

*joining up  
journeys*



partnership minute

## **Strathclyde Partnership for Transport**

### **Minute of meeting**

**14 August 2009**

held in Consort House, Glasgow

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## Minute of the meeting of the Strathclyde Partnership for Transport held in Consort House, Glasgow, on 14 August 2009.

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<b>Present:</b>	Argyll and Bute	Duncan MacIntyre
	East Ayrshire	Bobby McDill
	East Dunbartonshire	Alan Moir
	East Renfrewshire	Eddie Phillips
	Glasgow	Alex Glass (deputy)
	Glasgow	Tommy Morrison
	Glasgow	Jim McNally
	Glasgow	George Roberts
	Glasgow	Alistair Watson (Chair)
	Inverclyde	Ian McKenzie (deputy)
	North Lanarkshire	Robert Burrows
	North Lanarkshire	David Fagan
	North Lanarkshire	Kaye Harmon
	Renfrewshire	Marie McGurk
	South Ayrshire	Bill Grant
	South Lanarkshire	Ian Gray
	South Lanarkshire	Chris Thompson
	West Dunbartonshire	William Hendrie
	Appointed Member	John Boyle
	Appointed Member	Tom Hart
	Appointed Member	Alan Malcolm
	Appointed Member	Niall McGrogan
	Appointed Member	Gavin Scott

<b>Apologies:</b>	Glasgow	Archie Graham
	South Lanarkshire	Davie McLachlan
	Appointed Member	Liz Cameron
	Appointed Member	Liz Connolly
	Appointed Member	Bill Ure
	Appointed Member	Ronnie Mellis

**Attending:** Valerie Davidson; Secretary; Valerie Bowen, Senior Clerk; Ron Culley, Chief Executive and Gordon Maclennan, Assistant Chief Executive (Operations).

### 1. Chair's remarks

The Chair encouraged members to take the opportunity to sign up and support the campaign to challenge Diageos's decision to close the Johnnie Walker whisky bottling plant in Kilmarnock. Councillor McDill thanked members for their support.

### 2. Minute of previous meeting

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The minute of the meeting of 12 June 2009 was submitted and approved as a correct record, subject to the replacement of the word "after" by "before" on page 5, paragraph 6(2)(c).

Arising from the minute (page 5, paragraph 6), discussion took place on the proposed extension to Buchanan Galleries and the possible impact that the development would have on Buchanan Bus Station. Cllr McNally requested that SPT expedite matters.

Mr Culley responded by acknowledging the importance to Glasgow of the proposed development and explained that there were a number of factors to be taken into account when considering any proposals which would have an impact on Buchanan Bus Station, not least of which was the requirement to determine Best Value in order to satisfy Audit Scotland together with the need to ensure that the development was able to be afforded by SPT. He intimated also that an offer had been made to all constituent authorities to talk through the implications of the development proposals and suggested that arrangements could be made for members who might wish to visit the Bus Station in order that they might better understand some of the issues at hand.

The Chair reminded members that one of SPT's remits was to protect and enhance public transport facilities in the SPT area and that public transport provision did not respect local authority boundaries. He cautioned that agreeing to proposals without a full and proper investigation of the benefits to the travelling public would undermine the strategic obligations of the Regional Transport Partnership.

After having heard that negotiations with Land Securities, the developer, were ongoing and that the final proposal submitted by Land Securities would be put to the District Valuer to test the question of Best Value, the Partnership noted the position.

### **3. Committee minutes**

The minutes (issued) of the undernoted committees were noted, subject to the 'P' paragraph contained in the Strategy and Programmes minute which was approved:-

- (1) Audit and Standards Committee of 12 June 2009;
- (2) Operations Committee of 26 June 2009; and
- (3) Strategy and Programmes Committee of 26 June 2009.

### **4. Membership update**

Mrs Davidson informed the Partnership that East Dunbartonshire Council had intimated a change to its representation on the Partnership. She explained that Councillor Alan Moir had been appointed to replace the late Councillor Alex Hannah with Councillor Jim Gibbons appointed as a deputy. The Partnership noted the position and agreed that Councillor Moir be appointed to the committees on which his predecessor had served. The Chair welcomed Councillor Moir to the meeting.

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**5. SPT Gender and Disability Equality Schemes – Annual monitoring**

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There was submitted and noted a report (issued) of 1 July 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members that SPT had a statutory obligation to prepare an annual monitoring report on its Equality Schemes for Gender, Disability and Race which set out SPT's progress and future commitments against the objectives, outcomes and action plans;
- (2) enclosing annual monitoring reports for both the Disability and Gender Equality schemes which summarised:-
  - the steps taken to fulfil each action plan;
  - the steps taken to eliminate discrimination and promote equality of opportunity;
  - the results of the information gathering carried out, the evidence obtained and what it indicated;
  - what had been done with the information gathered and the actions taken as a result of the information gathered; and
  - the key areas of work to take forward in the year ahead;
- (3) highlighting that the annual monitoring report on SPT's Racial Equality Scheme due in November 2009, would be submitted to a future meeting of the Partnership; and
- (4) explaining that a Corporate Equalities Working Group, comprising of departments across the organisation, was being established which would ensure future compliance with equalities legislation and promote best practice for customers and staff.

