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journeys*

**SPT**

partnership minute

## **Strathclyde Partnership for Transport**

### **Minute of meeting**

**29 June 2007**

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 29 June 2007.

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<b>Present:</b>	East Ayrshire	Bobby McDill
	East Renfrewshire	Eddie Phillips
	Glasgow	Tommy Morrison
	Glasgow	Ruth Simpson
	Glasgow	George Roberts
	Glasgow	George Ryan (deputy)
	Glasgow	Alistair Watson
	Inverclyde	David Wilson
	North Lanarkshire	David Fagan
	Renfrewshire	Ian Nicolson (deputy)
	South Ayrshire	Bill McIntosh
	South Lanarkshire	David McLachlan
	South Lanarkshire	Chris Thompson
	West Dunbartonshire	William Hendrie
	Appointed Member	Tom Hart
	Appointed Member	Alan Malcolm
	Appointed Member	Niall McGrogan
	Appointed Member	Gavin Scott
	Appointed Member	Bill Ure

<b>Apologies:</b>	Argyll and Bute	Duncan McIntyre
	East Dunbartonshire	Alex Hannah
	Glasgow	Douglas Hay
	North Ayrshire	John Reid
	Renfrewshire	Marie McGurk
	South Lanarkshire	Eileen Logan
	Appointed Member	Liz Connolly

**Attending:** Valerie Davidson, Secretary; Ron Culley, Chief Executive; Gordon Maclennan, Assistant Chief Executive (Customer Support) and John Halliday, Assistant Chief Executive (Transport & Strategy).

### 1. Minutes of previous meeting

The minute of the meeting of 31 May 2007 was submitted and approved as a correct record.

### 2. Chair's Committee minute of 20 June 2007

The minute of the Chair's Committee of 20 June 2007 was submitted and noted.

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### 3. **Proposed committee membership**

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With reference to the minute of 31 May 2007 (page 3, paragraph 7) when the Partnership had

- (1) considered a report on the committee structure and cycle of meetings;
- (2) agreed
  - (a) that the current committee structure and Terms of Reference for each committee be continued; and
  - (b) to bring forward proposals for membership of committees, based on members' preference, the benefit of some continuity and political party, geographical and gender spread;

there was submitted a report (issued) of 18 June 2007 by the Secretary,

- (i) enclosing various appendices which highlighted a proposed allocation of members for each of the committees, based as far as possible on the wishes of the members who had completed the questionnaires but reflecting also political gender and geographical spread; and
- (ii) recommending that the Partnership approve the representation from the constituent authorities on the Operations, Strategy and Programmes, Personnel and Audit and Standards Committees as highlighted in the appendices to the report.

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

### 4. **Elected members' role descriptions**

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With reference to the minute of 31 May 2007 (page 5, paragraph 8) when the Partnership had

- (1) noted, inter alia, that the Scottish Executive had included within their member remuneration guidance recommendations a requirement that all elected members should have a role description and training plan in support of that role;
- (2) considered various areas of training which had been identified to assist members in their roles; and
- (3) agreed that the matter of members' role descriptions be submitted to the next meeting of the Partnership for consideration,

there was submitted a report (issued) of 31 May 2007 by the Secretary,

- (a) enclosing as appendices to the report, proposed role and responsibility descriptions for the positions of RTP Chair and Vice-Chair, Audit and Standards Committee Chair and Vice-Chair and councillor members which clearly set out the function and

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responsibilities of each role and endeavoured to strike a balance between the roles within a strategic organisation and the relationship with the constituent councils; and

- (b) explaining
  - (i) that the preparation of role and responsibility descriptions was considered integral to SPT's governance structure and provided a framework for the respective positions; and
  - (ii) that they would also form the basis of training plans to ensure office bearers were provided with the appropriate support to fulfil roles; and
- (c) recommending that the Partnership approve the role and responsibility descriptions as detailed in the appendices to the report.

