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journeys



partnership minute

Strathclyde Partnership for Transport

Minute of meeting

16 June 2006

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 16 June 2006.

Present:	Argyll and Bute	Councillor Duncan MacIntyre
	East Ayrshire	Councilor Jimmy Kelly (deputy)
	East Dunbartonshire	Councillor Julia Southcott
	East Renfrewshire	Councillor Alan Lafferty
	Glasgow	Councillor Irene Graham
	Glasgow	Councillor Jim McNally
	Glasgow	Councillor John Mason
	Glasgow	Councilor Alistair Watson (Chair)
	Inverclyde	Councillor Campbell Snoddy (deputy)
	North Ayrshire	Councillor Sam Taylor
	North Lanarkshire	Councillor David Fagan
	North Lanarkshire	Councillor Barry McCulloch
	North Lanarkshire	Councillor Tom Selfridge
	Renfrewshire	Councillor John McDowell
	South Ayrshire	Councillor Bobby Campbell
	South Lanarkshire	Councillor Eileen Logan
	South Lanarkshire	Councillor Davie McLachlan
	South Lanarkshire	Councillor Chris Thompson
	West Dunbartonshire	Councillor Linda McColl
	Appointed Member	Liz Connelly
	Appointed Member	Thomas Hart
	Appointed Member	Alan Malcolm
	Appointed Member	Gavin Scott
	Appointed Member	Eric Stewart
	Appointed Member	Bill Ure

Apologies:	East Ayrshire	Councillor Eric Ross
	Inverclyde	Councillor Eric Forbes
	Appointed Member	Alan Wilson

Attending: Ron Culley, Chief Executive; John F Anderson, Interim Secretary; Valerie Bowen, Assistant Clerk; Douglas Ferguson, Director of Operations; Valerie Davidson, Interim Chief Financial Officer; George Heaney, Head of Operations; Hazel Martin, Head of Rail and Bill Taggart, Manager, Maintenance, Subway.

Also attending Alan Scott, ScotRail

1. Minute of previous meeting

The minute of the meeting of 19 May 2006 was submitted and approved as a correct record.

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2. Review of senior level organisational structure

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There was submitted a report (issued) of 31 May 2006 by the Chief Executive

- (1) intimating
 - (a) that following his appointment in April 2006, the Chief Executive had commissioned an independent third party review from the Hay Group of the senior management structure and roles within the partnership as no overall review of the organisation had taken place since June 1996;
 - (b) that this current review required to take cognisance of the many functional and organisational changes which had occurred within the organisation as a consequence of the Transport (Scotland) Act 2005. Most notably these included the transfer of some responsibilities for the management of the rail franchise to Transport Scotland, a new focus upon freight and health and the integration of Westrans into the new RTP; and
 - (c) that the terms of reference for the review had focused on the following key areas: -
 - consider the remit of the new Strathclyde Partnership for Transport;
 - review the existing roles and structures of the Executive, Heads and Managers;
 - identify overlapping roles and responsibilities, making recommendations on consolidation and rationalisation where appropriate; and
 - recommend a new fit for purpose structure and the division of responsibilities for the senior level positions;
- (2) advising members
 - (a) that dialogue had taken place with the recognised trade unions and the affected staff (Executive Officers, Heads and Managers) and in order to facilitate a clear understanding of the methodology to be adopted within the change process, representatives from the Hay Group had also been involved in discussions with senior staff regarding roles and responsibilities;
 - (b) that in addition to the interviews and written submissions, the Hay Group consultants had undertaken a desktop exercise which had involved a detailed examination of all job descriptions covering affected staff. In addition, the consultants had gathered various strategy and policy documentation from SPT, the Scottish Executive and other relevant organisations; and

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- (c) that this approach had been designed to ensure a clear understanding of the strategic context within which the new Regional Transport Partnership worked, its interface with various third party transport providers and the numerous operational and functional accountabilities that SPT held as an organisation;
- (3) summarising the current obligations placed upon the organisation by the Transport [Scotland] Act which had to be taken into account in determining the need for structural change within the organisation;
- (4) explaining
 - (a) that the proposed new structure created a clear focus on three key work-streams in the organisation:-

