

joining up
journeys



partnership minute

Strathclyde Partnership for Transport

Minute of meeting

15 December 2006

held in Consort House, Glasgow

contact officers:

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Minute of the meeting of the Strathclyde Partnership for Transport held in Consort House, Glasgow, on 15 December 2006.

Present:	Argyll and Bute East Renfrewshire Glasgow Glasgow Glasgow Glasgow North Ayrshire North Lanarkshire North Lanarkshire Renfrewshire South Ayrshire South Lanarkshire South Lanarkshire South Lanarkshire West Dunbartonshire Appointed Member Appointed Member Appointed Member Appointed Member Appointed Member	Councillor Duncan MacIntyre Councillor Alan Lafferty Councillor Jim McNally Councillor John Mason Councillor Alan Stewart Councillor Alistair Watson (Chair) Councillor Sam Taylor Councillor Barry McCulloch Councillor Tom Selfridge Councillor John McDowell Councillor Tony Lewis (deputy) Councillor William McCaig (deputy) Councillor Davie McLachlan Councillor Chris Thompson Councillor Linda McColl Liz Connolly Thomas Hart Alan Malcolm Gavin Scott Alan Wilson
Apologies:	East Dunbartonshire Inverclyde North Lanarkshire South Lanarkshire South Lanarkshire Appointed Member	Councillor Julia Southcott Councillor Eric Forbes Councillor David Fagan Councillor Eileen Logan Councillor David McLachlan Bill Ure
Attending:	Ron Culley, Chief Executive; Valerie Davidson, Secretary; Valerie A Bowen, Assistant Clerk; John Halliday, Assistant Chief Executive, Transport and Strategy; Gordon MacLennan, Assistant Chief Executive, Customer Services and Hazel Martin, Director of Rail.	
Also attending	Councillor Al Reay, Argyll and Bute Council.	

1. Minute of previous meeting

The minute of the meeting of 20 October 2006 was submitted and approved as a correct record.

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2. Committee minutes

The minutes (issued) of the undernoted committees were noted, subject to the "P" paragraph contained in the Operations Committee minute:-

- (1) Audit and Standards Committee of 26 October 2006;
- (2) Chair's Committee of 8 November 2006;
- (3) Operations Committee of 17 November 2006; and
- (4) Strategy & Programmes Committee of 1 December 2006.

3. Membership update

Mrs Davidson informed the Partnership of the following changes to South Ayrshire Council's membership:-

Member

Margaret Toner
(to replace Robert Campbell)

Deputy

Tony Lewis
(to replace Eddie Bulik)

It was agreed that Councillor Toner be appointed to the committees on which her predecessor served.

Mrs Davidson further intimated that she had received a letter of resignation from appointed member Eric Stewart following his recent appointment as SPT's Director of Bus Operations.

4. Key contact list

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With reference to the minute of

- (1) 16 June 2006 (page 2, paragraph 2) when the Partnership had approved a new senior level organisational structure as recommended within the phase 1 report produced by the Hay Group Consultancy; and
- (2) 20 October 2006 (page 2, paragraph 4) when the Partnership had agreed that it would be useful for members to be kept informed by e mail or letter of any future key decisions and announcements regarding staff recruitment,

there was submitted and noted a report (issued) of 30 November 2006 by the Assistant Chief Executive (Business Support),

- (a) informing members that as a number of changes had occurred in the senior structure following the implementation of the revised organisational structure, it

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was appropriate that all Partnership members and stakeholders were kept fully briefed of the changes and knew who to contact; and

- (b) enclosing as an appendix to the report a key contact list for all areas of SPT activity.

5. Access for people with disabilities

Mrs Davidson advised members that SPT had been recognised at the Scottish Transport Awards in November 2006 for its commitment to making public transport more accessible to passengers with disabilities and had won the award for Improved Access for Disabled People.