After discussion, the Partnership approved the recommendation at (c) above and agreed that the role responsibility job descriptions for non-elected members, which had been contained within their letter of appointment, be circulated to all members.

## 5. **Appointment of representatives to outside bodies**

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With reference to the minute of 31 May 2007 (page 6, paragraph 9) when the Partnership had

- (1) considered a list detailing various outside bodies on which the Partnership might wish to be represented; and
- (2) agreed
  - (a) that the list be remitted to the Chair and Vice-Chairs for them to make the necessary appointments; and
  - (b) that the members outwith the political party which had majority representation should decide their representative on the Local Government Association Passenger Transport Authorities Special Interest Group and advise the Chair of their nomination in due course,

there was submitted and noted a list (issued) of 22 June 2007 advising members of the appointments agreed by the Chair and Vice-Chairs for the following outside bodies:-

<b>Outside Bodies</b>	<b>Member</b>	<b>Substitute</b>
Ferry Users Consultative Committee	Davie McLachlan	Alistair Watson
Glasgow International Airport Consultative Committee	Alistair Watson	Marie McGurk

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<b>Outside Bodies (cont)</b>	<b>Member</b>	<b>Substitute</b>
Glasgow Prestwick International Airport Consultative Committee	Bill McIntosh	Davie McLachlan
Local Government Association Passenger Transport Authorities Special Interest Group	Davie McLachlan and David Fagan plus 1 member from the minority representation (under consideration)	
POLIS	Alistair Watson	David Fagan or Davie McLachlan
Strathclyde Concessionary Travel Joint Committee	Alistair Watson	Davie McLachlan
West Coast 250 Steering Committee	Alistair Watson	Davie McLachlan
West of Scotland Road Safety Forum	David Fagan	Davie McLachlan

## **6. Organisational structure update**

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With reference to the minute of the Personnel Committee of 12 March 2007 (page 2, paragraph 5) when that committee had

- (1) considered and approved a report on organisational structure changes; and
- (2) noted that further work was required to understand and review the structures relating to the Subway, IT and Legal Services,

there was submitted a report (issued) of 12 June 2007 by the Chief Executive,

- (a) informing members that the organisational changes previously approved had been translated into implementation plans for each department which included staff consultation on the changes, consideration of comments received, revised job descriptions where necessary and subsequent filling of positions;
- (b) enclosing as an appendix to the report a summary of the implementation plans for each department;
- (c) highlighting the key challenges and proposed structural changes in respect of the Subway, Technology Solutions (previously IT) and Legal Services which would be undertaken within the resources available to the organisation; and
- (d) recommending that the Partnership agree

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- (i) to the removal of the post of Director of Legal and Administration from the establishment; and
- (ii) to the establishment of a Senior Legal Adviser post.

After consideration, the Partnership approved

- (A) the request at (d) above; and
- (B) the adjustment to the structure of SPT as set out in the report.

## **7. Maglev: High speed ground transport link between Glasgow and Edinburgh**

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With reference to the minute of the Chair's Committee of 26 March 2007 (page 1, paragraph 3) when that committee had approved the final draft Regional Transport Strategy for submission to the Scottish Executive which had included, inter alia, SPT's long term aspiration for the development of high speed ground transport connections between Glasgow and Edinburgh, there was submitted a report (issued) of 11 June 2007 by the Chief Executive,