Customer facing delivery;
Strategy, Policy & Service Development; and
Business Support

thereby ensuring that the Regional Transport Partnership was focused on the delivery of its core remit;
 - (b) that as there was a critical business need to bring together Operations, Strategy & Policy and Business Support both in terms of the structure as well as in ways of working, in the proposed new senior level structure this would be achieved by the creation of an Executive Team that would focus upon the high level strategic needs of the organisation comprising the Chief Executive and three Assistant Chief Executives whose roles would be equivalent in weight across the organisation to reflect the importance of these key work-streams;
 - (c) that the previous roles of Director of Operations and Director of Corporate Services would be withdrawn from the organisational establishment with the proposal that both incumbents be retired under efficiency of the service arrangements; and
 - (d) that although the cost of this review based upon substantive salary gradings would require approximate additional investment of some £60,000 based upon the core salaries payable to the 23 senior posts within the organisation, as a consequence of the ending of responsibility payments to senior staff at the point of the new structure being introduced, there would be an overall and actual annual saving of approximately £30,000;
- (5) outlining the remit of the proposed Assistant Chief Executive roles which would cover customer services, business support and transport and policy and inject some formality to roles in terms of corporate accountability, rather than just functional responsibility;

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- (6) concluding that whilst the Partnership could be satisfied with the success of the former SPT to date, it was evident that there were many areas where further improvements could be made to reap fully the benefits of the new strategic obligations set out within the Transport Act and by taking advantage of the many opportunities which would arise as a consequence of working to support the ambitions of Local Authorities in the West of Scotland; and
- (7) seeking approval of the proposed new structure in order to advance the objectives of the organisation as set out in paragraph 3 of the report.

After considerable discussion and having heard the Chair and Mr Culley in answer to members' questions, the Partnership approved the terms of the report.

3. Residual functions and responsibilities of SPTA and SPTE

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With reference to the minute of the Strathclyde Passenger Transport Authority of 31 March 2006 (page 2, paragraph 3) when the Authority had

- (1) noted that as SPTA continued to exist, the current membership would continue and that Local Authorities would be advised of the requirement to continue to notify any changes in membership until such time as the legislation might be amended; and
- (2) agreed that the Strathclyde Partnership for Transport be requested to ensure that the statutory positions of Secretary, Director General, other members of the Executive and the other ongoing tasks of a financial and legal nature were carried out,

there was submitted a report (issued) of 4 June 2006 by the Interim Secretary

- (a) intimating that it was accepted that the continuing workload for SPTA and SPTE would be minimal but arose from the fact that the Scottish Parliament, for its own reasons did not simply abolish SPTA and SPTE despite strenuous attempts during the consultation process and at the Transport Bill stage by SPTA to persuade the Scottish Executive and the Scottish Parliament to make legislative provision for a more effective and efficient transition from SPTA/SPTE to SPT;
- (b) explaining that there was currently an immediate need for SPTA to meet to approve its final accounts for the year 2005/06; and
- (c) proposing
 - (i) that the Chair of SPT be also Chair of SPTA;
 - (ii) that the Chief Executive of SPT be appointed as Director General of SPTE;

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- (iii) that the Interim Secretary of SPT, who was in any case a Non-Executive Director of SPTE, continue as Secretary of SPTA and a Director of SPTE until such time as the relevant part of the new management structure of SPT (which was the subject of consideration at this meeting) was implemented. The structure provided for an Assistant Chief Executive post which would include the position of Secretary to SPT and it was proposed that when that post was filled that person take over the function of Secretary of SPTA and be appointed as a Director of SPTE;
- (iv) that the current existing Directors of Corporate Services and of Operations who transferred in these posts from SPTE continue as Directors of SPTE meantime, but that these appointments cease either when one or other left the employment of SPT or when the other new posts of Assistant Chief Executive were filled, whichever came soonest, whereupon these posts would assume the required Directorships of SPTE; and
- (v) that SPT continue to give whatever other staff support was necessary to maintain the continuing functions of SPTA and SPTE.

