

*joining up  
journeys*



**partnership minute**

## **Strathclyde Partnership for Transport**

### **Minute of meeting**

**20 October 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 20 October 2006.

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|-----------------------|--|--|
| <b>Present:</b>       | Argyll and Bute<br>East Renfrewshire<br>Glasgow<br>Glasgow<br>Glasgow<br>Glasgow<br>Glasgow<br>Inverclyde<br>North Ayrshire<br>North Lanarkshire<br>North Lanarkshire<br>North Lanarkshire<br>Renfrewshire<br>South Lanarkshire<br>South Lanarkshire<br>South Lanarkshire<br>West Dunbartonshire<br>Appointed Member<br>Appointed Member<br>Appointed Member<br>Appointed Member<br>Appointed Member | Councillor Duncan MacIntyre<br>Councillor Alan Lafferty<br>Councillor Irene Graham<br>Councillor Jim McNally<br>Councillor John Mason<br>Councillor Alan Stewart<br>Councillor Alistair Watson (Chair)<br>Councillor Campbell Snoddy (deputy)<br>Councillor Sam Taylor<br>Councillor David Fagan<br>Councillor Barry McCulloch<br>Councillor Tom Selfridge<br>Councillor Sam Mullin (deputy)<br>Councillor Eileen Logan<br>Councillor Davie McLachlan<br>Councillor Chris Thompson<br>Councillor Linda McColl<br>Liz Connelly<br>Thomas Hart<br>Alan Malcolm<br>Gavin Scott<br>Eric Stewart<br>Alan Wilson |
| <b>Apologies:</b>     | East Dunbartonshire<br>Renfrewshire<br>Appointed Member  | Councillor Julia Southcott<br>Councillor John McDowell<br>Bill Ure   |
| <b>Attending:</b>     | Ron Culley, Chief Executive; John F Anderson, Interim Secretary; Valerie A Bowen, Assistant Clerk; John Halliday, Assistant Chief Executive, Transport and Strategy; Gordon MacLennan, Assistant Chief Executive, Customer Services and Hazel Martin, Director of Rail.  |  |
| <b>Also attending</b> | Councillors Al Reay, Argyll and Bute Council and Margaret Toner, South Ayrshire Council.   |  |

### 1. Councillor Jean Goldie

Prior to the commencement of the business of the meeting, the Chair referred with sadness to the death of Councillor Jean Goldie who had been one of Renfrewshire Council's representatives on the Strathclyde Passenger Transport Authority. He advised that Councillor Goldie was a well liked member of the SPTA who would be sadly missed. The Partnership then observed a period of silence as a mark of respect.

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**2. Gordon MacLennan, ACE, Customer Services**

The Chair introduced to the meeting Gordon MacLennan, the recently appointed Assistant Chief Executive, Customer Services and wished him well in his new post.

**3. Minute of previous meeting**

The minute of the meeting of 18 August 2006 was submitted and approved as a correct record.

**4. Committee minutes**

The minutes (issued) of the undernoted committees were noted:-

- (1) Recruitment Committees of 22, 25 and 31 August 2006;
- (2) Chair's Committees of 31 August, 15, 19 and 29 September 2006;
- (3) Operations Committee of 19 September 2006; and
- (4) Strategy & Programmes Committee of 29 September 2006.

Arising from the minute of the Recruitment Committee of 22 August 2006 (page 1, paragraph 2),

- (a) Councillor Mason suggested that it would be useful if members could be kept informed by e mail or letter of any future key decisions and announcements regarding staff recruitment. The Chair agreed to Councillor Mason's request; and
- (b) Mr Culley advised members that Mrs Davidson in her new role of Assistant Chief Executive, Business Support would now be taking over from Mr Anderson as the Secretary to the Partnership. He explained that Mr Anderson would still be involved in the work of the Partnership and in particular would be supporting Mrs Davidson in her new role.

**5. Croy rail station car parking development**

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With reference to the minute of the Strathclyde Passenger Transport Authority's Strategy and Programmes Committee of 19 August 2005 (page 2, paragraph 3) when that committee had

- (1) considered a report on the feasibility study into the re-development of Croy rail station which had been completed in June 2005 and had identified a number of options for the expansion of park and ride facilities at the station;

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- (2) agreed that as neither of the preferred options identified in the study would satisfy the estimated level of latent demand for park and ride at the station, that a further option be developed, combining the use of the land to the south of the existing car park, which had been purchased by SPT and possible decking solutions; and
- (3) approved £60,000 to produce a feasibility study for the development of this option, by way of grant funding First ScotRail,