6. Regional Transport Strategy consultative draft

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With reference to the minute of 20 October 2006 (page 5, paragraph 8) when the Partnership had

- (1) considered a report on the progress of the development of SPT's Regional Transport Strategy (RTS); and
- (2) noted
 - (a) an outline of the RTS framework and working groups; and
 - (b) a work programme for the next stages of the RTS which had to be submitted to the Scottish Executive by 31 March 2007,

there was submitted a report (issued) of 30 November 2006 by the Assistant Chief Executive (Transport and Strategy),

- (i) informing members
 - (A) that the consultative draft RTS required to be made available to the general public and transport stakeholders for an 8 week period, starting in mid December 2006 and finishing in early February 2007; and
 - (B) that a Statutory Strategic Environmental Assessment Report (the environmental report of the RTS) was also being produced and required a similar 8 week consultation period;
- (ii) enclosing as appendices to the report
 - (A) the core elements of the RTS in terms of new strategic interventions and core activities to be taken forward by a range of stakeholders, including SPT;

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- (B) a diagram explaining the process of producing a “blended strategy” encompassing the three core strategies - economy, carbon emission and social inclusion; and
 - (C) the proposed interventions in terms of mode and geographical area;
- (iii) explaining that the development and delivery of the RTS was underpinned by the following major policy drivers which were included within the list of RTP core activities:-
- the need for a review of funding opportunities;
 - the need for full engagement with public agencies and the private sector to ensure that the Partnership focused on the needs of the region;
 - the need to review the legislative contexts for transport delivery in terms of national and regional accountabilities;
 - the need to review the effectiveness of bus legislation; and
 - the need for SPT to continue to deliver Subway and subsidised bus and ferry services;
- (iv) advising members
- (A) that the development of the preferred “blended strategy” sought to address regional needs and the SPT identified planning objectives; and
 - (B) that further work was required to identify a prioritised outline implementation plan based around specific schemes and core SPT activities.

After considerable discussion and having heard Mr Halliday in answer to members’ questions and having noted that the consultative draft RTS for the west of Scotland “A Catalyst for Change” had been issued previously to members, the Partnership

- (A) noted
 - (I) the on-going progress in the development of the draft RTS; and
 - (II) that it was the intention to hold a members’ workshop in January to allow further development of the RTS;
- (B) authorised officers to enter into an eight week formal consultation period on the consultative draft RTS with the general public and transport stakeholders; and
- (C) agreed that the outcome of the formal consultation would be reported back to a future Partnership meeting.

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7. Community Planning and Partnership liaison

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With reference to the minute of the Strathclyde Passenger Transport Authority of 4 June 2004 (page 3, paragraph 6) when the Authority had approved

- (1) various proposals for enhancing the level of SPT's engagement in community planning; and
- (2) the general terms of a protocol outlining what Community Planning Partnerships could expect of SPT and what SPT could expect of the Partnerships,

there was submitted and noted a report (issued) of 21 November 2006 by the Chief Executive,

- (a) outlining the progress to date with regard to SPT's participation in the Community Planning process;
- (b) advising members
 - (i) that in April 2006, the Chief Executive had undertaken a Stakeholders' Survey which attempted to discern the strengths and weaknesses of SPT as viewed by senior staff and elected members of partner authorities and to assess its relationship with key dependencies; and
 - (ii) that the survey had identified that although SPT possessed considerable technical strengths it was poor at partnership working;
- (c) explaining
 - (i) that the Chief Executive had now identified as detailed in the appendix to the report, a number of senior officers from throughout the organisation and had invited them to take responsibility for relationships with particular organisations and geographies across the Partnership area; and
 - (ii) that there was now scope for the creation of a second Community Planning post which along with the existing post would smooth the running of those relationships and offer a more effective service to community planning throughout the west of Scotland; and
- (d) intimating that Community Planning was the cornerstone of the Executive's policies and SPT intended to play a strong role in this important aspect of partnership working and needed to understand more fully the higher level concerns and ambitions of each local authority in order that it could draft a robust Regional Transport Strategy and implement it in line with local priorities.

8. Transport Security

The Chief Executive gave a presentation which

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- (1) informed members that Transec (Department of Transport's Security – working with Police) following their recent review of security measures within the UK had advised that transport was part of critical infrastructure threatened by terrorism;
- (2) detailed the current security measures provided by civilian support which were in place in the Subway and bus stations; and
- (3) outlined various initiatives to increase the professionalism of security in the Subway and Buchanan Bus Station, including the training of front line train and subway staff, provision of policing on trains and stations by British Transport Police (BTP) and Strathclyde Police for major incidents, development of a policing plan by BTP and improvements to the security of SPT's assets.

