

joining up  
journeys



partnership minute

## Strathclyde Partnership for Transport

### Minute of meeting

**19 May 2006**

held in Consort House, Glasgow

**contact officers:**

Valerie A Bowen phone: 0141 333 3130

Kirsten Clubb phone: 0141 333 3576

## Minute of the meeting of the Strathclyde Partnership for Transport held in Consort House, Glasgow, on 19 May 2006.

---

<b>Present:</b>	Argyll and Bute	Councillor Duncan MacIntyre
	East Ayrshire	Councilor Jimmy Kelly (deputy)
	East Dunbartonshire	Councillor Julia Southcott
	East Renfrewshire	Councillor George Napier (deputy)
	Glasgow	Councillor Irene Graham
	Glasgow	Councillor Jim McNally
	Glasgow	Councillor John Mason
	Glasgow	Councillor Alan Stewart
	Glasgow	Councilor Alistair Watson (Chair)
	Inverclyde	Councilor Eric Forbes
	North Ayrshire	Councillor Sam Taylor
	South Ayrshire	Councillor Bobby Campbell
	North Lanarkshire	Councillor Tom Selfridge
	Renfrewshire	Councillor John McDowell
	South Lanarkshire	Councillor Eileen Logan
	South Lanarkshire	Councillor Davie McLachlan
	South Lanarkshire	Councillor Chris Thompson
	West Dunbartonshire	Councillor Linda McColl
	Appointed Member	Thomas Hart
	Appointed Member	Gavin Scott
	Appointed Member	Eric Stewart
	Appointed Member	Alan Malcolm
	Appointed Member	Bill Ure
	Appointed Member	Alan Wilson

<b>Apologies:</b>	East Ayrshire	Councillor Eric Ross
	East Renfrewshire	Councillor Alan Lafferty
	North Lanarkshire	Councillor David Fagan
	North Lanarkshire	Councillor Barry McCulloch
	Appointed Member	Liz Connelly

**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; John Halliday, Head of Transport Planning and Integration; Hazel Martin, Head of Rail; Rodney Mortimer, Manager, Westrans and George Heaney, Head of Operations.

### 1. Minute of previous meeting

The minute of the meeting of 21 April 2006 was submitted and approved as a correct record.

---

19 May 2006

**2. Appointment of Secretary**

[Click here to view report](#)

With reference to the minutes of

- (1) 12 December 2005 (page 4, paragraph 5) when the Partnership had agreed to appoint Mr John Anderson as Interim Secretary to the Partnership until 1 April 2006; and
- (2) 24 March 2006 (page 3, paragraph 5) when the Partnership had approved the extension of Mr Anderson's appointment as Interim Secretary for a period of up to eight weeks,

there was submitted a report (issued) of 4 May 2006 by the Chief Executive

- (a) intimating
  - (i) that he was presently reviewing the structure of the most senior grades within the organisation;
  - (ii) that he expected to be in a position to complete the review by the end of May; and
  - (iii) that there would be a period during which any implications of the review would be implemented and it was anticipated that there would be benefit in continuing the present secretarial arrangements in order to guarantee stability; and
- (b) recommending that the existing arrangements in respect of the role of the Secretary continue on an on-going and open ended basis.

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

**3. Proposed Financial Regulations for SPT**

[Click here to view report](#)

There was submitted a report (issued) of 10 May 2006 by the Interim Chief Financial Officer

- (1) advising members that Financial Regulations were required to provide a framework for operation in all Partnership business and to complement the Scheme of Delegations, Contract Standing Orders and form part of the Partnership Constitution;
- (2) appending proposed Regulations which had been drafted to take account of the constitution of the Partnership, safeguard the assets and resources of the Partnership and ensure that the Partnership delivered its services and functions;

19 May 2006

- (3) explaining that, in terms of governance and audit expectations, it was anticipated that the Regulations would be reviewed periodically to ensure that they reflected the changing nature of the organisation over time; and
- (4) recommending that the Partnership approve the Financial Regulations.

