

*joining up
journeys*

SPT

partnership minute

Strathclyde Partnership for Transport

Minute of meeting

17 April 2009

held in Consort House, Glasgow

contact officers:

Valerie A Bowen	phone: 0141 333 3130
Kirsten Clubb	phone: 0141 333 3576
Sharon MacKinnon	phone: 0141 333 3172

Minute of the meeting of the Strathclyde Partnership for Transport held in Consort House, Glasgow, on 17 April 2009.

Present:	Argyll and Bute	Duncan MacIntyre
	East Ayrshire	Bobby McDill
	East Renfrewshire	Eddie Phillips
	Glasgow	George Roberts
	Glasgow	Alistair Watson (Chair)
	Inverclyde	David Wilson
	North Ayrshire	Tom Barr (deputy)
	North Lanarkshire	David Fagan
	Renfrewshire	Marie McGurk
	South Ayrshire	Bill Grant
	South Lanarkshire	Davie McLachlan
	South Lanarkshire	Chris Thompson
	West Dunbartonshire	William Hendrie
	Appointed Member	John Boyle
	Appointed Member	Liz Connolly
	Appointed Member	Tom Hart
	Appointed Member	Alan Malcolm
	Appointed Member	Gavin Scott
	Appointed Member	Ronnie Mellis

Apologies:	Glasgow	Archie Graham
	Glasgow	Jim McNally
	North Lanarkshire	Robert Burrows
	North Lanarkshire	Kaye Harmon
	South Lanarkshire	Ian Gray
	Appointed Member	Bill Ure
	Appointed Member	Niall McGrogan

Attending: Valerie Bowen, Senior Clerk; Ron Culley, Chief Executive and Gordon MacLennan, Assistant Chief Executive (Operations).

Also

Attending: Mr Nick Horton, New Trains Director, First ScotRail.

1. Councillor Alex Hannah

Prior to commencement of the meeting, the Chair referred with sadness to the death of Councillor Alex Hannah who had been East Dunbartonshire's representative on the Partnership. He advised that Councillor Hannah had been a well liked member of the

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Partnership and would be sadly missed. The Partnership then observed a minute's silence as a mark of respect.

2. Minute of previous meeting

The minute of the meeting of 13 February 2009 was submitted and approved as a correct record.

3. Committee minutes

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

- (1) Operations Committee of 13 March 2009;
- (2) Strategy and Programmes Committee of 27 March 2009;
- (3) Audit and Standards Committee of 27 March 2009; and
- (4) Chair's Committee of 27 March 2009.

4. Membership update

Mrs Bowen informed the Partnership that Glasgow City Council had intimated a change to its representation on the Partnership. She explained that Councillor Jim McNally had been appointed to replace Councillor Ruth Simpson with Councillor Matthew Kerr appointed as depute to replace Frank Docherty. The Partnership noted the position and agreed that Councillor McNally be appointed to the committees on which his predecessor had served.

5. Appointed members: proposed further extension to appointments

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With reference to the minute of

- (1) 15 February 2008 (page 6, paragraph 11) when the Partnership had agreed to extend the period of appointment of the Partnership's appointed members who had been recruited by the then Transport Minister in 2006, until 31 March 2009 to fall midway through the life cycle of each Partnership and election cycle which would assist with maintaining continuity and organisational stability at Partnership level; and
- (2) the Recruitment Committee of 31 October 2008 (page 1, paragraph 2) when that committee had agreed to the appointment of three appointed members, one replacement and two additional (bringing the total number to nine) for the period 12 December 2008 to 31 March 2011,

there was submitted a report (issued) of 2 April 2009 by the Assistant Chief Executive (Business Support),