After discussion and having heard Mr Culley in answer to members' questions and advise members that it was the intention of SPT to do everything in its power to safeguard its staff and the travelling public, the Partnership thanked Mr Culley for his informative presentation.

9. Glasgow Airport Rail Link (GARL) – Progress update, Procurement and project management

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There was submitted a report (issued) of 30 November 2006 by the Assistant Chief Executive (Transport and Strategy),

- (1) informing members that following the introduction of the GARL Private Bill on 31 January 2006, the final bill had been endorsed by Parliament on 29 November 2006 with Royal Assent expected in early January 2007; and
- (2) highlighting the next stages in taking the project forward in terms of design, procurement options, formal Agreement with Renfrewshire Council regarding St James' Playing Fields and the continuing engagement of SPT in the implementation of the works.

After discussion and having heard

- (a) Mr Halliday advise members that he had now received formal approval from Renfrewshire Council on the terms of the formal Agreement in relation to St James' Playing Fields;
- (b) the Chair congratulate the various officers of SPT and his predecessors Councillors Ross and Gordon and Renfrewshire Council for their hard work and professionalism in bringing the project to this stage, and
- (c) Councillor Ross record his appreciation to the Chair, members of the previous Strathclyde Passenger Transport Authority and officers of SPT for their commitment to the project and engagement with the public in Paisley during the last two years,

the Partnership,

- (A) approved
 - (I) the engagement of SPT as project manager for the branch line and other enabling works; and
 - (II) that SPT's progress with the development of works contracts and negotiations to ensure that adequate progress was maintained.
- (B) noted that Network Rail would deliver the Central Station platform works and all of the permanent way signalling and control systems between Glasgow and the Airport; and
- (C) agreed that SPT enter into an Agreement with Renfrewshire Council on the terms negotiated that would enable the provision of temporary football pitches and associated infrastructure which would provide for the works as detailed in the GARL Bill.

10. Gourock Transport Interchange

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There was submitted and noted a report (issued) of 29 November 2006 by the Assistant Chief Executive (Transport and Strategy),

- (1) informing members
 - (a) that Inverclyde Council had secured Public Transport funding in 2001/02 to part fund the development of an interchange station at Gourock allowing the redevelopment of the waterfront area; and
 - (b) that although at that time the expected cost of the interchange was estimated at £5.55m at 2000 prices, it had not proved possible so far to identify sufficient funding to enable the project to proceed;
- (2) advising members
 - (a) that SPT had supported the project and had continued to try to convince the Scottish Executive of the merits of the case; and
 - (b) that, subsequently, the Minister of Transport in May 2006 had asked for a working group to be established comprising of SPT, Inverclyde Council and representatives from all interested parties working in partnership to investigate whether an affordable solution to deliver the scheme could be found;
- (3) detailing a revised plan proposed by the working group which had been submitted to the Scottish Executive for the development of the transport interchange which would be developed by Network Rail separately and earlier

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from the residential, commercial and marina areas and which would facilitate the regeneration aspects of the project;

- (4) highlighting
 - (a) that the improved design would cost £20.1m at 2006 prices; and
 - (b) that SPT had previously indicated its willingness to contribute £1.5m towards the project;
- (5) explaining that the next stage would be to commission more detailed design work on the transport interchange proposals to confirm its delivery for £20m or less and to seek agreement on the vehicles for financing the cashflow requirements and reassurance that the development returns would cover the net present value of the cashflow within a five year period; and
- (6) concluding
 - (a) that Transport Scotland had warmly welcomed SPT's involvement in the working group; and
 - (b) that one option set out in the group's final report was that SPT could be the vehicle to fund the next stage of the development of the transport interchange and also could potentially manage Network Rail's delivery of the transport interchange.