- (1) reminding members of a recent seminar which had been hosted by SPT on the benefits of Maglev Technology which had given members the opportunity to see a presentation by UK Ultraspeed on the new technology;
- (2) intimating
  - (a) that UK Ultraspeed (UKU) had proposed a Maglev link between Glasgow and Edinburgh using the German-developed Transrapid system which was capable of a 500km/h (311mph) cruising speed and of accelerating and braking three to four times faster than wheel on rail trains; and
  - (b) that on this performance journey times would be:-
    - Central Glasgow to Edinburgh Haymarket non-stop in under 15 minutes;
    - Central Glasgow to Edinburgh Haymarket including a stop for Edinburgh Airport in 16.5 to 18 minutes;
    - Edinburgh Haymarket to the airport in 3 to 4 minutes;
    - Central Glasgow to Edinburgh Airport in 10 to 11.5 minutes; and
    - Glasgow Airport to Edinburgh Haymarket in 20 to 23 minutes;
- (3) outlining the key findings of pre-feasibility work in Scotland which had been carried out by UK Ultraspeed;
- (4) advising members that by taking city-to-city traffic off a rail system that was unsuited to high speed, Maglev could release rail capacity for existing services doing what the conventional heavy rail system did best, namely the provision of stopping

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services at lower average speeds, linking the intermediate communities to each city and to each other;

- (5) recommending that, given the opportunities that could arise as a consequence of this initiative, the Partnership investigate the claims made by UK Ultraspeed and make comparisons with other modes of transport predicated on a cost effective basis including the whole life costs of comparable systems; and
- (6) informing members that an initial analysis of this nature would cost in the region of £250,000 and could be completed by the end of April 2008. It was anticipated that SPT would provide only a proportion of this sum as partner interest would result in their contributing towards costs.

After considerable discussion and having heard Mr Culley present a DVD on the Maglev system, the Partnership agreed that a feasibility study be undertaken into a cost benefit analysis of high speed ground transport connections between Glasgow and Edinburgh.

#### **8. 2006/07 abstract of accounts**

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There was submitted and approved a report (issued) of 12 June 2007 by the Assistant Chief Executive (Business Support) requesting that the Partnership agree to submit the draft abstract of the annual accounts for the financial year 1 April 2006 to 31 March 2007 to the Controller of Audit.

#### **9. Renewal of insurance**

[Click here to view report](#)

There was submitted and noted a report of 12 June 2007 by the Assistant Chief Executive (Business Support),

- (1) informing members that the annual insurance renewal required to be effected from 15 May of each year and could be extremely 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 conducted previously to allow underwriters an opportunity to visit SPT sites and activities whereupon 3 year long term agreements 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 3 years, following a period of significant price increases;
- (3) detailing the following contracts which had been awarded for the provision of insurance:-

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<b><u>Policy</u></b>	<b><u>Premium</u></b>	<b><u>Provider</u></b>
Material damage/business interruption (Subway)	£287,137.58	RSA
Terrorism for above	Included in the above	RSA
Bus stations, material damage	£11,653.46	RSA
Terrorism for above	Included in the above	RSA
Combined liability (primary)	£97,375.00	St Paul's
Excess employers liability	£9,000.00	D A Constable
Excess Public/product liability (£40m/£10m)	£180,000.00	D A Constable and others
Excess Public/product liability (£50m/£50m)	£76,750.00	D A Constable and others
Engineering inspection	£7,357.75	HSB Haughton
Engineering inspection (nightshift)	Included in the above	HSB Haughton
Personal accident/travel	£594.00	AIG
Computer	£2,900.00	Allianz Cornhill
Marine Hull	£28,310.00	British Marine
Directors and Officers	£7,500.00	Markel
Professional indemnity	£14,500.00	Markel
Commercial combined	£9,240.00	AIG
Motor Fleet	£12,889.60	Motor Fleet
Brokerage (6 months extension only)	£15,000.00	Marsh
<b>Total (incl brokerage)</b>	<b>£748,553.93</b>	
	<b>(+ Insurance Premium Tax &amp; VAT)</b>	

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- (4) concluding that although the rates quoted and accepted on behalf of the Partnership had shown a significant decrease of £120,000 (14%) compared with 2006 and were within budgeted sums, it was worth noting that 2006 was the final year of the long term arrangement and long term agreements for 3 years had again been entered into where it served the Partnership's best interests.

