funds for the operation of subsidised replacement bus services, the service reductions had taken place on 16 January 2011; and
 - (c) that a number of new SPT contracts for replacement bus services had commenced on that date at an annual equivalent cost of £103,116;
- (3) informing members
- (a) that on 28 November 2011, the Competition Commission had announced that First Glasgow had made an approach for further relaxations in the ScotRail undertaking to allow more reductions to be made on a number of services; and
 - (b) that, based on the minimal data available to SPT at present, it was anticipated that some of the service gaps created as a consequence of this might require SPT intervention through its subsidised bus service budget at an annual cost of around £200,000 pa; and
- (4) advising members that SPT would make representations to the Competition Commission to make it aware of the consequences, both social and financial, of the service reduction proposals for First Glasgow in its request for further relaxation of the ScotRail undertakings.

9. Proposed award of contracts

After consideration of various reports (issued) by the Assistant Chief Executive (Operations), the Partnership

- (1) approved the award of the undernoted contracts:-

	Contract	Contractor	Amount	Remarks
(a)	Broomloan Yard improvements	Volker Rail Specialist Businesses Ltd Click here to view	£387,755.38	Most economically advantageous tender. Tenders assessed on pre-determined price to quality ratio.
(b)	New heating system for Subway main workshop and offices/	} } } Truedeal	£173,286.76	Most economically advantageous tender. Tenders assessed on pre-determined price to quality ratio.
	Option of new office heating system	} Building Services Ltd } Click here to view	£40,000.00	

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	Contract	Contractor	Amount	Remarks
(c)	SPT advertising contract (from 1 April 2012 for 3 years, with an option to extend by up to 2 years)	Primesight Ltd Click here to view	-	Guaranteed Annual sum to SPT of £2.55m over 3 years, increasing to £4.25m over 5 years if contract extended.
(d)	Subway carriage cleaning (from 1 January 2012 for 3 years, with an option to extend by up to 2 years subject to satisfactory performance)	GBM Click here to view	£449,649.00	Most economically advantageous tender. Tenders assessed on pre-determined price to quality ratio.

- (2) agreed that £90,000 be moved from Category 2 (2012/13 capital budget) to Category 1 (2011/12 capital budget) in respect of the contract at (b) above;
- (3) endorsed the approach to review additional potential revenue generating opportunities on a case by case basis with the successful contractor at (c) above and to implement any agreed opportunity using the template proposed where appropriate; and
- (4) noted that the formal awards of the contracts at (c) and (d) above were subject to satisfaction of the requirements of the mandatory standstill period for public sector contracts.

10. Glasgow Statutory Quality Partnership Scheme

[Click here to view report](#)

With reference to the minute of 18 April 2008 (page 6, page 7) when the Partnership had approved "A Catalyst for Change", the Regional Transport Strategy for the west of Scotland 2008 – 2021 which had included a Bus Action Plan, one strand of which committed SPT to lead on member councils' behalf in developing a range of Statutory Quality Partnerships, Performance Improvement Plans and where appropriate, where market failure remained, Quality Contracts, there was submitted a report (issued) of 29 November 2011 by the Assistant Chief Executive (Operations)

- (1) providing detail on the Statutory Quality Partnership Scheme which was introduced by the Scottish Parliament under the Transport (Scotland) Act 2001 as the preferred mechanism to improve the quality of bus service provision;
- (2) intimating that SPT had been working with Glasgow City Council and bus operators to develop a Statutory Quality Bus Partnership Scheme (SQBP) for the Glasgow "Streamline" Quality Bus Corridors and Glasgow City Centre;