11. Partick Interchange project

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With reference to the minute of the Special Passenger Transport Authority meeting of 20 May 2005 (page 1, paragraph 1) when the Authority had agreed to award a design and build contract for the redevelopment of the Partick Interchange to C Spencer Ltd (CSL) in the sum of £9,737,083.69, there was submitted a report (issued) of 5 December 2006 by the Assistant Chief Executive (Transport and Strategy),

- (1) updating members on the current position of the Partick Interchange project;
- (2) advising members
 - (a) that in terms of the railway there were 3 key stages of approval before the work elements of the contract could be constructed which involved approval in principle, detailed design approval and approval of the construction methodology; and
 - (b) that with over 160 different work elements and with the three key stages there were effectively 480 approval stages that the contractor CSL would have to achieve;

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- (3) highlighting that CSL had advised that the approval process had not gone as planned and had formally advised of a new completion date for the project of February 2008;
- (4) explaining that SPT had sought a mitigation plan from the contractor and was exploring the potential to improve significantly on the completion date;
- (5) informing members that CSL had advised SPT of its plans to resolve the bottleneck of approvals and had temporarily reduced site activity to a minimum from 1 December 2006 until early January 2007, with the site being maintained in a safe, secure and operational condition;
- (6) intimating
 - (a) that given the delays and the need to re-programme the works there had been a consequential impact on SPT's Capital Expenditure for this project; and
 - (b) that it was anticipated that the project expenditure for 2006/07 would now be £4.245m and £6.310 for 2007/08;
- (7) concluding
 - (a) that it was in SPT's best interests to continue to work with CSL and to assist in the resolution of technical design and method approvals;
 - (b) that the financial and contractual implications were being assessed and the contractor had been reminded of its obligations under the contract; and
 - (c) that CSL had consistently emphasised its continuing commitment to the project which had been reaffirmed ahead of the site activity reductions.

After discussion and having heard Mr Halliday in answer to members' questions, the Partnership

- (i) noted the position; and
- (ii) agreed that a report would be submitted to the Strategy and Programmes Committee on 2 February 2007 providing members with a full history of the project and explaining the reasons why the project had reached its current position.

12. Glasgow – Kilmarnock rail line upgrade

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With reference to the minute of the Strathclyde Passenger Transport Authority (page 5, paragraph 6) when the Authority had

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- (1) noted progress on the proposed upgrade to the rail route between Glasgow and Kilmarnock which consisted of a passing loop between Dunlop and Stewarton, enabling a half hourly passenger service to operate; and
- (2) authorised a total budgetary provision of £111,000 in the Capital Programme over financial years 2005/06 and 2006/07 for Network Rail to review earlier feasibility work in order to carry the project to the next stage of the GRIP (Network Rail's Guide to Railway Investment Projects) process,

there was submitted a report (issued) of 5 December 2006 by the Assistant Chief Executive (Transport and Strategy),

- (a) informing members
 - (i) that although SPT was ready to proceed with the planned feasibility work it was felt that the timescale to carry out the review of the previous work and provide a cost for carrying out revised feasibility in accordance with Network Rail's full GRIP process was lengthy resulting in a delay of approximately a year before actual feasibility work would commence;
 - (ii) Transport Scotland had brokered a revised approach to projects with Network Rail in which they could be progressed at a faster rate in return for which the funder would take a greater proportion of risk; and
 - (iii) the Ministry of Defence had advised that it no longer required the use of the Griffen branch which left the main route at Lugton, allowing the potential for a longer and more flexible loop between Lugton and Stewarton to be installed;
- (b) advising members that a series of workshops had taken place between SPT, Transport Scotland and Network Rail to review the project with a view to pushing ahead on a faster timescale than previously envisaged;
- (c) outlining further sub-options to be examined and the next steps to be taken to progress the project to the end of GRIP Stage 4;
- (d) intimating that it was appropriate that Transport Scotland should fund the rest of the project in order to achieve best value for money as the project needed to maximise the number of infrastructure improvements within the overall budget; and
- (e) highlighting that whilst there was no further financial involvement in the project by SPT beyond the existing agreement with Network Rail, Transport Scotland had confirmed that it would ensure that SPT be fully involved in the project going forward.