there was submitted a report (issued) of 10 October 2006 by the Chief Executive,

- (a) informing members
  - (i) that a draft study had now been completed and had recommended the construction of a Multi Storey Car Park (MSCP) on the SPT owned land and the reconfiguration of the current car park to provide adequate bus interchange facilities, a drop off area and a mixture of disabled and short term parking; and
  - (ii) that the MSCP would be a three deck structure providing a total of 750 spaces (with 200 spaces in the existing car park), with foundations of the structure being designed to construct and support a further two decks in the event that expansion was required in the future;
- (b) highlighting
  - (i) that the total cost of providing this option was approximately £6m, to be funded from SPT's own capital allowance and direct support from the Scottish Executive; and
  - (ii) that although phasing was also an option the cost could increase by £1m and the inconvenience to customers could be difficult to manage;
- (c) advising members
  - (i) that the study had reviewed the potential for car parking charging at such a facility and had recommended that a daily tariff of £2.00 per day for the use of the car park, significantly less than commercial car parking charges, would generate sufficient returns for the operating costs, future maintenance and renewal of the car park; and
  - (ii) that although a charging mechanism was likely it was appropriate in undertaking the assessment of any charge to consider ways in which the charging mechanism could be used to encourage travellers onto public transport; and
- (d) explaining

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- (i) that First ScotRail and National Car Parking (NCP), the consultant acting on behalf of First ScotRail, had met with North Lanarkshire Council's (NLC) Planning Officers to discuss the proposed scheme; and
- (ii) that although NLC had looked favourably on the scheme they required assurances over issues such as appearance, impact on land prices, public right of way light/noise pollution and drainage which would be addressed in the planning application.

After considerable discussion and having heard Mr Halliday in answer to members questions and Councilor McCulloch specifically in support of the recommendation, the Partnership,

- (A) noted the progress made in the development of the car park at Croy Rail Station;
- (B) agreed
  - (I) that the funding for the project be drawn from the 2006/07 Capital Budget, subject to the budget remaining within the approved limits, plus acceptance of specific funding from the Scottish Executive in support of the project;
  - (II) that grant funding of up to £6m in support of the project delivery be undertaken with First ScotRail as the agent, subject to satisfactory receipt of the final report; and
  - (III) that a further report presenting various options for the provision of a car park charging mechanism would be submitted to a future meeting of the Partnership.

## 6. **Route Utilisation Strategy**

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With reference to the minute of 24 March 2006 (page 3, paragraph 4) when the Partnership had heard a presentation from Mr Nigel Wunsch, Principal Route Planner, Network Rail which had

- (1) advised members of the Route Utilisation Strategy (RUS) which was coordinated by Network Rail and identified performance/demand requirements or issues on the rail network and proposed interventions consistent with funding and RUS timescales; and

- (2) informed members of the next steps of the consultation process for the RUS,

there was submitted a report (issued) of 3 October 2006 by the Chief Executive,

- (a) advising members that a draft RUS had now been issued by Network Rail for consultation with responses due by 16 November 2006;
- (b) highlighting

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- (i) the key issues of the RUS which would have an impact on the delivery of rail services within the Partnership area; and
  - (ii) the fact that SPT had sought from Network Rail further consideration of these issues prior to the publication of the final RUS; and
- (c) enclosing SPT's proposed response to the RUS for approval.

After considerable discussion and having heard Ms Martin in further explanation of the report and Mr Halliday in answer to members' questions, the Partnership approved the response, taking into consideration the comments raised by members at the meeting.

## **7. Subway Power Cars – Traction motor enhanced overhaul**

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There was submitted a report (issued) of 6 September 2006 by the Chief Executive,

- (1) informing members that in conjunction with the requirement to carry out a phased bogie replacement programme in the Subway, the main bogie mounted units were being overhauled to support extended term reliability;
- (2) advising members that although the overhaul and life extension specification for traction motors had evolved with the current supplier Bombardier, tenders had required to be invited for the remainder of the motor overhaul work; and
- (3) recommending that a contract for the overhaul of Subway rolling stock traction motors be awarded to Bombardier Transportation Ltd in the sum of £556,948.84.

After consideration, the Partnership

- (a) approved the recommendation at (3) above; and
- (b) noted that although this tender had not been the lowest it had provided better value advantages of continuity of supply offered by Bombardier Transportation Ltd.

## **8. Regional Transport Strategy: progress report**

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With reference to the minute of 18 August 2006 (page 8, paragraph 12) when the Partnership had

- (1) considered a report on the progress of the development of SPT's Regional Transport Strategy (RTS);
- (2) approved various option generation principles for the development of the RTS; and

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- (3) authorised officers to develop, appraise and evaluate options further and, subject to the approval of the options report by the Chair's Committee or the Strategy and Programmes Committee, to consult with key stakeholders for a 5 week period in the early autumn,

there was submitted and noted a report (issued) of 12 October 2006 by the Chief Executive,

- (a) informing members
- (i) that the RTS Issues and Objectives report with stakeholders' comments would be finalised by the RTS Steering Group by the end of October; and
  - (ii) that the RTS Strategy Options report would be sent to stakeholders on 13 October 2006 for a 4 week consultation period and placed on the SPT website for comments;
- (b) advising members
- (i) that options had been tested against the high regional overarching options of:-
    - ◆ promoting the development of the regional economy;
    - ◆ protecting the environment by focusing on reducing carbon emissions; and
    - ◆ promoting social inclusion by focusing on the most deprived areas, accessibility and affordability; and
- (c) enclosing as appendices to the report:-
- (a) an outline of the RTS framework and working groups; and
  - (b) a work programme for the next stages of the RTS which had to be submitted to the Scottish Executive by 31 March 2007.