After consideration and having heard Mr Anderson in further explanation, the Partnership

- (A) approved the proposals at (c) above; and
- (B) agreed that the Scottish Executive be asked to resolve the anomaly of the continued existence of both organisations.

4. Committee structure and voting rights

[Click here to view report](#)

With reference to the minutes of

- (1) 27 January 2006 (page 4, paragraph 4) when the Partnership had agreed
 - (a) not to set up a committee structure other than a Personnel Appeals Committee and an Audit and Standards Committee; and
 - (b) that the structure be subject to review in the light of experience, particularly having regard to the fact that, at that time, non-elected members had not been appointed; and
- (2) 19 May 2006 (page 3, paragraph 4) when the Partnership had continued consideration of a report which had covered various structural issues including voting rights for non-elected members, an extension of the terms of reference of the agreed committees and training for members,

there was submitted a report (issued) of 24 May 2006 by the Interim Secretary

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- (a) explaining that, in view of the projected length of agendas given the time constraints of members and in order to ensure full deliberation of items, it was appropriate to reconsider the question of a committee structure;
- (b) suggesting
 - (i) that the full Partnership meeting be on an eight week cycle rather than the current four weekly cycle; and
 - (ii) that the following standing committees would meet also on an eight weekly cycle to fit in with the full Partnership meetings:
 - (A) Operations Committee - 16 members (including non-elected members); and
 - (B) Strategy & Programmes Committee - 16 members (including non-elected members); and
 - (iii) that the Audit and Standards Committee (7 members including non-elected members) and Personnel Committee (16 members including non-elected members) would meet as and when required although it was suggested also that from within the elected members of the Personnel Committee a sub-committee of 7 elected members, chosen at random, should be set up to consider disciplinary appeals and appeals against the application of conditions of service eg grievance appeals which were not otherwise delegated to officers;
- (c) summarising the proposed outline terms of reference for each of the standing committees;
- (d) advising members
 - (i) that full terms of reference for each of the committees would be produced for consideration and approval if these suggestions were approved;
 - (ii) that due to the composition of the Partnership, not all authorities would be represented on all committees and it was recommended therefore that all committee papers relating to the Operations Committee and the Strategy and Programmes Committee be submitted to all members of the Partnership and that provision be made whereby the member of a constituent authority which was not represented on a particular committee might have the opportunity to request a hearing at that committee on any matter which specifically affected that constituent authority; and
 - (iii) that if the Partnership approved the constitution of a committee structure, all members would be canvassed seeking their preferences as to which committees on which they would wish to serve. Allocation

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could then be submitted for approval on the basis of preference, political balance, geography, gender and elected/non-elected split;

- (e) reminding members that in relation to the voting rights of non-elected members, it was a matter for the Partnership to determine what voting rights were afforded to non-elected members both at meetings of the Partnership and any committees thereof;
- (f) informing members that, in relation to training of members, a report by the Chief Executive on proposals for induction training formed a separate agenda item; and
- (g) requesting that the Partnership
 - (i) consider and make a decision on the committee structure and cycle of meetings together with the outline terms of reference contained within the report;
 - (ii) determine the voting rights of non-elected members both on the Partnership and on committees; and
 - (iii) approve the provision of relevant induction training for all members and for more specific training for the members of the Personnel Committee and the Audit and Standards Committee.

Following discussion and having heard Mr Anderson in further explanation and in answer to members' questions, the Partnership agreed, Councillor Lafferty dissenting in relation to the composition of the membership of the Committees,

- (A) to approve the committee structure and cycle of meetings as detailed in the report;
- (B) that non-elected members should have no voting rights either on the Partnership or any of its committees; and
- (C) to approve the provision of relevant induction training for all members and more specific training for the members of the Personnel and Audit and Standards Committees.