After discussion and having heard Councillor Ross congratulate the Chair and officers involved for their hard work and enthusiasm for getting the project to this stage, the Partnership noted the terms of the report.

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13. Subway stations – mobile phone and WI-FI coverage

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There was submitted a report (issued) of 22 November 2006 by the Assistant Chief Executive (Customer Services),

- (1) informing members that SPT had been examining various options to provide mobile phone coverage in the Subway stations which would enhance the travelling experience for customers and increase their feeling of security within the Network;
- (2) advising members
 - (a) that Arqiva (formally NTL Broadcast) presently operated a network of transmitters in the city and were a neutral host provider able to provide transmission services for all of the mobile phone operators through one set of transmission equipment, leading to a very compact installation at the transmission site and
 - (b) that the Arqiva equipment could also be used to transmit other services such as WI-FI, DAB Radio and mobile TV;
- (3) outlining various proposals from Arqiva to install equipment at all 15 Subway stations which would provide phone coverage at the platform areas, with residual coverage penetrating into the tunnels;
- (4) explaining
 - (a) that as the equipment had the ability to provide WI-Fi coverage in the stations, Arqiva would introduce a trial of WI-FI coverage at Buchanan Street station and based on that outcome it would be extended to other stations; and
 - (b) that in addition to providing a commercial WI-FI service to Subway customers, the facility would be available for SPT to use the service at beneficial rates for a number of advanced applications such as video advertising which was revenue generating; and
- (5) recommending that the Partnership agree that SPT enter into a licence agreement with Arqiva for the provision of mobile phone and WIFI coverage in Subway stations, subject to the suitable terms being agreed and at no cost to SPT.

After discussion, the Partnership approved the recommendation at (5) above.

14. Crossrail: Appointment of principal consultant

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There was submitted a report (issued) of 27 November 2006 by the Assistant Chief Executive (Transport & Strategy),

- (1) outlining the background to the various studies to investigate the potential for linking rail networks north-south/east-west of Glasgow City Centre and, in

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particular, the technical feasibility study carried out by Scot Wilson Railways in 2005 into "Crossrail";

- (2) intimating that the Scot Wilson Railways Study had confirmed that the proposed Crossrail route(s) could be constructed and operated to current railway technical and operational standards and that the scope of work was capable of meeting aspirations for a suite of service options;
- (3) advising members
 - (a) that discussions had been held with the Scottish Executive in its development of the rail strategy for Scotland and a submission of the Statement of Case for Crossrail had been made to the Scottish Executive in August 2006; and
 - (b) that, in parallel with this, a procurement process had been undertaken and tenders sought for the next two phases of the development of Crossrail;
- (4) explaining
 - (a) that the next two phases included STAG appraisal and economic case, the preparation of an economic case, the development of the design outline, operational analysis, environmental assessment, communications strategy and the acquisition of the necessary powers for the scheme; and
 - (b) the process undertaken in the tender assessment exercise which had taken into account company experience, skills base/resources, technical competence, appreciation of project and project approach;
- (5) listing each of the work packages for which fixed lump sum prices were sought, with the exception of hourly rates for work package 7 (required support for the process of acquiring the necessary powers) due to the highly variable nature and volume of work;
- (6) informing members that although Network Rail services were currently being retained in the form of a Basic Services Agreement that should be sufficient for their continued involvement during work package 1, in order to provide services for work packages 2 to 7 of the contract, it would be necessary to secure those services in the form of a Development Agreement, the details of which would be submitted for approval in due course; and
- (7) recommending that the Partnership approve the award of the contract for Principal Consultant Services for Crossrail to Faber Maunsell who had submitted the most economically advantageous tender, in the sum of £1,205,793 for work packages 1 to 6 and on the basis of a series of rates provided for the activities in work package 7.

After consideration and having noted that phase 2 of the development would not commence unless phase 1 was proven to be successful, the Partnership approved the recommendation at (7) above.