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- (a) reminding members
 - (i) that in May 2007, the Electoral Commission had appointed Ron Gould, former Assistant Chief Electoral Officer of Canada and international elections expert, to carry out an independent review of the problems that had arisen during the 2007 Scottish local government elections and elections to the Scottish Parliament; and
 - (ii) that one of the key recommendations in the Gould Report, published in October 2007, was that local government elections in Scotland should be decoupled from elections to the Scottish Parliament, thereby minimising the potential for voter confusion and giving due prominence to local issues in local government elections;
- (b) advising members
 - (i) that The Scottish Local Government (Elections) Bill provided for the implementation of the Gould recommendation by extending the current and subsequent local government terms of office to five years; and
 - (ii) that, should the Bill become law, the next two local government elections in Scotland would take place in 2012 and 2017 and thereafter, terms of office would revert to four years;
- (c) explaining
 - (i) that it was proposed that the terms of office of each of the appointed members be extended by one year; and
 - (ii) that all the appointed members had agreed to the extension, subject to Partnership approval; and
- (d) recommending that the Partnership
 - (i) agree
 - (A) that the period of appointments of each of the appointed members be extended by one year; and
 - (B) that any performance interviews which might be required to support the re-appointments be carried out by the Chair and Chief Executive; and
 - (ii) note that the terms of office would now cease on 31 March 2010 for six of the appointed members and 31 March 2012 for the remaining three.

After consideration, the Partnership approved the recommendations at (d) above.

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6. Remit from Audit and Standards Committee of 27 March 2009

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With reference to the minute of the Audit and Standards Committee of 27 March 2009 (page 2, paragraph 3) when that committee had

- (1) considered a report of 12 March 2009 by the Assistant Chief Executive (Business Support)
 - (a) advising members that a second exercise to test SPT's Business Continuity Plan for Consort House had been carried out successfully on 20 January 2009 whereby a close to real life situation had been recreated to test both the plan and incident team members, and lessons learned had been incorporated into the business continuity plan;
 - (b) informing members
 - (i) that on Monday, 9 March 2009 Consort House had suffered flood damage to a greater or lesser extent on all floors causing the loss of the majority of welfare facilities for staff; and
 - (ii) that the incident team and business continuity planning arrangements had been invoked and, following a period of decision making based upon fact finding, the situation had been resolved safely, speedily and with no loss of staff time; and
 - (c) explaining that the establishment of an incident team and testing of the continuity plan had helped to ensure that there was no loss of business within Consort House, no damage to SPT's reputation and that no members of the travelling public in the west of Scotland had been affected; and
- (2) referred the matter to the Partnership for its consideration,
there was resubmitted the relevant report.

After discussion, the Partnership noted the action taken by the Consort House incident team dealing quickly and efficiently with what could have been a debilitating incident.

7. Completion of Voluntary Severance Programme update

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With reference to the minute of 12 December 2008 (page 3, paragraph 5) when the Partnership had approved, in light of tightening financial constraints and pressures, a series of actions aimed at reducing the overall expenditure budget of the Partnership which had included the introduction of a voluntary severance programme, there was submitted a report (issued) of 6 April 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members
 - (a) that the voluntary severance exercise had been conducted in an open manner with staff who had expressed an interest; and

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- (b) that consideration had been given, not only to the cost of the voluntary severance, but also the operational impact;
- (2) advising members
- (a) that although an initial 78 staff had expressed an interest and had sought further information by the end of March 2009, 42 live expressions of interest remained which had resulted in voluntary severance being offered to 23 members of staff, with a further 19 being declined on operational grounds;
 - (b) that of the 23 offers, 21 had been accepted which equated to a gross salary saving of approximately £520,000; and
 - (c) that the saving would be reduced by approximately £200,000 to fund 7 revised posts to accommodate the change in work arrangements;
- (3) highlighting
- (a) that the costs of the voluntary severance programme and any pension implications was £480,000, and
 - (b) that although the cost of the programme would be recovered in less than a two year period, the initial costs of the programme had been funded in the 2008/09 revenue budget, with savings automatically contributing to forecast shortfall in future years; and
- (4) recommending that, given its success, the programme should remain open until March 2010 on a self funding basis, in order that alternative delivery methods could be investigated which might result in a further headcount reduction.

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

8. Proposed final capital budget 2009/10 – 2011/12

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With reference to the minutes of

- (1) the Strategy and Programmes Committee of 14 November 2008 (page 3, paragraph 5) when that committee had
 - (a) agreed to recommend to the Partnership a draft capital plan for 2009/10 until 2011/12 based on Scottish Government capital funding of £25m per annum; and
 - (b) noted that as the funding was not sufficient to meet the aspirations of SPT and its constituent partner councils, it had been necessary to assess bids received on whether they supported delivery of the RTS objectives and delivery plans as approved; and
- (2) the Partnership of 12 February 2009 (page 3, paragraph 5) when the Partnership had noted that a grant of £5m from the Scottish Government advanced from 2010/11 to