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- (3) outlining the aims of the Glasgow Statutory Quality Bus Partnership;
- (4) informing members
 - (a) that Glasgow City Council had, with SPT funding assistance, implemented a series of infrastructure improvements such as improved facilities at bus stops. The Council had introduced also bus priority measures and Traffic Regulation Orders to assist the operation of bus services and had decriminalised parking enforcement; and
 - (b) that SPT had assisted also with funding for capital works, scheme preparation, the management of information and bus stops and would assist in the implementation and monitoring of the scheme to ensure compliance to the standards;
- (5) explaining
 - (a) that although some operators providing services within Glasgow had expressed reservations over the service standards specified in the scheme, it should be recognised that standards sought were relatively undemanding and would be required to be met in terms of national legislation from January 2015 onwards; and
 - (b) that it was therefore considered that the proposals did not impose a significant adverse effect on competition, and what effect there was, was proportionate to the required transport outcomes;
- (6) advising members that, whilst the report referred to "streamline" corridors, members should be aware that this definition would be superseded progressively by the development of a new, upgraded SQBP aligned to the rollout of "Fastlink" as the bus rapid transit solution for Glasgow and the surrounding areas; and
- (7) recommending that the Partnership approve the formation of a Statutory Quality Bus Partnership jointly with Glasgow City Council.

After considerable discussion and having heard Mr Stewart in answer to members' questions, the Partnership approved the recommendation at (7) above.

11. Rail 2014 – Public Consultation

[Click here to view report](#)

After consideration of a report (issued) of 23 November 2011 by the Assistant Chief Executive (Operations)

- (1) informing members that Transport Scotland had issued a consultation on the contract for Scottish Rail services "Rail 2014 – Public Consultation" which outlined the approach to be pursued with regard to gathering public opinion regarding priorities for Network Rail's control period 5 (from April 2014) and the new ScotRail Franchise which would run from November 2014; and
- (2) setting out the scope and timescale for SPT's response to the consultation,

the Partnership noted that a draft response would be submitted to its next meeting, prior to final submission to Transport Scotland.

12. Subway modernisation – CBTC World Congress 2011

[Click here to view report](#)

There was submitted a report (issued) of 25 November 2011 by the Assistant Chief Executive (Operations), providing feedback on SPT's participation and attendance at the CBTC World Conference held in Stockholm from 8 – 10 November 2011.

Mr Stewart gave a presentation to the Partnership

- (1) intimating that he and the Director of Projects has taken an active part in all conference sessions, which had included a visit to the Stockholm metro control room on the final day of the conference;
- (2) summarising the key areas of learning and how these would be built into SPT's thinking and requirements for new trains, signalling and control systems;
- (3) informing members that SPT had been able to present the Glasgow Subway on a worldwide stage and further attract potential suppliers to bid for the future procurement of the new trains, signalling and control systems; and
- (4) concluding that SPT's participation and attendance at the CBTC World Congress had been hugely beneficial and had provided a high degree of confidence in SPT's approach to date together with key learning points for further progress.

Following discussion and having heard Mr Stewart in answer to members' questions, the Partnership thanked him for his presentation.

13. SPT's use of Social Networking

Miss Todd gave a presentation to the Partnership on "Twitter", particularly in relation to the Glasgow Subway

- outlining the background to the social networking site and provided statistics on usage;
- providing detail on "The @Glasgow Subway" Twitter journey which had been launched in December 2010 and now had 2,600 followers; and
- explaining that the benefits to SPT were that SPT was now able to engage with its passengers in real time for the first time, that it encouraged Subway use, increased awareness around the modernisation programme and enabled traffic to be driven to SPT's website.

Following discussion and having heard Miss Todd in answer to members' questions, the Partnership thanked her for her presentation.

14. Register of tenders

The Partnership noted that the Register of Tenders listing contracts awarded from 1 July to 30 September 2011 was available for inspection after the meeting.

15. Additional Item

In terms of Standing Order No 3.2, the Partnership agreed to consider the following additional item at this stage of the meeting.

16. Suspension of Standing Orders relating to Contracts

There was submitted a report (issued) of 8 December 2011 by the Assistant Chief Executive (Business Support) on the requirement for a contract to be placed with immediate effect for replacement cable for the Subway, to safeguard the integrity of the system and to minimise the number of system failures.

After discussion, the Partnership

- (1) agreed that the Standing Orders relating to Contracts be suspended on this occasion to allow the procurement of the cable to be expedited; and
- (2) noted that all other procurement regulations would be adhered to.