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15. Arrangements for ferry user consultations

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There was submitted a report (issued) of 30 November 2006 by the Assistant Chief Executive (Transport and Strategy),

- (1) reminding members
 - (a) that in May 2006, the Minister for Transport had written to the Chair advising him that an integrated Public Transport Users' Committee for Scotland was to be established; and
 - (b) that the Committee would be free to determine its own approach to modal issues and, in particular, to contribute to ferry matters as the need arose;
- (2) informing members
 - (a) that, as a consequence, the Minister did not intend to establish a separate Scottish Ferry Committee and proposed also that the functions of the Shipping Services Advisory Committees, established some years previously by Caledonian MacBrayne Ltd. to provide consultative mechanisms for its local and operational matters would, from 1 January 2007, be exercised by the relevant Regional Transport Partnership (RTP); and
 - (b) that the Minister expected the Partnerships to put appropriate arrangements in place and that although he had tasked the Partnerships also with handling complaints unresolved at operator level, those that could not be resolved satisfactorily should be referred to him;
- (3) explaining that following discussions and negotiations with the other RTPs which had a direct interest in ferry matters, it was suggested that there should be a two tier consultation arrangement. The first tier would be between the island and peninsular communities and their ferry operator to discuss local issues, and the second tier would be organised on an area basis to discuss strategic issues and to resolve matters referred by the local committees;
- (4) proposing that in the lower Clyde area,
 - (a) in relation to tier 1 committees,
 - (i) they would be established to serve each of the Arran, Cowal, Bute, Rosneath and Cumbrae communities. Administration and funding of the consultation system could be provided by the ferry operator considering that Caledonian MacBrayne currently funded the Shipping Services Advisory Committees;
 - (ii) membership and frequency of meetings should be determined by each island community and the operator, but it was suggested that the frequency should be twice per year and recommended that membership, in addition to the operator, might include representatives

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of local government and community councils, the local enterprise network, and local road haulage, agricultural and tourist interests; and

- (iii) details of membership and procedures should be agreed with the Partnerships having an oversight but a direct role in establishing arrangements for the Rosneath (Kilcreggan) committee; and
- (b) in relation to tier 2 consultations,
- (i) it was proposed that there should be three consultative forums; one for the Hebrides, one for the northern isles, and one for the Clyde. These forums would be chaired and administered by the RTPs; and
 - (ii) membership would include RTP members, the operators, the Enterprise Network, and national or regional representatives of the freight, farming, and tourism sectors. The outcomes from this tier would be reported direct to the Minister and the process for developing this role would require liaison with the Scottish Transport Users' Committee to avoid duplication; and
- (5) intimating that the Clyde Committee would require the involvement of both SPT, which included Arran, Cumbrae, and the Rosneath peninsula within its boundary, and Hitrans, which took in Cowal and Bute. Further discussions would be held between SPT and Hitrans regarding detailed arrangements for the funding and administration of the Clyde Committee and recommendations would be made to a future Partnership meeting.

After consideration, the Partnership agreed in principle to the arrangements set out in the report subject to suitable legal, administrative and financial arrangements being agreed between the Partnerships and other organisations involved.

16. Grant funding of constituent authorities

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There was submitted a report (issued) of 29 November 2006 by the Assistant Chief Executive (Business Support),

- (1) reminding members that the capital investment plan for 2006/07 included 27 projects to be delivered by 11 of SPT's constituent authorities by way of grant funding;
- (2) appending the list of projects which totalled £3,919,000;
- (3) requesting approval to grant fund the various authorities in order that the projects could be delivered.

After consideration, the Partnership

- (a) approved the recommendation at (3) above; and

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- (b) authorised the Chief Financial Officer to sign the grant funding letters.

17. Larkhall - Milngavie rail line project closedown update

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After consideration of a report (issued) of 30 November 2006 by the Assistant Chief Executive (Business Support) providing the Partnership with an update on the Larkhall - Milngavie rail project closedown process and progress thereon, the Partnership

- (1) noted
 - (a) that the project had been delivered on time and patronage numbers had exceeded those previously anticipated; and
 - (b) that Network Rail had received a claim from the contractor, Carillon Rail, for aspects of delay and disruption ; and
- (2) agreed that Network Rail should seek to negotiate a settlement on SPT's behalf, within the range agreed by claims specialists EC Harris, having noted that at the top of this range, a small overspend on the budgetary provision would be incurred.