5. Organisational Induction of Partnership members

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With reference to the immediately preceding paragraph, there was submitted and approved a report (issued) of 1 June 2006 by the Chief Executive

- (1) intimating that an effective member induction process would develop further members' understanding of the strategic context within which the Partnership worked, together with the many operational, project and corporate accountabilities; and

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- (2) outlining a number of suggestions for making organisational induction for members a valuable and effective process together with a proposed induction schedule.

6. Study visit to China

There was submitted a report (issued) of 1 June 2006 by the Chief Executive seeking approval, in view of a bid by Glasgow City Council to host the Commonwealth Games within the city in 2014, for the Chief Executive, Chair and one Vice-Chair to undertake a study visit to China in order to assess initiatives taken by the Chinese Government in pursuit of the 2008 Olympic Games, including the new subway being developed in Beijing, the Jaioton and Octopus stored value cards, Maglev high speed passenger transport line, the use of clean fuels and advanced noise reduction measures used by taxis and bus transportation projects.

After consideration, Councillor Watson, seconded by Councillor Kelly moved approval of the request detailed above. Councillor Mason, seconded by Councillor Snoddy, moved as an amendment that consideration of the report be continued for costings to be provided. On a vote taken by a show of hands 3 members voted for the amendment and 11 for the motion which was accordingly declared to be carried.

Thereon, the Partnership noted that the Chief Executive would produce a report on opportunities for new transport initiatives in support of the Commonwealth Games in Glasgow.

7. Monitoring report on public transport services supported by Strathclyde Partnership for Transport

[Click here to view report](#)

There was submitted a report (issued) of 1 June 2006 by the Chief Executive, informing the Partnership of the latest trends in the number of passengers carried and the reliability of public transport operators' services supported by SPT.

After discussion and having heard Mr Heaney in further explanation of the report and Ms Martin and Mr Scott in answer to members' questions, the Partnership noted the contents of the report.

8. Subsidised local bus service contract recommendations - financial implications

[Click here to view report](#)

There was submitted a report (tabled) of 16 June 2006 by the Interim Chief Financial Officer, advising the Partnership of the financial impact of members' possible decisions relating to the remaining items on the agenda.

After consideration, the Partnership noted the report in relation to the financial impact of awarding any contracts and managing the award of contracts within the constraints of the existing budgets and agreed to have regard to them when making decisions on these matters.

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9. Award of replacement subsidised bus services contracts

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There was submitted a report (tabled) of 16 June 2006 by the Chief Executive,

- (1) advising members of various changes that First Glasgow would make to their commercially operated bus services from 2 July 2006; and
- (2) detailing tenders received for the award of new subsidised bus services following the withdrawal of commercially operated services by First Glasgow and other operators.

After discussion and having heard Mr Heaney in further explanation and in answer to members' questions, the Partnership agreed

- (a) that, in view of previous SPT decisions not to subsidise night bus services and the current budget position, no action be taken to replace the weekday night bus network as detailed in the report;
- (b) that, in view of alternative bus services being available for the majority of passengers, not to replace service 11 between Robroyston, Auchinairn and Bishopbriggs on a subsidised basis;
- (c) that discussions would take place between SPT and East Dunbartonshire Town Centre Management Company who funded a free shopper bus service between Auchinairn and Bishopbriggs, to identify if the service could be revised to provide new and enhanced links within the Bishopbriggs and Auchinairn areas;
- (d) that contract 4829P Harthill - Bellshill (service 35) be awarded to Stuart's Coaches from 2 July 2006 at a cost of £152,880 for the contract period, equivalent to £38,220 per annum;
- (e) that contract 4860B Glasgow - Carmunock - East Kilbride (through service) (service 231) be awarded to First Glasgow from 2 July 2006 at a cost of £68,040 for a one year contract period;
- (f) that contract 0916 Glasgow – Hutchesontown – Bridgeton (Monday – Saturday day service) (service 65) be awarded to First Glasgow from 2 July 2006 at a cost of £66,150 for a one year contract period; and
- (g) that contract 0914A Glasgow Inner Circle (service 89/90) be awarded on a temporary basis from 16 July 2006 to 13 January 2007 to First Glasgow at a cost of approximately £40,560 for the revised contract period.