## 10. Revised Contract Standing Orders and Financial Regulations

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There was submitted a report (issued) of 21 June 2007 by the Assistant Chief Executive (Business Support),

- (1) informing members that SPT's Contract Standing Orders and Financial Regulations had been amended in March and April 2006, respectively, to reflect the transition from SPTA and SPTE to Strathclyde Partnership for Transport;
- (2) enclosing as appendices to the report, revised Contract Standing Orders and Financial Regulations which had been reviewed in light of the revised organisational structure and also benchmarked against several other local authority partners;
- (3) outlining the following proposed material amendments which had been made to the contract standing orders:-
  - contracts up to £20,000, tender process to be determined by client director and contract approved by client director;
  - contracts between £20,000 and £60,000, a full tender process was required and contract approved by client director where the lowest priced tender was accepted;
  - contracts between £20,000 and £60,000 where it was proposed to accept a tender other than the lowest because it represented better value for money, contract to be approved by Chief Executive or an Assistant Chief Executive in conjunction with the Assistant Chief Executive (Business Support);
  - contracts between £60,000 and £140,000, a full tender process was required and contract to be approved by Chief Executive or an Assistant Chief Executive in conjunction with the Assistant Chief Executive (Business Support); and
  - where the value of the contract exceeded £140,000, or in the case of contracts exceeding £60,000, where it was proposed to accept a tender which was greater than the lowest by more than 10% because it represented better value for money, contract to be approved by the Partnership; and
- (4) explaining
  - (a) that the proposed changes devolved approvals to the operational level with the aim of allowing the organisation to provide services in a responsive manner whilst ensuring responsibility was also vested at the appropriate organisational level; and

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- (b) that if the proposals were approved, amendments to the Scheme of Delegations, Committee Terms of Reference and Committee Standing Orders would be required to reflect the proposed changes to Contract Standing Orders.

After discussion, the Partnership approved the revised Standing Orders relating to Contracts and Financial Regulations.

**11. Capital monitoring report 2006/07  
Proposed amendments and additions 2007/08**

[Click here to view report](#)

With reference to the minute of the Partnership of 23 February 2007 (page 2, paragraph 2) when the Partnership had noted the funding available for capital investment in 2007/2008 of £54.027m comprising £25.227m of general grant and approved s70 Scottish Executive grant funding of £28.800, there was submitted a report (issued) of 29 May 2007 by the Assistant Chief Executive (Business Support),

- (1) reminding members
  - (a) that the capital investment plan had three categories, priorities 1, 2 and 3;
  - (b) that the main focus would be on delivery of priority 1 projects with priority 2 projects being delivered where funding was available to do so and priority 3 projects being developed for future years; and
  - (c) that the capital budget consisted of priority 1 (£36.574m) and priority 2 projects (£16.816m) giving a total budget of £53.390m which was £0.637m less than the funds available; and
- (2) appending
  - (a) a financial analysis of the 2006/07 capital programme budget and actual spend as at 31 March 2007 (period 13) in summary by service and in detail by project, which highlighted an actual spend of £30.806m compared to an approved budget of £36.986, an overall underspend for the year of £6.180m; and
  - (b) a list of various proposed amendments and additions to the 2007/08 capital programme which, if approved, would result in an anticipated outturn of £57.571m thereby allowing the Partnership to ensure that all funds available were utilised to their full potential; and
- (3) detailing the financial implications of these amendments for the overall 2007/08 capital programme.

After discussion, the Partnership

- (i) noted that, since the formulation of the report, it had been indicated that there would be a delay in the construction of the GARL project due to a proposal from

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Network Rail to integrate GARL with a major signalling renovation project on the Paisley corridor;