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2009/10 had been made available for the specific purpose of providing strategic rail and bus park and ride sites bringing the total capital grant for 2009/10 to £30m and £20m for 2010/11,

there was submitted a report (issued) of 1 April 2009 by the Assistant Chief Executive (Business Support)

- (i) reminding members that three levels of categorisation had been identified:-
 - category 1 those projects that were ready to be delivered in the current financial year which included commitments from projects carried over the last financial year;
 - category 2 those projects which required further planning and design work in preparation for delivery but which were prioritised for delivery if sufficient funding was available; and
 - category 3 those projects which required further development or were planned to be delivered in future years;
- (ii) appending
 - (A) a detailed list of all proposed projects proposed to be included in the programme;
 - (B) a detailed list of various proposed amendments to the programme since the draft submitted in November; and
 - (C) a summary of the revised draft programme together with known and anticipated funding for 2009/10;
- (iii) informing members
 - (A) that although at the beginning of 2008/09, arrangements had been made for SPT to hold £1.889m of Hitrans funding until it was needed for a Hitrans project linking Seil and Luig, early indications suggested that this would not be transferred back in 2009/10 as Hitrans preferred solution was dependent on the outcome of the Scottish Ferries Review which was not expected to report until late in 2009; and
 - (B) that project slippage from the 2008/09 budget had been included in the 2009/10 plan to ensure completion of committed projects;
- (iv) explaining
 - (A) that approval was also being sought at this stage for category 2 and category 3 projects, subject to further development work and available funding; and
 - (B) that the overall impact of these changes had shown a proposed capital budget for 2009/10 of £34.573m, against net funding of £30m;

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- (v) advising members
 - (A) that as funding levels in the years beyond 2009/10 were expected to be extremely tight, all projects would be carefully assessed against the 17 strategic priorities set out in the Regional Transport Strategy (RTS) when being considered for inclusion in the capital programme; and
 - (B) that priority would be given to the six key strategic priorities in the RTS, namely; planning and providing a step change for bus services, standards and infrastructure; revitalising the Subway; improving cross-city and cross-region links on strategic corridors; improving access to services including healthcare and education; planning for the provision of transport for the Commonwealth Games 2014, tourism and major events; and improving sustainable connectivity for business and freight;
- (vi) highlighting the fact that, as was normal practice, to ensure full utilisation of the available funding, the proposed budget was more than the available funding, this year by £4.573m; and
- (vii) recommending that the Partnership
 - (A) endorse the final capital investment plan for 2009/10 of £34.573m (category 1);
 - (B) agree movements between categories subject, as appropriate, to approval from the Strategy and Programmes Committee, funding becoming available and the projects progressing to deliverable status;
 - (C) note the level of bids received for the following two year period, on the basis that final annual budgets for these years would be submitted at relevant stages; and
 - (D) authorise the Assistant Chief Executive (Business Support) to sign the necessary grant award letters in support of local authority delivered projects.

After considerable discussion and having heard Mr Culley advise members of an amendment to the figures for two Category 1 projects in North Lanarkshire, the Partnership approved the recommendations at (vii) above.

9. "New trains for Scotland" – Presentation by Mr Nick Horton, New Trains Director, First ScotRail

There was introduced to the meeting Mr Nick Horton, New Trains Director, First ScotRail who gave a presentation which

- (1) provided members with details of the exterior and characteristics of the new class 380 ScotRail Desiro trains;



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- (2) informed members that the class 380 trains would provide a dedicated fleet to operate Ayrshire and Inverclyde services providing improved capacity and comfort; and
- (3) advised members of the benefit of travelling on class 380 trains which included low density seating, air conditioned and quiet surroundings and better formation flexibility to match loadings.

After considerable discussion and having heard Mr Norton in answer to members' questions, the Partnership thanked Mr Norton for his informative presentation.