10. Proposed changes to subsidised local bus services

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There was submitted a report (issued) of 23 May 2006 by the Chief Executive requesting agreement to proposed changes to various subsidised bus services to

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accommodate the provision of bus services in Springhall, Cathkin and Glenmavis as a result of the recent withdrawal of commercially operated services.

After discussion, the Partnership

- (1) agreed
 - (a) that the timetable and route of contract 4980B Rutherglen - Fernhill (service 14) be revised to operate via Skye Road and Cuillins Road in both directions to maintain a Monday to Saturday daytime service in the area of Cathkin from 2 July 2006; and
 - (b) that the timetable and route of contract 4841H Monklands Hospital – Upperton (service 101) be revised with all Saturday journeys between Stand and Airdrie Town Centre being operated via Glenmavis as service 181 from 1 July 2006; and
- (2) noted that although there were no additional contract costs incurred by the changes, it was estimated that the timetable and bus stop information costs would be approximately £5,450.

11. Transfer of ownership of Carrick Connector bus from South Ayrshire Council to SPT

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There was submitted a report (issued) of 7 June 2006 by the Chief Executive,

- (1) advising members
 - (a) of the background to the introduction of the “Carrick Connector” bus service, the vehicle for which had been purchased by South Ayrshire Council in 2003 for use on that subsidised bus service; and
 - (b) that, until recently, the service had been operated wholly outwith the SPT area but managed by SPT on the council’s behalf; and
- (2) explaining that although the financial commitment for the service had transferred to SPT due to the enlargement of the SPT area from 1 April 2006 to include all of South Ayrshire, the bus had remained in the council’s ownership; and
- (3) requesting the Partnership’s agreement to the transfer of the ownership of the Carrick Connector bus from South Ayrshire Council to SPT, subject to the proviso from South Ayrshire Council that the bus continue to be used solely within the Carrick area.

After consideration, the Partnership agreed



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- (a) that the Carrick Connector bus (registration SF03 ZXU) be transferred from South Ayrshire Council to the Partnership at a date to be agreed by both parties;
- (b) that the vehicle be used on the Carrick Connector service or, if this was not possible, on another contract within the Carrick area; and
- (c) that the bus be re-branded in SPT livery and the brand name be changed from Carrick Connector to Carrick Ring'n' Ride.

12. Update of SPT Guideline Criteria subsidy limits

[Click here to view report](#)

There was submitted and approved a report (issued) of 7 June 2006 by the Chief Executive,

- (1) advising members that the current SPT Guideline Criteria for the upper limit of the subsidy cost per passenger trip and cost per mile had not been increased for at least ten years;
- (2) informing members that taking 1995 as a base year, compound inflation of 3% per year would more accurately reflect contract prices, especially in the last few years where fuel and insurance cost increases had had a marked effect on contract costs;
- (3) enclosing the following appendices to the report:-
 - (a) proposed revised SPT Guideline Criteria for the upper limit of the subsidy cost per passenger trip and cost per mile; and
 - (b) the complete current SPT Guideline Criteria for members' information; and
- (4) recommending
 - (a) that the upper limit for subsidy cost per passenger trip and subsidy cost per mile on subsidised bus services as detailed in the report be increased from Sunday 16 July 2006; and
 - (b) that for future years, the upper limits for subsidy cost per passenger trip and per mile be updated from the first Sunday in May of each year to coincide with any increase in subsidised bus fares.

13. Requests for subsidised local bus services

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There was submitted a report (issued) of 23 May 2006 by the Chief Executive, advising members of various requests for the provision of subsidised local bus services.

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After consideration and having heard Mr Heaney in further explanation and in answer to members' questions, the Partnership agreed not to take any action in respect of the local subsidised bus service requests.