(ii) agreed to the following amendments to the 2006/07 capital programme:-

<b>Capital Project</b>	<b>Value (£)</b>	<b>Justification</b>	<b>Status</b>
Audio visual Services for bus service 329	4,000	Recommended by Capital Steering Group	Slippage from 2006/07
Partick Bus Station Electronic Information and CCTV Installation	150,000	Recommended by Capital Steering Group. Movement of project from priority 3 to priority 1, plus an increase of £50,000	Promoted + budget increase
DDA access audit implementations	25,000	Recommended by Capital Steering Group	Slippage from 2006/07
Corporate re-branding of Travel Centres	3,000	Recommended by Capital Steering Group	Slippage from 2006/07
Rail ticketing system - Glasgow Airport	2,300	Recommended by Capital Steering Group	Slippage from 2006/07
Timetable/information production system	24,000	Recommended by Capital Steering Group	Slippage from 2006/07
DRT enhancements and integration	130,000	Recommended by Capital Steering Group	Slippage from 2006/07
Extension of tele-communications for DRT	25,000	Recommended by Capital Steering Group	Slippage from 2006/07
Bus security measures	46,000	Recommended by Capital Steering Group	New project
Development of property strategy	40,000	Recommended by Capital Steering Group	New project

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<b>Capital Project</b>	<b>Value (£)</b>	<b>Justification</b>	<b>Status</b>
Mobile office project	33,000	Recommended by Capital Steering Group	New project
XP project roll out consultancy	100,000	Recommended by Capital Steering Group	New project
Infrastructure improvements (Airdrie project)	50,000	Recommended by Capital Steering Group	New project
Station car parking - Irvine Phase 1	85,000	Recommended by Capital Steering Group. £85,000 additional funds for the project in 2007/08. Overall reduction in costs over the life of the project	budget increase
Rail station car parking - Kilwinning	83,000	Recommended by Capital Steering Group. Movement of project from priority 2 to priority 1, plus an increase of £83,000. Overall reduction in costs over the life of the project	Promoted + budget increase
Dalmuir rail station	(1,600,000)	Recommended by Capital Steering Group. Original budget of £1,600,000 was approved at priority 2. Of the £1,600,000, £1,350,000 is no longer required. The remaining £250,000 has been promoted to priority 1	Promoted + budget decrease
Dalmuir rail station	250,000	See above. Revised priority 1 budget of £250,000	See above
Partick Interchange development	3,358,000	Recommended by Capital Steering Group	Slippage from 2006/07

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<b>Capital Project</b>	<b>Value (£)</b>	<b>Justification</b>	<b>Status</b>
Lenzie rail station car park	16,000	Recommended by Capital Steering Group. Movement of project from priority 3 to priority 1, plus an increase of £4,000. Overall reduction in costs over the life of the project	Promoted
Staff accommodation	132,000	Recommended by Capital Steering Group. Movement of project from priority 2 to priority 1, plus an increase of £132,000, giving a revised priority 1 budget of £267,000	Promoted + budget increase
Upgrade to Sharepoint Portal Server 2003	10,000	Recommended by Capital Steering Group	Slippage from 2006/07
Upgrade MP5 to MP7i	30,000	Recommended by Capital Steering Group	Budget increase
Subway station security	150,000	Recommended by Capital Steering Group	New project
Station battery packs for emergency lighting	40,000	Recommended by Capital Steering Group, priority 2 only	Slippage from 2006/07
Tunnel lighting & power	51,000	Recommended by Capital Steering Group	Budget increase
Subway – on board CCTV & CIS	50,000	Recommended by Capital Steering Group, priority 2 only	New Project
Replacement Trackmobile	96,000	Recommended by Capital Steering Group, priority 2 only	New Project
Cycle parking Facilities - Broomloan & Renfrew Ferry	4,050	Recommended by Capital Steering Group	Slippage from 2006/07