**6. SPT response to Scottish Government Consultation: 'Changing Climate: Second Consultation to inform Scotland's Climate Change Adaptation framework'**

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There was submitted and noted a report (issued) of 24 July 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members of progress with the Climate Change (Scotland) Bill which had been unanimously agreed by the Scottish Parliament on 24 June 2009 and was currently awaiting Royal Assent;
- (2) explaining
  - (a) that the Bill committed the Scottish Government to one of the industrialised world's strongest climate change targets, to reduce greenhouse gas emissions by 80% by 2050, with an interim target of a 42% reduction by 2020;

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- (b) that the Scottish Government now required to produce a framework on how it would achieve those targets and also set targets for different sectors to ensure that the interim and 2050 targets were met; and
  - (c) explaining that as transport made up approximately 21% of all greenhouse gas emissions in Scotland, it would have a significant role in assisting the government in achieving the interim and 2050 targets identified within the Climate Change Scotland Bill; and
- (3) enclosing SPT's response which had been submitted to the Scottish Government on 'Changing Climate: second consultation to inform Scotland's Climate Change Adaptation Framework'.

## **7. Revisions to the Scottish Planning System**

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There was submitted a report (issued) of 15 July 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members of the background to the Planning etc. (Scotland) Act 2006 which set out a framework for modernising the planning system and was approved by the Scottish Parliament in December 2006, with secondary legislation being passed in March 2009;
- (2) explaining that there had been a phased implementation of the regulations throughout 2009 which should be completed by December 2009;
- (3) summarising significant changes introduced by the 2006 Act as detailed in the report, including
  - a new statutory basis for developing planning in Scotland;
  - the introduction of a 3 tier hierarchy to which all development proposals would be allocated;
  - introduction of key agencies to work with authorities in the preparation of development plans and assist in delivering a plan led system;
  - changes to the development management process;
  - development of an action programme to take forward the National Planning Framework 2 designated 14 projects, and
  - introduction of a consolidated Scottish document of planning policy;
- (4) outlining SPT's new role as a key agency in the planning process as detailed in the report, which included,
  - liaison with authorities in the preparation of both strategic and local development plans;

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- provision of support and advice on the action programmes and main issues reports which accompanied development plans;
  - greater involvement in the planning application process for national and major developments; and
  - provision of advice and comments on any future guidance changes to the legislation or regulations;
- (5) informing members
- (a) that a new system of e-planning had been introduced by local authorities which allowed applicants to submit all planning applications, plans and supporting information on line allowing access for all to view the details; and
  - (b) that the new electronic system would ensure that consultation requests were sent to the relevant officer within SPT and responses were returned timeously to the local authority;
- (6) indicating
- (a) that SPT would lobby for new powers under the proposed review of the permitted development legislation, which would allow SPT to carry out various minor works without the need to apply for planning permission;
  - (b) that SPT would continue to engage and liaise with the Scottish Government on the content of the action programme which accompanied the National Planning Framework 2 and clarify SPT's involvement in those national developments which had a direct relevance to transport planning in the west of Scotland; and
  - (c) that SPT would continue to provide comments and advice to the Scottish Government on planning policy and would write to it requesting that SPT be consulted on the revision of Planning Advice Note 75: Planning for Transport;
- (7) intimating that it was essential that SPT participated fully in all aspects of the planning process to ensure that the objectives and strategic priorities of the Regional Transport Strategy influenced plans and planning decisions; and
- (8) concluding
- (a) that although the roll out of the new legislation and regulations would inevitably have an impact on staff time and resources, this should not be too significant; and
  - (b) that should the development rate return to that before the economic downturn, there would then likely be quite a considerable impact on current workloads.

After discussion and having heard Mrs Davidson in further explanation and Mr Culley in answer to members' questions, the Partnership

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- (i) noted the terms of the report; and
- (ii) agreed
  - (A) that further discussions and correspondence would continue with the Scottish Government on land use planning legislation, regulations, policies and guidance;
  - (B) that work would commence on the development of protocols and procedures for SPT staff and members in dealing with the changes as a consequence of the 2006 Act; and
  - (C) that a report would be prepared on draft guidance for developer contributions and submitted to a future meeting of the Partnership.