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

#### **4. Role of members of Partnership**

[Click here to view report](#)

There was submitted a report (issued) of 4 May 2006 by the Interim Secretary,

- (1) intimating
  - (a) that the Transport Minister had now approved the appointment of seven non-elected members to the Partnership;
  - (b) that these seven members had all been drawn from the overall numbers presented to the Transport Minister by the Partnership following interview by a committee of the Partnership;
  - (c) that, although it was anticipated that the non-elected members would play a full role in the deliberations of the Partnership, they were prohibited by the regulations from voting on (1) matters which impacted on the financial requisition from the constituent authorities and (2) requests by the Partnership to have functions of another body transferred to the Partnership; and
  - (d) that it was going to be difficult to define decisions which did not have a bearing on the financial requisitions from the constituent authorities;
- (2) advising members that a decision was required by the Partnership on the whole question of voting rights for non-elected members;
- (3) reminding members that the Partnership had already agreed that, at least for an initial period, it would operate without a committee structure apart from the establishment of an Audit and Standards Committee and the appointment of a Personnel and Appeals Committee, the terms of reference of both of which had been approved;
- (4) suggesting possible options for the composition of the approved committees, including the potential for increasing the scope of the Terms of Reference of the Personnel and Appeals Committee, and permitting non-elected members to have voting rights on these committees
- (5) confirming that training of members had already been identified as a necessary requirement for efficient operation of the Partnership and suggesting how and by whom that training might be targeted;

19 May 2006

- (6) recommending that the Partnership
  - (a) note the appointment of seven non-elected members of the Partnership;
  - (b) determine voting rights of those non-elected members at meetings of the Partnership;
  - (c) approve the membership structure and membership of the Audit and Standards and Personnel and Appeals Committees and the amendment of the Terms of Reference of the Personnel and Appeals Committee;
  - (d) determine voting rights of non-elected members at meetings of these committees; and
  - (e) approve the provision of relevant induction training for all members and for more specific training for the members of the Audit and Standards Committee and the Personnel and Appeals Committee.

After considerable discussion and having heard the Chair, Mr Anderson and Mr Culley in answer to members' questions, the Partnership agreed to continue consideration of the issues contained in the report to the next meeting.

## 5. Capital programme monitoring report

[click here to view report](#)

There was submitted a report (issued) of 9 May 2006 by the Chief Executive,

- (1) appending a financial analysis of the capital programme budget and actual spend as at 31 March 2006 (period 13) in summary by service and in detail by project, which highlighted an actual spend to date of £13.930m compared to a profiled expenditure budgeted to be incurred by the end of period 13 of £21.748m;
- (2) advising members that it was anticipated that the profiled expenditure would be achieved because of year end accruals which would be finalised and applied to the relevant projects; and
- (3) explaining that whilst the current projected outturn resulted in a programme underspend of £0.430 on the general grant award, it was within the parameters agreed between SPT and the Scottish Executive and would be rolled forward into the 2006/2007 financial year.

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

- (a) agreed that a specific report be submitted to a future meeting of the Partnership on the progress on information provision at bus stops which was one of the existing Capital projects; and

19 May 2006

- (b) otherwise noted the terms of the report.

## 6. **Regional Transport Strategy: Initial Issues and Objectives report**

[click here to view report](#)

There was submitted a report (issued) of 5 May 2006 by the Chief Executive

- (1) advising members that the Partnership was well advanced in the first stage of the development of the Regional Transport Strategy and had consulted with over 200 key stakeholders;
- (2) appending a copy of the draft Initial Issues and Objectives report which had three elements
  - (a) a summary of the findings of the first stage of the consultation with key stakeholders;
  - (b) a summary of SPT's profiling work to date; and
  - (c) a draft Vision and set of Objectives;
- (3) explaining
  - (a) that further work was required to analyse the issues identified by the stakeholders and the regional profiling information to enable all factors which would affect, or be affected by, the transport network to be understood and taken account of in the development of future options for the Regional Transport Strategy; and
  - (b) that the process was being carried out in line with STAG principles to ensure a robust foundation for the strategy and once this work had been completed, a consultative report would be issued to key stakeholders; and
- (4) requesting that the Partnership
  - (a) note
    - (i) the progress made in the development of the Regional Transport Strategy;
    - (ii) the first report of consultation with key stakeholders; and
    - (iii) the issues identified in the draft Initial Issues and Objectives report;
  - (b) approve the draft Vision and Objectives; and

19 May 2006

- (c) ask officers to undertake an analysis of the issues and, subject to approval of the analysis of issues by the Chair and Vice-Chairs, to consult with key stakeholders.

After consideration and having heard Mr Halliday in answer to members' questions, the Partnership approved the requests at (4) above and agreed to ensure that the equal opportunities which had been raised by members were taken account of.