## 9. Study visit to China

Mr Culley gave a presentation to the Partnership,

- (1) detailing the outcome and the valuable insights gained during his recent visit to China with the Chair and one of the Vice Chairs;
- (2) providing members with details of the various topics covered during the visit, including Smart Card Technology, Underground Operations and Development, Olympic Game Preparations and High Speed Ground Transport;
- (3) indicating that the lessons learned during the study tour would be valuable in developing the following key ambitions:-

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- comprehensive development and modernisation of Subway;
- developing a Scottish solution to development of smart card technology;
- developing integration using walkways and escalators; and
- promoting a high speed rail link to Edinburgh.

After consideration discussion and having heard Mr Culley in answer to members' questions, the Partnership thanked him for his interesting and informative presentation.

**10. Organisational review and restructuring - Appointment of Human Resource Consultancy**

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

- (1) reminding members that the Partnership, at its meeting on 16 June 2006, had approved a new senior level organisational structure as recommended within the phase 1 report produced by the Hay Group Consultancy;
- (2) informing members that, as all positions within the new senior level structure had been filled, the Chief Executive wished to progress the next phase as soon as possible in order to drive forward on performance and delivery;
- (3) advising members that the assistance of external human resource consultancy was required to ensure that the next phase of change delivered the optimum level of effectiveness whilst ensuring that the opportunity was taken to consolidate functions and rationalise overlapping roles where appropriate;
- (4) highlighting the core requirements contained within the tender specification;
- (5) summarising the findings of the tender appraisal exercise; and
- (6) recommending that the Partnership approve the appointment of the Hay Group for the next phase of the organisational review at a fixed price of £84,000, which represented the most economically advantageous tender.

After consideration, the Partnership

- (a) approved the recommendation at (6) above; and
- (b) noted that a separate but related exercise would be undertaken by Levy McRae solicitors to review the work of the Legal Department at a cost of no more than £10,000.

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**11. Organisational review and restructuring: Request for efficiency of the service retirement**

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There was submitted a report (issued) of 9 October 2006 by the Chief Executive informing members of a request by the Director of Bus Operations for early retirement from SPT under the efficiency of the service terms contained within the Local Government Superannuation Regulations with effect from 29 October 2006.

After consideration and having noted the financial implications, the Partnership approved the request.

**12. Glasgow Airport Rail Link (Phase II) - Appointment of Notified Body**

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With reference to the minute of 18 August 2006 (page 7, paragraph 10) when the Partnership had noted

- (1) that the GARL project might require the appointment of a "notified body" (NoBo) in order to comply with the Government's implementation of the European Rail Safety Directive 2004/49/EC and the Conventional Inter-operability Directive 2001/16/EC; and
- (2) that once formal confirmation was received, the notifying body would require to be appointed from the list of organisations accredited by the new National Safety Authority,

there was submitted a report (issued) of 6 October 2006 by the Chief Executive

- (a) informing members
  - (i) that the Glasgow Airport Rail Link Private Bill had passed successfully the Preliminary Stage on 21 June 2006 which effectively approved the general principles of the Bill;
  - (ii) that the Bill was currently being progressed through the Consideration Stage and significant work was continuing to address the remaining objections to the Bill; and
  - (iii) that although the programme for concluding the Consideration Stage, Final Stage and achievement of Royal Assent was not within SPT's direct control, it was estimated that Royal Assent would be achieved in early 2007;
- (b) explaining that as there was now a requirement for the appointment of a NoBo, tenders had been sought and assessed using a prepared procedure and scoring matrix which sought to obtain the most economically advantageous tender by a weighted consideration of the quality criteria and tender price elements;

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- (c) concluding that although the schedule of rates provided by Lloyds Register was not the lowest, the quality of their submission was far superior to the other bidders and it was clear that the submission by Lloyds Register represented the most economically advantageous tender; and
- (d) requesting that the Partnership
  - (i) approve the award of the contract for GARL Phase II Notified Body Assessment to Lloyds Register at a cost for the package of work estimated to be in excess of £130,000; and
  - (ii) note that follow on services would be required should the project progress to phase 3 and would be subject to further appointment at that time.

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

### **13. Conferences**

#### **(1) Integrated Transport Conference - Birmingham - 9 November 2006**

The Partnership agreed that the two Vice-Chairs plus one other member should attend the Integrated Transport Conference to be held in Birmingham on 9 November 2006.

#### **(2) Disability Equality Duty : Countdown to December 2006 - Glasgow - November 2006.**

The Partnership agreed that two members should attend the conference on Disability Equality Duty: Countdown to December 2006 to be held in Glasgow on 10 November 2006.

### **14. Charity dinner: Strathclyde Fire and Rescue's St Andrew's Night Charity Ball**

The Partnership agreed to take a table at the St Andrew's night Charity Ball 2006, hosted by Strathclyde Fire and Rescue, on 24 November 2006.