**8. Call off contract for the supply, installation and maintenance of bus shelter solar illumination components**

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After consideration of a report of 5 August 2009 (issued) by the Assistant Chief Executive (Operations) on tenders received for the appointment of a contractor to undertake, on a call off basis, the provision and maintenance of solar bus shelter components to illuminate bus shelters, the Partnership

- (1) approved acceptance of the most economically advantageous tender, submitted by Trueform at a cost of £1,425 per shelter for a period of 2 years from 1 September 2009;
- (2) noted that the contract was subject to satisfactory requirements of the mandatory standstill period of public sector contracts; and
- (3) agreed to liaise with constituent authorities regarding the provision of a helpline number for the reporting of vandalism in bus shelters, including lighting faults.

**9. Extension of existing contract for external maintenance of ticketing equipment**

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With reference to the minute of Strathclyde Passenger Transport Authority of 3 December 2004 (page 8, paragraph 8) when the Authority had approved a negotiated tender with CTS Ltd for the external maintenance of ticketing equipment at a cost of £994,999.00 for a five year contract period, there was submitted and approved a report (issued) of 27 July 2009 by the Assistant Chief Executive (Operations),

- (1) informing members
  - (a) that as procurement of a new ticketing system had taken longer than anticipated, in order to ensure continued reliability in the performance of the existing system it was necessary to extend the current contract with CTS Ltd on a negotiated basis for a period of 12 months; and

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- (b) that the work could not be undertaken by any other company as CTS Ltd were the original designers and suppliers of the system and had exclusive access to all drawings and design specifications; and
- (2) recommending that the Partnership approved a negotiated extension to the existing contract for the external maintenance of ticketing equipment at a cost of £171,603.00 for an initial period of 12 months.

## 10. Media report

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There was submitted a report (issued) of 29 July 2009 by the Assistant Chief Executive (Business Support)

- (1) enclosing a report provided by the media monitoring company Pressdata summarising the media coverage on SPT's activities during the months May and June 2009;
- (2) informing members
  - (a) that media coverage for May had had its highest ever beneficial rating of 82% as a result of the Subway Festival;
  - (b) that the previous highest beneficial rating of 62% had been recorded in April 2008, which again had reflected the influence of positive coverage associated with the Subway Festival; and
  - (c) that during the month of May the adverse comment was low at 4.3% the main adverse coverage being associated with Crossrail and Subway disruption;
- (3) advising members
  - (a) that although the adverse coverage in June also reflected disruption of services on the Subway, overall articles on Subway issues, including installation of defibrillators and the appointment of architects for the modernisation programme were overwhelmingly favourable;
  - (b) that the beneficial rating in that month was also high at 65%; and
  - (c) that June also recorded the highest ever number of articles on line.

After consideration and having heard Mr Culley in answer to members' questions, the Partnership noted the terms of the report.

## 11. Register of Tenders

The Partnership noted that the Register of Tenders listing contracts awarded from January to June 2009 was available for inspection after the meeting.

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**12. 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.

**13. Proposed study visit to Helsinki**

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With reference to the minute of 12 June 2009 (page 5, paragraph 6) when the Partnership had heard a presentation from the Assistant Chief Executive (Operations) which had

- (1) provided members with details of proposed plans for the extension of Buchanan Galleries; and
- (2) advised members that SPT had been approached by Buchanan Gallery Partnership who saw the space above the Bus Station as a development opportunity,

there was submitted a report (issued) of 13 August 2009 by the Chief Executive

- (a) advising members
  - (i) that Kamppi Bus Station in Helsinki, with 52 operational stances, was very similar in size to Buchanan Bus Station with 57 operational stances; and
  - (ii) that despite the similarity in the number of operational stances, Kamppi had the luxury of a further 61 layover bays whereas Buchanan Bus Station had only 15 which was already causing huge congestion issues within the bus station at peak times;
- (b) advising members that the design engineers acting on behalf of the Buchanan Galleries Development had cited Kamppi as an exemplar site in the following four unique areas of bus station development:-
  - fully automated stances and vehicle manoeuvres, effectively meaning that the operational side of the bus station was unmanned;
  - bus bay width reduced to 2.8 metres with bus guidance systems - bays were generally between 3.5 and 4.3 metres wide;
  - full integration of bus station, multi-storey car park, retail and metro; and
  - segregation between passengers alighting and boarding buses, with buses dropping all passengers at a central point and picking up from fixed stances;
- (c) explaining
  - (i) that each of those features was of significant value to SPT not only in association with any Buchanan Galleries development proposal but across all of its bus station interests; and

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- (ii) that the local public transport authority had agreed to host a study visit to determine the suitability of these developments within the SPT area; and
- (d) recommending that the Partnership approve the attendance of the Chair to join the Assistant Chief Executive (Operations) and a small team from SPT on a proposed study visit to Kamppi Bus Station in Helsinki from 31 August to 2 September 2009.

After consideration, the Partnership

- (i) approved the recommendation at (d) above; and
- (ii) agreed that a report on the visit be presented to a future meeting of the Partnership.