10. Update on modernisation of the Subway system and station improvements project

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There was submitted a report (issued) of 31 March 2009 by the Assistant Chief Executive (Operations)

- (1) reminding members of the significant infrastructure investment which had been made in 2008/09 on the Subway system, including
 - increased security measures including crash bollards at each station and the continuation of SPT's contract with the British Transport Police;
 - improved station facilities including the introduction of platform screens at Hillhead and Ibrox;
 - improvements (necessary for blue light service communication) to the communications system, including the installation of a new airwave system and the installation of a new train radio system; and
 - improvements to the existing fleet of vehicles including refurbishment of the trailer cars;
- (2) informing members that the outline business case for the modernisation of the subway system was on target to be completed by summer 2009 which would set out the long term business plan for the subway system;
- (3) listing the following key emerging themes which would need to be addressed in finalising the outline business case:-
 - the subway system had a healthy outlook in terms of future demand for the service and future improvements should target those areas that would maximise patronage and minimise costs;
 - short term infrastructure improvements would require particular attention, most notably the spend for a new ticketing system and refurbishment of escalators;
 - the rolling stock strategy was likely to comprise ongoing refurbishment in the short term with a medium and long term strategy for full replacement which was a significant investment for a bespoke fleet of subway trains and the

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timing of such investment would need to consider carefully affordability, whole life costs and compliance with Rail Vehicle Accessibility Regulations;

- work should continue to improve customer service standards to ensure that users of the Subway found these services to be customer focussed and flexible and improvements should also continue to be made to information systems for passengers;
- short term DDA improvements would be delivered through the station improvements project, whilst in the medium and long term the opportunities to introduce lifts at specific stations continued to be assessed;
- land property opportunities might be limited in the short term due to the wider economic conditions but would continue to be a key part of SPT's long term strategy to maximise capital and revenue; and
- the benchmarking exercise suggested that the subway system was at the higher end of operation and maintenance costs and this needed to be addressed to ensure a sustainable long term financial future for the system;

(4) informing members

- (a) that measures had been put in place to accelerate the implementation of a programme of improvements to the stations and a specific project team had been established for these works; and
- (b) that the station improvements project would implement improvements to Hillhead, Ibrox and Kelvinhall stations as part of the first phase and lessons learned embedded into the next phase which would follow.

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

- (i) noted the terms of the report;
- (ii) endorsed the continued analysis and finalisation of the outline business case together with the progressive programme approach being adopted: and
- (iii) agreed
 - (A) that a working group be established, chaired by Councillor Fagan, to look at new branding and station naming; and
 - (B) that the group would report progress to the Partnership at regular intervals.

11. High Speed Ground Transport: outcomes of SPT workstreams

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With reference to the minute of 12 December 2008 (page 6, paragraph 8) when the Partnership had

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- (1) considered a report detailing SPT's lead role in Scotland in examining the benefits and implications of the introduction of High Speed Ground Transport (HSGT) within Scotland, and between Scotland and the rest of the UK; and
- (2) outlining the following workstreams which SPT had underway which were due to conclude in early 2009 and would be presented to the Partnership in due course:-
 - a technical analysis of the options for introducing high speed ground transport between Glasgow and Edinburgh;
 - an analysis of the wider economic benefits of introducing this link; and
 - an analysis of potential locations for high speed termini within the Glasgow conurbation,

there was submitted a report (issued) of 30 March 2009 by the Chief Executive,

- (a) advising members
 - (i) that momentum was building on the provision of high speed transport services in the UK, building on the success of High Speed 1 more commonly known as the Eurostar service from London St Pancras to mainland Europe; and
 - (ii) that recent developments had included the creation of an organisation called High Speed 2 Ltd which had been tasked by Lord Adonis, UK Minister for State for Transport, with examining in the first instance a new high speed line between London and the West Midlands and beyond this to Greater Manchester, West Yorkshire, the North East of England and Scotland;
- (b) enclosing as an appendix to the report, the key conclusions of each workstream which demonstrated
 - that the introduction of HSGT between Glasgow and Edinburgh was justifiable - and indeed, vital for stimulating long-term sustainable economic growth;
 - that the economic benefits of the technology chosen - traditional HSGT or Maglev - were broadly similar, albeit with significant caveats;
 - that, should Maglev technology be chosen, appropriate alignments and terminal options were available within the Glasgow city region,
- (c) explaining that copies of the full reports of each of the workstreams were available to members on request;
- (d) recommending that the Partnership agree
 - (i) that the full reports be circulated to the appropriate external agencies, including the Transport Infrastructure and Climate Change Committee of the Scottish Parliament, Transport Scotland / Scottish Government, member councils, economic development agencies, and other appropriate bodies as required; and
 - (ii) that SPT officers assess possibilities for further work on HSGT in relation to the conclusions of these workstreams.