18. Voluntary Quality Partnership arrangements with First Glasgow Ltd

[Click here to view report](#)

There was submitted a report (issued) of 4 December 2006 by the Assistant Chief Executive (Customer Services),

- (1) reminding members
 - (a) that SPT, constituent councils and First Glasgow had participated in arrangements for high quality bus services along corridors within the councils' areas;
 - (b) that the aim of these arrangements was that SPT and the councils committed to improve infrastructure whilst the operator committed to improve vehicles and service provision; and
 - (c) that whilst these arrangements had delivered significant improvements in bus services, there were areas of delivery that were not yet to the quality standards required to satisfy existing and potential bus users and to ensure the policy aims of SPT and the councils, in terms of modal shift and social exclusion, were met;
- (2) explaining
 - (a) that, to address these wider issues, a Memorandum of Understanding had been developed by First Glasgow Ltd (a copy of which was attached to the report) which sought to work in Partnership to address many of the concerns of passengers, members and the bus company; and

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- (b) that although the Memorandum applied only to the Glasgow City Council area, it was proposed to extend this to the whole of the First Glasgow network as a forerunner of a Statutory Quality Partnership within the Partnership's area; and
- (3) confirming that any proposals would have an impact on the activities of SPT and would require detailed consideration and resources if implemented.

After consideration and having agreed to a proposal by the Chair that the report be amended to reflect the view that, whilst the proposal to work towards Statutory Quality Partnerships was welcome, in the longer term the only way to provide a comprehensive bus network which ensured that socially necessary services were provided was to regulate the bus industry or to introduce franchising systems throughout the west of Scotland, the Partnership

- (i) noted
 - (A) the terms of the Memorandum of Understanding instigated by First Glasgow Ltd and agreed with Glasgow City Council as a precursor to further development in terms of SPT's Regional Transport Strategy; and
 - (B) the intention of First Glasgow Ltd to extend the Memorandum of Understanding to other Council areas within their operating area; and
- (ii) agreed
 - (A) that other councils and operators be consulted; and
 - (B) to continue to lobby for additional powers to regulate the bus industry.

19. Award of advertising management contract - Subway and bus stations

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After consideration of a report (issued) of 20 November 2006 by the Assistant Chief Executive (Customer Services) on tenders received for an advertising management contract for the Subway and bus stations, the Partnership, having noted that the prime financial comparator was regarded as the "guaranteed minimum sum" tendered to SPT over the potentially extended contract duration of five years, approved the award of the contract to SMG Primesite which guaranteed £3,900,000 over five years (minimum period of three years with the option of an extension for a further two years), conditional on investment of £243,000 in additional advertising infrastructure to be deducted from the guaranteed overall contract value.

20. Subway Nightrider

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There was submitted a report (issued) of 22 November 2006 by the Assistant Chief Executive (Customer Services),

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- (1) intimating that changes in social habits and the leisure and commercial markets in recent years had led to requests for a more comprehensive transport provision, including a night service and longer Sunday operation of the Glasgow Subway;
- (2) informing members that, although SPT was examining the scope for extended Subway operations, initial indications had suggested that staffing and infrastructure maintenance requirements would result in excessive costs for the provision of a less than comprehensive service;
- (3) explaining
 - (a) that, to accelerate the consideration of possible solutions to the night economy demand, SPT was simultaneously seeking bids from bus operators to provide a 20 minute frequency clockwise and anti clockwise bus service overnight Friday/Saturday and Saturday/Sunday and a Sunday evening service to terminate at around 2340hrs linking all Subway stations;
 - (b) that a flat fare of £2, similar to commercial charges, was proposed with no other ticket, other than the national concessionary scheme ticket, being accepted; and
 - (c) that once tenders were received, a report on the most effective and efficient method of providing a public transport night service would be submitted to a future committee of the Partnership;
- (4) confirming that this would permit essential engineering operations to continue during the Subway closure window; and
- (5) advising members that the initial contract for the provision of the nightrider service would be for a period of one year during which the performance and demand for the service would be assessed to determine future strategy.

After consideration, the Partnership noted the terms of the report.