14. Renewal of insurance

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There was submitted and noted a report of 18 May 2006 by the Interim Chief Financial Officer,

- (1) informing members that the annual insurance renewal required to be effected from 15 May of each year and could be notoriously difficult given the level of cover required within a tight market;
- (2) advising members
 - (a) that to overcome some of these difficulties, an exercise had been entered into to allow underwriters an opportunity to visit SPT sites and activities and thereafter a 3 year long term agreement had been entered into for the most difficult areas of cover; and
 - (b) that this long term arrangement had resulted in stable insurance premium rates over the last 2 years, following a period of significant price increases;
- (3) detailing the following contracts which had been awarded for the provision of insurance:-

<u>Policy</u>	<u>Premium</u>	<u>Provider</u>
Combined Liability (Primary)	£109,770.60	St Paul's
Excess Employers Liability	£10,000.00	D A Constable
Excess Public/Product Liability (£40m/£10m)	£190,000.00	D A Constable and others
Excess Public/Product Liability (50m/£50m)	£80,750.00	D A Constable and others
Material Damage/ Business Interruption (Subway)	£281,343.69	AIG and others
Terrorism for Subway	£65,783.80	AIG and others
Bus Stations Material Damage	£11,653.46	AIG and others

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<u>Policy</u>	<u>Premium</u>	<u>Provider</u>
Terrorism for Bus Stations	£5,491.68	AIG and others
Engineering Inspection	£6,313.00	HSB Haughton
Engineering Inspection (nightshift)	£1,034.00	HSB Haughton
Personal Accident/Travel	£660.00	AIG
Computer	£2,874.00	Allianz Cornhill
Marine Hull	£29,800.00	British Marine
Brokerage	£23,400.00	Marsh
Commercial Combined	£24,465.00	Zurich Municipal
Motor Fleet	£10,591.20	Zurich Municipal
Total	£853,930.43	
	(+ Insurance Premium Tax & VAT)	

- (4) concluding that although the rates quoted and accepted on behalf of the Partnership had shown a very small decrease compared with 2005 and were within budgeted sums, it was worth noting that this was the final year of the long term agreement and all efforts would be focused on securing cost effective arrangements for future years.

15. **Subway escalators – safety upgrades**

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There was submitted a report (issued) of 10 May 2006 by the Chief Executive,

- (1) informing members that an assignment carried out by a specialist escalator consultant and a further exercise conducted by Subway engineering staff had shown that there was a need for safety upgrades on the majority of Subway escalators in order to meet the current standards;
- (2) advising members
 - (a) that following discussions with the consultant, it was assessed as reasonable to set dimensional limits where escalators exceeding this would be shut down until upgraded and that escalators below the selected limits would be allowed to operate pending modification; and

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- (b) that, as a result, seven escalators had been taken out of operational use on the evening of 21 April 2006 and;
- (3) indicating that although actual costs could not be predicted fully for the upgrades the total sum had been judged to be in the order of £500,000 to £650,000, with a small proportion of the cost displacing the need for some 'routine' maintenance cost;
- (4) explaining
 - (a) that escalator maker Kone and an associated company SDV, the only companies known to have the available expertise in the Subway machines had been asked to survey and quote for rectification work; and
 - (b) that the appropriate amendments had been made to the 2006/07 Capital budget to deal with the anticipated requirements before the Subway were in possession of firm estimates from the contracting organisations and material suppliers.
- (5) recommending that the Partnership agree
 - (a) to progress with the proposed arrangements to upgrade the currently stopped machines and thereafter to take the remaining machines out of service in succession for rectification; and
 - (b) that contracts be let up to a total value of £650,000 to Kone Escalators and, to a lesser extent, SDV on a negotiated basis.

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

16. Refurbishment of Subway trailer cars

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After consideration of a report (issued) of 11 May 2006 by the Chief Executive on tenders received for the refurbishment of the Subway trailer cars, the Partnership approved acceptance of the lowest tender submitted by Alstom Transport in the sum of £1,722,333.