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After discussion and having heard the Chair advise members that he had met with politicians north and south of the border and would be meeting with Lord Adonis to present a case for a Glasgow – Edinburgh HSGT link which would be an essential part of the developing economic case for a wider UK network, the Partnership approved the recommendations at (d) above.

12. Glasgow Climate Change Partnership Declaration

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There was submitted a report (issued) of 25 March 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members
 - (a) that the Glasgow Climate Change Partnership (GCCP) aimed to bring together public, private and voluntary sector organisations with a shared recognition of the need to adapt to the challenges of climate change; and
 - (b) that the purpose of the GCCP was to encourage members and stakeholders to develop integrated responses to these challenges and to be champions for their stakeholders and communities through education and by sharing good practice;
- (2) advising members that engagement with the GCCP would positively demonstrate SPT's ongoing commitment to improving both its own environmental performance and partnership working;
- (3) highlighting the following potential benefits to SPT's involvement in the GCCP:-
 - direct and indirect emissions of greenhouse gases would be lowered through reduced consumption of fossil fuels and vehicle fuel;
 - emissions would be monitored on an ongoing basis through the development of an action plan and appropriate targets;
 - recycling rates would be increased through improvements to waste management practices;
 - appropriate development of renewable and low carbon energy technologies would be promoted; and
 - financial costs would be reduced potentially through more efficient management of energy, waste and fuel;
- (4) explaining
 - (a) that becoming a member of the GCCP required SPT to sign a declaration that committed the organisation to a carbon reduction target; and
 - (b) that SPT had adopted a target of a 10% reduction on the baseline figure over 5 years;

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- (5) enclosing as an appendix to the report, further detail on the baseline, target and potential projects for achieving the target which contained the template that all potential GCCP members were required to complete prior to signing the declaration; and
- (6) concluding
 - (a) that by becoming a member of the GCCP and signing the declaration, SPT was aligning with similar public sector organisations and showing leadership in its commitment to reducing negative impacts on the environment; and
 - (b) that, although achieving the targets would require innovation and strong leadership, the progress SPT had already made in this regard had provided the organisation with a solid base on which to build.

After discussion and having heard Messrs Culley and MacLennan in answer to members' questions, the Partnership noted the terms of the report.

13. Strategic Park and Ride

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There was submitted a report (issued) of 30 March 2009 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the Partnership had been advised previously that up to £5m of capital grant was being made available one year early to advance work on strategic park and ride projects;
- (2) informing members that whilst all constituent authorities had aspirations in this area, it was necessary to review the possible options to ensure that the locations identified supported the RTS objectives, contributed strategically to the transport network, were capable of delivery within 2009/10 and supported wherever possible multi modal park and ride;
- (3) proposing that the following sites be developed on the basis set out below:-

Site	Sum	Description
Carluke	£1,000,000	Implementation of a park and ride facility at Carluke rail station to include a bus drop off facility
Uddingston	£52,000	Delivery of a business case and feasibility study supporting future expansion of the current site
Kilbowie	£300,000	Implementation of a bus park and ride facility
Patterton	£850,000	Implementation of park and ride facilities supporting bus and rail services
Maidenhill	£25,000	Delivery of a business case and feasibility study

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for strategic site supporting M77 corridor

Robroyston	£25,000	Delivery of design solution supporting bus corridor
Lambhill or Hawthorn Street	£25,000	Delivery of a business case and feasibility study identifying preferred location to support bus corridor, plus design
Harthill	£1,050,000	Implementation of enhanced bus park and ride facilities
Stewarton	£560,000	Implementation of park and ride facilities at rail station
Kilmarnock	£25,000	Delivery of a business case and feasibility study identifying preferred location to support bus corridor, plus design
Monkton	£500,000	Implementation of park and ride facilities supporting bus corridor north and south
Euro Central	£25,000	Delivery of a business case and feasibility study identifying preferred location to support bus corridor, plus design
Dalreoch	£120,000	Implementation of park and ride facility on the rail corridor
Dumbarton Central	£250,000	Implementation of park and ride facility on the rail corridor
Fullarton or Parkhead	£25,000	Delivery of a business case and feasibility study identifying preferred location to support bus corridor, plus design
Croy	£350,000	Completion of park and ride at rail station with bus drop off facilities

(4) informing members

- (a) that although a number of other sites had been submitted for consideration, at this stage they were not sufficiently developed to ensure delivery in 2009/10, or were not strategic in nature; and
- (b) that in addition, a further £100,000 had been earmarked for other park and ride site developments which might result in future year delivery;

(5) explaining



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- (a) that a key condition of this funding was that the above projects must be complete by the end of 2009/10; and
- (b) that no guarantee could be given for funding in 2010/11 as the available capital grant for all SPT activities would be reduced to £20m in that year.