## **7. Update on the Clyde Fastlink project**

[click here to view report](#)

There was submitted a report (issued) of 5 May 2006 by the Chief Executive

- (1) advising members
  - (a) of progress with partnership working arrangements to progress the development of the Fastlink project which proposed originally a 6 km high-quality "tram-like" bus service using articulated vehicles for the north bank of the River Clyde to connect the city centre with a number of major developments and terminate at Glasgow Harbour;
  - (b) that the proposal had developed from the Clyde Corridor Transport Study (CCTS) which had recognised the need for provision of high-quality public transport for economic regeneration in the Clyde Corridor and had recommended that a light rapid system (LRT) be developed;
  - (c) that during the period that the CCTS had been developed (2001-2003), the UK government had delayed and subsequently cancelled a number of LRT schemes even although in many cases large sums had been spent on preliminary work, including preparation of parliamentary requirements, by PTEs/local authority promoters; and
  - (d) that Glasgow City Council (GCC) had decided to pursue, as an interim stage, the development of a dedicated road and high quality bus-based system;
- (2) intimating
  - (a) that another output of CCTS had been a recommendation to investigate other areas of the conurbation which was broadly in line with central government policy of the time;
  - (b) that SPT had developed the Conurbation Public Transport Study proposal, now underway, to assess further such possibilities and consider all public transport modes available;
  - (c) that SPT's involvement in the design and joint working groups had sought to safeguard the entire segregated Clyde Fastlink route (with the exception of the turning loop at the SECC) to horizontal and vertical alignments capable of operating a light rail standard vehicle through

19 May 2006

negotiation on individual planning applications within the Clyde Corridor; and

- (d) that the "future-proofing" of the route had safeguarded the potential of a future up-grade to higher capacity and faster mass-transit modes without placing onerous or unnecessary costs on the current Clyde Fastlink bus-based proposal;
- (3) highlighting
- (a) that a high-quality bus-based system had been identified by GCC's consultant (Halcrow Limited) as the preferred mass-transit option following appraisal of a number of suitable vehicles and vehicles undergoing development;
  - (b) that a number of bus-based systems were currently under consideration and some had received UK central government funding approval after considerable evaluation; and
  - (c) the proposed routes which now covered both the north and south banks of the river and which were subject to detailed planning and assessment of viability and cost;
- (4) explaining
- (a) that the project was estimated to cost £30 million (inclusive of infrastructure and vehicles) and that the project programme aimed for construction in two phases with completion of the 'private roadway' to the SECC by the end of 2007;
  - (b) that construction of Clyde Fastlink was scheduled to commence during 2006 and it was the intention that the whole route to Glasgow Harbour would be completed by the end of 2008; and
  - (c) that a planning application had been submitted to Glasgow City Council;
- (5) informing members
- (a) that options for the operation of the busway included a franchise, a quality contract and a quality partnership and that each had implications for the form and legal status of a segregated bus way and for the use of the route by other bus operators;
  - (b) that following internal discussions within Glasgow City Council, Glasgow Clyde Regeneration Limited had been created to focus GCC's efforts on the continuing regeneration of Clydeside; and
  - (c) that whilst developers and land owners were likely to contribute "in kind" to the proposal, the case for funding would need to be considered by the Partnership and other stakeholders as the case developed. Grant
- 

19 May 2006

Thornton, financial consultants, were currently assessing the business case using patronage estimates from transport modelling work undertaken by Halcrow Limited. The business case of the project would raise the issues of procurement and operation of the proposal and would indicate if public subsidy was required; and

- (6) concluding
  - (a) that SPT's involvement in the proposal had safeguarded the option to upgrade to a higher quality public transport mode on the Clyde Fastlink route alignment, should this prove viable in the future;
  - (b) that consideration of Clyde Fastlink service extensions via the Finnieston Bridge to the south bank of the River Clyde to the Southern General Hospital, Braehead and Renfrew and additional connections to Clydebank/West Dunbartonshire on the North Clyde Development route would be considered within SPT's Conurbation Public Transport Study; and
  - (c) SPT's public transport powers included the operation and funding of public transport requiring subsidy. The details of the level of subsidy, if required, to operate Clyde Fastlink as proposed was dependent on the business case, as yet unknown. Discussions on the operation and funding of Clyde Fastlink would require further consideration by SPT, the Scottish Executive/Transport Scotland and Glasgow Clyde Regeneration Limited, as the project developed.