17. Network change: Disconnection of Gunnie Branch line

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There was submitted a report (issued) of 7 June 2006 by the Chief Executive,

- (1) informing members
 - (a) of the Infrastructure Capability Programme for Rectification which had been carried out by Network Rail under the instruction of the Office of Rail Regulation (ORR) to identify sites throughout the whole country

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which had no foreseen traffic requirement and to remove them from the rail network; and

- (b) that although under no statutory obligation, Network Rail had been asked by ORR to consult with stakeholders that the removal would have no material effect on the operation of the Network or of trains on the Network;
- (2) enclosing a letter of 19 May 2006 from Network Rail which had intimated that, as the branch line at Gunnie had not been used since pre 2001, in line with the Infrastructure Capability Programme for Rectification it was proposed, that the line be disconnected;
- (3) advising members
- (a) that as part of a study in 2003 funded by the previous Strathclyde Passenger Transport Authority into the electrification of the Rutherglen - Coatbridge line, an option had been identified that would have seen the restoration of the through route via the Gunnie branch to its former connection with the main line in the Gartsherrie area; and
 - (b) that as the electrification of the Rutherglen - Coatbridge line was likely to be an option under serious consideration in the Route Utilisation Strategy and that SPT was currently drawing up its Regional Transport Strategy, the loss of this branchline would appear premature;
- (4) explaining
- (a) that another consultee had suggested that the loss of this branch could facilitate the re-introduction of the Airdrie – Bathgate service but, subject to confirmation that that this was not the case, it was proposed that a strong response be sent to Network Rail alerting them to the potential future strategic importance of the branch; and
 - (b) that the letter should not object to the physical removal of redundant and unusable materials but should seek from Network Rail confirmation that there should be no further action that would prevent or hinder the potential reinstatement of the Gunnie branch at a subsequent date; and
- (5) enclosing a suggested response to Network Rail.

After consideration, the Partnership approved the response.

18. Additional Items

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



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19. Contract 9557D Lanark Demand Responsive Service

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There was submitted a report (issued) of 15 June 2006 by the Chief Executive,

- (1) informing members that since the award of contract 9557D Lanark Demand Responsive Service to Avondale Coaches on 17 July 2005, the operator had regularly breached the Terms and Conditions of Contract, failed to execute the contract with due diligence and had undermined the good repute of SPT;
- (2) advising members that the operator had been suspended from operating the contract on 9 June 2006 and, although an appeal had been received against the decision to suspend operation of the contract, it did not change the case for cancellation of the contract due to poor performance;
- (3) explaining
 - (a) that a temporary contract had been awarded to Henderson Travel (contract 9557T4) from 1600 hours on 9 June 2006 at a cost of £3,150 per week;
 - (b) that if cancellation of contract 9557D was agreed by the Partnership, tenders could be invited for a substantive replacement contract to last until 17 July 2010; and
 - (c) that the conditions of contract allowed for any additional cost incurred to be recovered from the defaulting operator; and
- (4) seeking the Partnership's views on the cancellation of contract 9557D and the tendering of a replacement contract.

After consideration, the Partnership agreed

- (a) to the cancellation of contract 9557D with effect from 1600 hours on 16 June 2006;
- (b) that tenders be invited for a new long term replacement contract at the earliest opportunity and be considered at a future Partnership meeting;
- (c) that temporary contract 9557T4 should continue at a cost of £3,150 per week, pending the award of a long term contract; and
- (d) that any additional costs of replacement contracts for the duration of contract 9557D be recovered from Avondale Coaches.

20. House of Commons Transport Committee – Buses Inquiry

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There was submitted and approved a report (issued) of 14 June 2006 by the Chief Executive,

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- (1) informing members of a request from the House of Commons Transport Committee for SPT to provide oral evidence to their current inquiry into "Bus services across the UK";
- (2) enclosing as an appendix to the report a copy of the inquiry remit which included the following issues:-
 - has deregulation worked;
 - the operation of concessionary fares schemes;
 - the role of the Traffic Commissioner; and
 - the applicability of the London model to the rest of the UK;
- (3) advising members that the evidence would be heard on Wednesday 21 June 2006 and it was intended that Douglas Ferguson, Director of Operations, would provide SPT's oral evidence; and
- (4) indicating that a further report would be submitted to a future Partnership meeting detailing the outcome of the inquiry.