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<b>Capital Project</b>	<b>Value (£)</b>	<b>Justification</b>	<b>Status</b>
Ayrshire transport model	152,000	Recommended by Capital Steering Group. Slippage from 2006/07 of £152,000, plus promotion of £100,000 from Priority 2 to priority 1 resulting in a revised priority 1 budget of £252,000	Slippage + promoted
Motherwell Transport Interchange	(500,000)	Recommended by Capital Steering Group. Original budget of £500,000 was approved at priority 2. Of the £500,000, £30,000 has been promoted to priority 1 with the remaining £470,000 being demoted to priority 3. In addition £25,000 was slipped from 2006/07 giving a revised priority 1 budget of £55,000	Promoted + demoted
Motherwell Transport Interchange	30,000	See Above. Revised priority 1 budget of £55,000	See Above
Motherwell Transport Interchange	25,000	See Above. Revised priority 1 budget of £55,000	Slippage from 2006/07
Crossrail Phase 1	51,500	Recommended by Capital Steering Group	Slippage from 2006/07
Glasgow Airport Rail Link Phase 2	467,000	Recommended by Capital Steering Group. Slippage of £467,000 from 2006/07, movement of £6,700,000 from priority 1 to priority 2	Slippage + demoted
A803 Corridor Improvement Strategy - East Dunbartonshire	100,000	Recommended by Capital Steering Group	Slippage from 2006/07

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<b>Capital Project</b>	<b>Value (£)</b>	<b>Justification</b>	<b>Status</b>
Barrhead bus stop improvements - East Renfrewshire	30,000	Recommended by Capital Steering Group	Slippage from 2006/07
Park & Ride West Station Greenock – Inverclyde	26,000	Recommended by Capital Steering Group	Slippage from 2006/07
Raised kerbs at bus stops – Inverclyde	8,600	Recommended by Capital Steering Group	Slippage from 2006/07
Park & Ride Wemyss Bay – Inverclyde	35,000	Recommended by Capital Steering Group	Slippage from 2006/07
Ayrshire Transport Model North Ayrshire	130,000	Recommended by Capital Steering Group. Slippage of £98,000 from 2006/07 plus additional £32,000 at priority 1	Slippage + budget increase
Park & Ride facilities adjacent to Irvine rail station North Ayrshire	35,000	Recommended by Capital Steering Group	Slippage from 2006/07
Paisley - Barrhead cycle link - Renfrewshire Council	(20,000)	Recommended by Capital Steering Group	Reallocation
Clyde Cycleway - Renfrewshire Council	(20,000)	Recommended by Capital Steering Group	Reallocation
Paisley south cycling route - Renfrewshire Council	40,000	Recommended by Capital Steering Group	Reallocation

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<b>Capital Project</b>	<b>Value (£)</b>	<b>Justification</b>	<b>Status</b>
UTMC Parking Management - South Ayrshire	79,000	Recommended by Capital Steering Group	Slippage from 2006/07
Improvement / enhancement study at Barassie Rail Station - South Ayrshire	50,000	Recommended by Capital Steering Group	New Project
A749 cycle route completion - South Lanarkshire	100,000	Recommended by Capital Steering Group	Slippage from 2006/07
CCTV at Chatelherault & Newton Park & Ride - South Lanarkshire	(50,000)	Recommended by Capital Steering Group	Budget Decrease
Feasibility study for extension of Park & Ride facilities at Uddingston - South Lanarkshire	50,000	Recommended by Capital Steering Group	New Project
A726 Chapelton at Mounthilly Road - South Lanarkshire	20,000	Recommended by Capital Steering Group	Slippage from 2006/07
Dalmuir rail station Park & Ride - West Dunbartonshire	(45,000)	Recommended by Capital Steering Group	Budget Decrease

- (iii) approved grant funding where relevant to the authorities as detailed in the report;
- (iv) authorised the Chief Financial Officer to sign the grant funding letters for the projects; and



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- (v) agreed that a more detailed report be submitted to the Strategy & Programmes Committee on the projected delay to the construction of GARL.