After discussion, the Partnership

- (i) approved the development of the strategic park and ride sites outlined at (3) above; and
- (ii) authorised the Assistant Chief Executive (Business Support) to sign the grant funding letters to expedite the above projects.

14. Proposed acquisition of vehicles

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With reference to the minutes of the Operations Committees of 23 January 2009 (page 2, paragraph 5) and 13 March 2009 (page 4, paragraph 5) when that committee had

- (1) agreed to the renewal of a number of subsidised bus contracts in July of this year, with SPT providing the vehicles necessary for operation of the various services involved; and
- (2) noted that this approach generated a saving to the Demand Responsive Transport and Subsidised Bus Service budgets over the lifetime of the contracts,

there was submitted a report (issued) of 7 April 2009 by the Assistant Chief Executive (Operations),

- (a) informing members of the results of a tendering exercise for the supply of 20 vehicles to provide demand responsive transport and timetabled local bus services;
- (b) detailing
 - (i) the contracts on which the vehicles would be used based on them being supplied to the respective operators on a full repairing lease basis; and
 - (ii) the type of vehicle to be used on each contract;
- (c) highlighting
 - (i) that purchase of the vehicles would meet SPT's aspiration to enhance the quality of vehicles involved in the delivery of local bus services; and
 - (ii) that the ability to reconfigure seating within the smaller types of vehicle being proposed would facilitate greater interoperability of services, thereby leaving SPT well-placed to engage in integrated transport initiatives with other bodies, such as local authorities, the Scottish Ambulance Service and others to deliver DRT services;

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- (d) recommending, that subject to detailed minor adjustments:-
 - (i) 9 vehicles be procured from Optare UK at a cost of £888,012; and
 - (ii) 11 vehicles be procured from Bluebird Vehicles Ltd at cost of £777,839; and
- (e) explaining that the cost of purchasing the vehicles would be recovered within the five year lifetime of the contract, with SPT retaining ownership of the asset at the end of the contract period.

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

15. Subsidised local bus service contract recommendations: Financial implications

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There was submitted a report (issued) of 2 April 2009 by the Assistant Chief Executive (Business Support) advising the Partnership of the financial implications of members' possible decisions relating to the following item.

After discussion and having heard Mr Wylie inform members of the current funding position for the subsidised local bus budget for 2009/10, the Partnership noted the report in relation to the financial implications of awarding any contracts and agreed to give due consideration to these implications when making a decision on the following contract.

16. Proposed renewal of Demand Responsive Transport (DRT) contract 2857D

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Reference was made to the minute of the Operations Committee of 23 January 2009 (page 4, paragraph 7(3)) when that committee had noted

- (1) that following the cessation of Jay Coach Travel on 29 December 2008, a temporary contract 2857T East Dunbartonshire Ring'n'Ride service had been awarded to Glasgow Citybus at a cost of £3,430 per week; and
- (2) that long term contracts could be invited.

Thereon, there was submitted and approved a report (issued) of 2 April 2009 by the Assistant Chief Executive (Operations) recommending that contract 2857D East Dunbartonshire DRT service (service 600) be awarded to the lowest compliant tender, First Glasgow, at a cost of £378,533 for the period 3 May 2009 to 16 July 2011 with the costs apportioned as detailed in the report.