21. Potential new rail station study - Heathfield (St. Ninian's) South Ayrshire

[Click here to view report](#)

With reference to the minute of 19 May 2006 (page 8, paragraph 8) when the Partnership, inter alia, had approved the initiation of a detailed design study for a new heavy rail station at Heathfield, Ayr, there was submitted a report (issued) of 29 November 2006 by the Chief Executive,

- (1) intimating
 - (a) that discussions had been held with officers from South Ayrshire Council to discuss how best to proceed with developing the proposals further for the Heathfield site; and

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- (b) that a number of subsequent developments had meant that Heathfield was no longer considered to be a rail investment priority by South Ayrshire Council; and
- (2) informing members that, as South Ayrshire Council, in conjunction with SPT, was investigating a number of other rail related investment opportunities within its area, it was proposed not to develop further proposals for a new heavy rail station at Heathfield at this stage.

After consideration, the Partnership

- (i) noted
 - (A) South Ayrshire Council's confirmation of the future status of south east Ayr as an area for future development, with particular reference to the delivery of a rail station, to be funded by the private sector, on the Stranraer line south of Ayr; and
 - (B) South Ayrshire Council's commitment to achieving a significant upgrading of Ayr Station to provide a multi-modal interchange; and
- (ii) agreed that further development work for a new rail station at Heathfield be suspended pending conclusion of current investigations.

22. Subway Broomloan Depot stores extension

[Click here to view report](#)

After consideration of a report (issued) of 4 December 2006 by the Assistant Chief Executive (Customer Services) on tenders received for the design and construction of an extension to the Subway's Broomloan Depot Stores in Govan, the Partnership

- (1) approved the award of the contract to ROK in the sum of £164,606 (excl. VAT); and
- (2) authorised total expenditure of up to £182,606 to allow for the diversion of any hidden services and/or land contamination remediation work at a cost of approximately £7,500 and £10,000, respectively.

23. Hamilton Central Interchange

[Click here to view report](#)

There was submitted a report (issued) of 8 December 2006 by the Assistant Chief Executive (Transport and Strategy),

- (1) reminding members that over the past two years, considerable effort had been expended in an attempt to progress a workable and deliverable solution to improve public transport passenger interchange at Hamilton;
- (2) explaining that the work had progressed to the development of a brief for consultancy services to develop the "drive in -drive out" bus station layout option;

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- (3) highlighting that although preliminary discussions had taken place with Network Rail over formal agreements to permit its detailed input into the project, the extent and cost of the services to be provided by them remained to be established and it was hoped that an agreement in principle could be achieved during January 2007 and reported back to the Partnership thereafter;
- (4) outlining the tendering process and assessment procedure; and
- (5) recommending
 - (a) that a contract for consultancy services to assist in the development of Hamilton Central public transport interchange be awarded to Jacobs Babbie in the sum of £296,208; and
 - (b) that appropriate adjustments be made to the Capital Programme as detailed in the report.

After consideration, the Partnership approved the recommendation at (4) above.

24. Conference: Transport Security 2007 - London - 14 February 2007

The partnership agreed that two members be authorised to attend the Transport Security 2007 Conference to be held in London on 14 February 2007.

25. Register of Tenders

The partnership noted that the Register of Tenders listing contracts awarded from 1 July 2006 to 30 September 2006 was available for inspection after the meeting.

26. 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.

27. Award of temporary subsidised local bus service 93 Wishaw – West Coltness [Click here to view report](#)

There was submitted a report (issued) of 13 December 2006 by the Chief Executive,

- (1) outlining tenders received for the award of a temporary subsidised local bus service contract to cover service gaps in the west Coltness area, following the withdrawal of a commercial bus service by J J Travel Ltd from 8 January 2007; and
- (2) seeking the Partnership's views on the award of the appropriate contract.

After discussion, the Partnership

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- (a) agreed that temporary contract 4700T Wishaw - West Coltness (service 93) be awarded to Hutchison Coaches from 8 January 2007 at a cost of £1,650 per week, based on the use of a flow floor vehicle; and
- (b) noted that tenders were being invited for a longer term contract and would be considered at a future Operations Committee.