**12. Project management support services framework – tender assessment for list of suppliers**

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There was submitted a report (issued) of 7 June 2007 by the Chief Executive,

- (1) informing members that the need to supplement SPT internal resource with specialised project management skills and experience had been identified as a critical area to enable SPT to deliver its wide range of projects and interventions;
- (2) advising members
  - (a) that a key factor when considering utilising external resources was the need for flexibility of services that could be applied across the organisation; and
  - (b) that a framework agreement (approved external consultants capable of supplying appropriate services as and when required) would achieve such flexibility and allow proper management of peaks and demand for services;
- (3) explaining
  - (a) that the Project Management Support Services (PMSS) was structured by way of two options:-
    - Option 1: Project Management Support Services – where the consultant would provide all project management support services to SPT for a specified project; and
    - Option, 2: Project Management Consultancy Seconded Support – where the consultant would provide management support in the form of consultancy secondees for one or more posts in a project team; and
  - (b) that in December 2006, SPT had issued an OJEU notice requesting expressions of interest for the PMSS framework;
- (4) outlining the tender assessment procedure; and
- (5) recommending
  - (a) that the following consultancies be included in the approved SPT list for Option 1 Project Management Support Services;-
    - Scott Wilson
    - Nichols Group
    - Parsons Brinckerhoff
    - Lend Lease
    - Turner and Townsend

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- CPC
  - Gardiner and Theobold
- (b) that the following consultancies be included in the approved SPT list for Option 2 Project Management Consultancy Seconded Support:-
- Scott Wilson
  - Nichols Group
  - Lend Lease
  - CPC
  - Gardiner and Theobold

After consideration, the Partnership approved the recommendation at (5) above subject to the balance between the usage of consultancy staff as oppose to in-house staff being kept under continuing review.

### **13. Larkhall rail project: operation and maintenance costs**

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There was submitted a report (issued) of 13 June by the Assistant Chief Executive (Business Support),

- (1) reminding members of the successful implementation of the Larkhall –Milngavie rail project, involving the construction of new rail lines between Hamilton and Larkhall and between Maryhill and Anniesland the services on which had commenced in December and September 2005 respectively;
- (2) explaining
  - (a) that where rail infrastructure was constructed and funded by a third party, it was standard practice for the third party to fund the operation and maintenance costs of the new infrastructure until it could be incorporated into the Regulated Asset Base for rail facilities;
  - (b) that incorporation of such facilities took place at periodic reviews which were carried out at intervals by the office of the Rail Regulator (ORR); and
  - (c) that as the next review for the transfer of maintenance and operation costs to Network Rail would not take place until April 2009, SPT were liable for those costs from the date of service introduction until April 2009;
- (3) outlining the costs which would be incurred for the operation and maintenance charges for the Larkhall and Anniesland rail projects;
- (4) highlighting that, although funding of the costs on this basis had been included within the Implementation Agreement with Network Rail for the project, formal approval of the Partnership was required for the release of such payments; and
- (5) recommending

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- (a) that the Partnership approve funding for operation and maintenance of the new infrastructure on the Hamilton – Larkhall and Maryhill – Anniesland rail routes from the date of service introduction on those routes until April 2009, up to a maximum figure of £200,00 annually, plus annual indexing to reflect ongoing maintenance costs, with the maximum liability being £775,000; and
- (b) that the costs be funded from the earmarked fund for rail.

After consideration and having Mrs Davidson advise members that SPT had won an award at the Rail Industry Innovation awards in London on 27 June 2007 for the team working on the Larkhall-Milngavie Project, the Partnership

- (i) approved the recommendation at (5) above; and
- (ii) congratulated the Larkhall project team on their award.

#### **14. Subsidised local bus service recommendations**

[Click here to view report](#)

There was submitted a report (issued) of 14 June 2007 by the Assistant Chief Executive (Business Support), advising the committee of the financial impact of members' possible decisions relating to the remaining items on the agenda.

After consideration, the committee 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.