17. Proposed extension of contract for the maintenance and supply of bus passenger shelters

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With reference to the minute of the Partnership of 18 August 2006 (page 13, paragraph 20), when the Partnership had agreed

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- (1) to award a contract for the maintenance of passenger shelters for three years to the lowest tenderer Trueform Engineering at the cost of £457,769; and
- (2) that best value would be achieved by awarding three year "call off" contracts to Trueform Engineering and Commutaports for the supply of passenger shelters to meet the developing requirements of the client councils at the most advantageous cost,

there was submitted a report (issued) of 7 April 2009 by the Assistant Chief Executive (Operations),

- (a) informing members
 - (i) that although the current 3 year contracts were due to expire on 17 September 2009, under the conditions of contract there was an option to extend the contracts up to a further two years; and
 - (ii) that the work carried out by the contractors over the initial period had been satisfactory;
- (b) highlighting the fact that provision had been made for the proposed inflationary element of the contracts within the 2009/10 budget;
- (c) advising members
 - (i) that the original tender had stated that the call off contract for the supply and installation of bus shelters covered the seven council areas which SPT managed; and
 - (ii) that with funding anticipated from April 2009 for the replacement of bus shelters throughout the SPT area, the contract would be varied to cover the following additional five council areas in which SPT managed the bus shelters:-
 - Argyll and Bute;
 - East Ayrshire;
 - North Lanarkshire;
 - East Renfrewshire; and
 - South Ayrshire; and
- (d) recommending that the Partnership agree to extend
 - (i) the bus shelter maintenance contract with Trueform for two years with an option to terminate after a period of one year; and
 - (ii) the bus shelter supply contract with Trueform and Commutaports for two years with an option to terminate after a period of one year.

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

18. Rail block and sleeper resin injection and replacement

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After consideration of a report of 31 March 2009 (issued) by the Assistant Chief Executive (Operations) on tenders received for the appointment of a contractor to undertake, on a call off basis, rail block and sleeper resin injection and replacement works within the Glasgow Subway, the Partnership approved acceptance of the tender submitted by Balvac Ltd in the sum of £1,528,863 over a five year period.

19. Radio Clyde – proposed joint sponsorship of “Traffic and Travel” and “Jambusters”

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With reference to the minute of 17 August 2007 (page 5, paragraph 10) when the Partnership had

- (1) considered a report recommending sponsorship of Radio Clyde Jambusters, the section of the radio programmes on the station which allowed SPT to deliver messages directly to car users highlighting the benefits of different modes of transport and provided a platform to publicise park and ride facilities; and
- (2) agreed that a sponsorship arrangement be entered into with Radio Clyde at a cost of £100,000 per annum for a three year period, with an option of two further years at the end of that period, on the terms outlined in the report,

there was submitted a report (issued) of 1 April 2009 by the Assistant Chief Executive (Business Support)

- (a) advising members that as from December 2008, SPT had also sponsored “Traffic and Travel” on a short term trial basis to April 2009 with the opportunity to extend sponsorship of this air slot on a longer term basis if it proved successful; and
- (b) outlining a proposal for SPT to enter into a joint arrangement with Strathclyde Fire and Rescue (SFR) for the sponsorship of both “Traffic and Travel” and “Jambusters”, with SPT and SFR using the air space on alternate weeks which had the advantage of increasing SPT profile and the messages of modal shift dramatically through dual sponsorship whilst reducing the overall cost by £30,000 on the current Jambusters contract; and
- (c) recommending that the Partnership approve a variation to the contract with Radio Clyde relating to the sponsorship of “Traffic and Travel” and “Jambusters” involving a joint venture sponsorship with Strathclyde Fire and Rescue at a cost of £6,000 per calendar month for each party for a period of three years, with an option of two further years at the end of that period.

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

20. Media Report

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There was submitted a report (issued) of 30 March 2009 by the Assistant Chief Executive (Business Support),

17 April 2009

- (1) enclosing a report provided by the media monitoring company Pressdata summarising the media coverage on SPT's activities during the months January and February 2009;
- (2) informing members
 - (a) that January's media coverage had recorded its highest adverse coverage for a considerable period of time;
 - (b) that although one in five media articles in that month were of a critical nature, more than half of those related to the announcement of a voluntary severance programme within SPT; and
 - (c) that on line coverage was at its highest peak due to the amount of coverage given to the severance programme in the written media; and
- (3) advising members
 - (a) that February's coverage had reached an important milestone with more than half of all coverage being in local paid newspapers and a high proportion of that being about SPT bus services; and
 - (b) that in that month also monthly averages were reflected and coverage was overwhelmingly back to beneficial or factual, embracing 92% of the total.

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

21. Register of Tenders

The Partnership noted that the Register of Tenders listing contracts awarded from October to December 2008 was available for inspection after the meeting.