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

- (i) noted the progress on the development of Fastlink and that a further report would be submitted to a future meeting of the Partnership; and
- (ii) agreed
  - (A) that SPT officers continue discussions with GCC with regard to promotion, funding and operational development of Fastlink; and
  - (B) that further work should be undertaken with Partners to consider the benefits of extending the route to the Jubilee Hospital and Clydebank College on the north bank of the River Clyde and to Glasgow Airport via the Southern General Hospital on the south bank.

## **8. New rail station developments**

[Click here to view report](#)

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

19 May 2006

- (1) advising members of the progress made to date with the development of proposed new heavy rail stations at Heathfield, Parkhead and Jordanhill (Westbrae);
- (2) summarising the results of the technical and operational assessment carried out on the three station proposals;
- (3) detailing the ongoing work to identify and develop new heavy rail station proposals within the Partnership area;
- (4) explaining that although £50,000 had already been allocated for 'New Stations' from the 2006/07 capital programme, it was anticipated that a figure in excess of £100,000 would be required for the study work identified in the report;
- (5) highlighting
  - (a) that SPT currently had a list of over 110 sites where new rail stations had been promoted;
  - (b) that as there was a clear need to prioritise, a new station assessment methodology (NSAM) had been developed to provide rationale for prioritisation as this was essential if resources were to be applied efficiently and effectively; and
  - (c) that a report would be presented to the next appropriate Partnership meeting setting out the prioritisation for new stations;
- (6) informing members that sites at Millerston, Auchenback and Flemington had emerged favourable from the NSAM analysis and might merit some degree of further investigation; and
- (7) recommending that the Partnership approve
  - (a) the initiation of a detailed design study for new heavy rail station proposals at Heathfield, Parkhead and Jordanhill (Westbrae);
  - (b) the initiation of a detailed operational and technical feasibility study to examine the potential of establishing new heavy rail stations at Auchenback, Millerston and Flemington;
  - (c) the initiation of negotiations with Network Rail to formulate necessary legal agreements to facilitate that organisation's involvement in associated study processes to the award of any consultancy contracts; and
  - (d) the use of monies from the 2006/07 capital programme as detailed in the report to enable the procurement of external consultancy services to assist in the conduct of feasibility studies and design activities.

19 May 2006

**9. Parliamentary Freight Transport Inquiry: Formation of Freight Quality Partnership**

[Click here to view report](#)

There was submitted a report (issued) of 4 May 2006 by the Chief Executive,

- (1) enclosing as an appendix to the report evidence given by the Chair to the Scottish Parliament's Freight Transport Inquiry;
- (2) detailing the outcome of various meetings held between officers and representatives of the freight industry;
- (3) advising members that a guide to establishing Freight Quality Partnerships had been published recently by the Scottish Executive;
- (4) suggesting that a Freight Quality Partnership be established between SPT, constituent councils and the freight and logistics industry to
  - help RTPs and local authorities to understand better the needs of the freight industry and its customers to have timely and efficient delivery of freight and the views of other legitimate stakeholders;
  - provide a single point of contact for early discussion, yet represent a large number of organisations;
  - agree realistic and achievable actions that provided clear economic, social and environmental benefits; and
  - provide an effective working forum in which to agree and deliver solutions;
- (5) explaining
  - (a) that the formation of a Strathclyde Freight Quality Partnership would enable members of the Partnership, local authorities and the freight industry to discuss freight and logistics issues and deliver solutions to any problems that were highlighted; and
  - (b) that likely outcomes would be an improvement to the regional economy, benefits the regional environment and a lessening of congestion on regional roads; and
- (6) recommending that the Partnership approve the formation of a Freight Quality Partnership between SPT, constituent councils and the freight and logistics industry.

After discussion, the Partnership

- (a) noted the terms of the report; and
- (b) approved the recommendation at (6) above.

19 May 2006

**10. Franchise agreement – performance reporting – Service Quality - SQUIRE**

[Click here to view report](#)

There was submitted a report (issued) of 3 May 2006 by the Chief Executive summarising First ScotRail's performance on delivering the Service Quality aspects of its Franchise obligations, utilising the results of SQUIRE inspections for periods 10, 11 and 13 (2005/06).

After consideration, the Partnership noted

- (1) the terms of the report; and
- (2) that future reports would be quarterly to tie in with Transport Scotland's release of information.

**11. Subsidised local bus service contract recommendations - financial implications**

[Click here to view report](#)

There was submitted a revised report (tabled) of 19 May 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.

**12. Award of temporary subsidised bus services to replace non subsidised services being withdrawn**

[Click here to view report](#)

With reference to the minute of the Strathclyde Passenger Transport Authority's Services Committee of 27 August 1999 (page 3, paragraph 4) when that committee had agreed that there should be a presumption against contracts being let on a temporary basis to cover service gaps following the withdrawal of commercial services, there were submitted reports of 9 May (issued) and 19 May (tabled) 2006 by the Chief Executive, requesting the Partnership's approval to the award of temporary subsidised bus service contracts in order to maintain socially necessary bus services which were currently operated by Stuart's Coaches on a commercial basis but would be withdrawn on 1 June 2006.

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

- (1) that three scheduled journeys be incorporated within contract 9557D Lanark Ring'n'Ride (service 800) from 1 June to 23 September 2006 to replace some of the journeys being withdrawn on service 135 New Lanark - Lanark (including Lanark Town Service);

19 May 2006

- (2) that an additional journey at 1530 hours on the Lanark Town service be incorporated within contract 4908 Lanark – Leadhills - Sanquhar from 1 June to 23 September 2006 at a cost of £200 per week;
- (3) that the operating area of contract 9561A North Lanarkshire Ring'n'Ride (service 400) be extended to permit passengers to/from Hartwoodhill Hospital or Shotts Prison to travel to/from Newmains or Shotts or Wishaw only;
- (4) that temporary contract 4829T7 Bellshill – Harthill (service 35) be awarded to Henderson Travel from 1 June to 1 July 2006 at a cost of £6,825 for the contract period to be funded 75% from the mainstream budget and 25% from the Rural Transport Grant;
- (5) that tenders be invited for longer term contracts as required with the results of the tendering exercise and possible changes to other contractual services in those areas being reported to a future Partnership meeting; and
- (6) that officers would meet with the organisations involved with the new Lanark Trust with a view to discussing how bus services might be financed and sustained in the future.

**13. Award of new subsidised local bus service in Irvine, Tarryholme to Irvine Town Centre**

[Click here to view report](#)

After consideration of a report (issued) of 9 May 2006 by the Chief Executive on tenders received for the award of contract 6958A Irvine, Tarryholme – Irvine Town Centre, the Partnership agreed in view of the high cost of tenders submitted that no award be made for contract 6958A.

**14. Changes to subsidised bus contracts cost allocations**

[Click here to view report](#)

There was submitted a report (issued) of 2 May 2006 by the Chief Executive,

- (1) reminding members that the budgets for the maintenance of subsidised local bus and Dial-a-Bus services had been transferred to SPT from 1 April 2006;
- (2) informing members that some of the contracts were funded by a combination of the Rural Transport Grant (RTG) and the mainstream budget;
- (3) explaining that in the current financial year, if no action was taken, there would be a projected overspend in the RTG for those new areas that transferred into SPT from 1 April 2006; and
- (4) recommending that, in order to ensure that the RTG allocation was not overspent with a resultant effect on the previous core SPT allocation, the following contracts partly funded by the RTG ha their costs reallocated as detailed in the report:-

19 May 2006

Contract 4908	Lanark – Leadhills - Sanquhar
Contract 6951C	Ayr – Bellsbank;
Contract 6790A	Ayr – Straiton/Dunure;
Contract 6988E	Carrick Connector; and
Contract 8811	Carrick Castle – Helensburgh.

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

**15. Proposed changes to subsidised local bus services**

[Click here to view report](#)

There was submitted a report (issued) of 9 May 2006 requesting the Partnership's approval to change a number of local subsidised bus services.

After discussion and having heard the Chair advise of positive discussions with various health boards on the provision of healthcare related transport and how it could be implemented, the Partnership agreed

- (1) that contract 6603L Kilmarnock – Kilbirnie (service 337) be operated on a revised timetable between Crosshouse Hospital and Kilbirnie from 16 July 2006 (the contract cost would be reduced by £8,809 per annum);
- (2) that all journeys on contract 5667 Glasgow – Linwood – Bridge of Weir (service X6A) be operated via Braehead for an experimental period from 16 July 2006 until mid January 2007; and
- (3) that contract 5645H Kilmacolm –Johnstone (service 301) be operated on a revised timetable to improve connections at Johnstone from 1 July 2006.

**16. Bus Route Development Grant: withdrawal of bus services**

[Click here to view report](#)

With reference to the minute of the Strathclyde Passenger Transport Authority's Operations Committee of 11 March 2005 (page 10, paragraph 10) when the committee had noted grants awarded by the Scottish Executive for bus services in the SPT area from the Bus Route Development Grant (BRDG) in the sum of £1,165,000 from a total grant awarded of £12.2m throughout Scotland and which had included a proposal from First Glasgow for a network of six night services which had commenced operation on 30 October 2006, there was submitted a report (issued) of 11 May 2006 by the Chief Executive,

- (1) informing members that, as a result of its programme of continuous review of service performance, First Glasgow had advised of the company's intention to cease the current 24 hour operation of 'Overground' and other services with certain specific exceptions for Friday, Saturday and Sunday mornings;
- (2) advising members
  - (a) that these withdrawals, combined with cost exceptions such as fuel prices, had not been foreseen by First Glasgow at the time of the Bus

19 May 2006

Route Development Grant application in 2004 and had rendered the grant-supported night services unsustainable; and

- (b) that consequently, First Glasgow had proposed to cease operation of the following night services which had been the subject of BRDG funding award with effect from 2 July 2006:-

Service 20	City Centre – Cathkin;
Service 123	City Centre – Glasgow Airport;
Service 38	City Centre – Garthamlock;
Service 61	City Centre – Sandyhills;
Service 75	City Centre – Milton; and
Service 88	City Centre – Harestanes;

- (3) indicating that although the withdrawal of 24 hour operation of existing 'Overground' routes was regrettable as this impacted significantly on the attractiveness of public transport as a whole, previous Operations Committees had decided that such provision should not be subsidised by SPT;
- (4) explaining that while early cessation, as proposed by the operator, would prevent further Scottish Executive funding being expended on proposals that would not achieve the grant scheme's objectives, it appeared that no grant monies had been paid by or claimed from the Scottish Executive to date;
- (5) recommending that following the receipt of detailed financial information from First Glasgow, the Partnership should take all appropriate steps to advise the Scottish Executive of the action of the bus operator with regard to the BRDG and assist in the conclusion of any outstanding financial issues.

After discussion, the Partnership

- (i) noted the contents of the report;
- (ii) approved the recommendation at (5) above; and
- (iii) agreed
- (A) that officers would discuss Service 123, City Centre – Glasgow Airport with British Airways with a view to possible Partnership working to underpin a service; and
- (B) that a report on Glasgow's night time economy be reported to a future Partnership meeting.

## 17. Requests for subsidised local bus services

[Click here to view report](#)

There was submitted a report (issued) of 9 May 2006 by the Chief Executive, advising members of various requests for the provision of subsidised local bus services.

19 May 2006

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

- (1) agreed not to take any further action in respect of the local subsidised bus service requests at paragraphs (a), (d) and (e) of the report; and
- (2) approved the recommendations in respect of the undernoted requests: -

**Request**

**Decision**

Provision of a bus service between the Morar Drive area of Paisley and Paisley Town Centre via the Royal Alexandra Hospital.

(item b)

The Partnership agreed that although it had been decided at SPTA's Operations Committee on 24 June 2005 not to award this service because of financial constraints, as there was a section of the local community outwith the guideline criteria walking distance for alternative services, tenders be invited for further consideration.

Revision to the timetable of subsidised bus service 301 (Kilmarnock – Johnstone) to improve connections with other services in Johnstone.

(item c)

The Partnership noted that this item had been dealt with at item 15 on the agenda.

Provision of a timetabled bus service between Twechar and Kirkintilloch on Monday – Saturdays evenings to replace the current Ring'n'Ride arrangements.

(item f)

The Partnership agreed that, as the current arrangements had had an adverse effect upon the overall availability of service 600 for other users, to invite tenders. In view of the relatively low usage of the service previously, any contract should be for an experimental period.

Provision of a bus service between Halfway, Cambuslang and East Kilbride Bus Station

(item g)

The Partnership agreed that tenders be invited for a service between Halfway and East Kilbride Bus Station and as Castle Chimmins was the only area outwith the guideline criteria walking distance at 0.40 miles that optional tenders be invited for a service to provide links from Castle Chimmins to its nearest local centre, Cambuslang Main Street.