#### **15. Changes to subsidised local bus service contracts**

[Click here to view report](#)

With reference to the minute of the Operations Committee of 16 March 2006 (page 6, paragraph 6) and (page 8, paragraph 7) when that committee had agreed

- (1) subject to the approval of East Ayrshire Council, to award temporary contract 6942T Cumnock – Dalmellington (service 356) to Smiths Coaches at a cost of £1,595 per week from 15 July 2007 to 22 September 2007, in order that further tenders be could be invited for the service; and
- (2) that contract 9581A Three Valleys Ring'n'Ride (service 900) operated by Henderson Travel be amended to incorporate new journeys on service 253 on Sundays at 0637 from Coalburn and 0750 hours from Hamilton at a cost of £80 per Sunday which was equivalent to £4160 per annum, for an experimental period of one year to assess demand,

there was submitted a report (issued) of 20 June 2007 by the Assistant Chief Executive (Customer Services),

- (a) advising members

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- (i) that as contract 6942T Cumnock – Dalmellington operated during the school holiday period when entitled school children would not be carried, East Ayrshire Council had indicated that it would only be prepared to make a maximum contribution of £4,386 towards the operation of the contract, and
  - (ii) that as a result the cost to SPT for the contract period would increase by £4,394;
- (b) informing members that Henderson Travel had now indicated that it would not be able to operate the amended journeys at contract 9581A Three Valleys Ring'n'Ride (service 900) but were willing to meet any additional costs incurred in securing another contractor;
- (c) recommending
  - (i) that the initial cost allocation to SPT for contract 6942T1 Cumnock – Dalmellington (service 356) be increased by £4,394, based on the contract primarily operating as a local bus service during the school holiday period;
  - (ii) that the amendment to contract 9581A agreed at the Operations Committee on 16 March 2007 be not pursued; and
  - (iv) that contract 4874C (Coalburn – Hamilton) be revised to accommodate the journeys referred to at (2) above and awarded to Whitelaws Coaches at a cost of £146 per Sunday, with a charge to Henderson Travel of £66 per week.

After discussion, the Partnership approved the recommendations at (c) above.

## **16. Renewal of subsidised local bus service contracts**

[Click here to view report](#)

There was submitted a report (issued) of 20 June 2007 by the Chief Executive on tenders received for a number of local subsidised bus service contracts due for renewal in July 2007.

After consideration and having heard Mr MacLennan advise members that as the recommended bidder for the operation of contract 4908 Lanark– Sanquhar (service 30) had withdrawn his tender submission within the past few days, the current operator had agreed to extend the present contract from 15 July 2007 to 29 September 2007 at an additional cost of £6,684, the committee agreed

- (1) that contract 4908C Lanark – Sanquhar (service 30) be extended from 15 July 2007 to 29 September 2007 at an additional cost of £6,684 and tenders be re-invited and submitted to the next Operations Committee on 14 September 2007 for members' consideration;
- (2) that contract 66030 Kilmarnock – Beith (service 337) be awarded to Western Buses Ltd at a cost of £575,197 for the contract period, equivalent to £115,039 per annum and funded as shown in the report;

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- (3) that contract 6942G Cumnock – Dalmellington (service 356) be awarded to Smiths Coaches at a cost of £419,752 for the contract period, equivalent to £83,950 per annum and funded as shown in the report;
- (4) that contract 6965 South Ayrshire DRT (service 700) be awarded to Western Buses at a cost of £302,594 for the contract period, equivalent to £106,798 per annum, based on the condition that SPT retained the option to require the evening service to be operated at a cost of £255 per evening and funded as shown in the report;; and
- (5) that contract 6801F Millport – Cumbrae Slip (service 320) be awarded to Cumbrae Coaches at a cost of £75,600 for the contract period equivalent to £15,120 per annum, based on the optional tender submitted for a five year contract and funded from the SPT rural budget.

#### **17. Award of new subsidised local bus service contracts**

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With reference to the minute of the Operations Committee of 19 January 2007 (page 5, paragraph 10) when that committee had agree to invite tenders for the provision of a local bus service between Newarthill and Motherwell Town Centre in the evenings and on Sundays, there was submitted a report (issued) of 15 June 2007 by the Assistant Chief Executive (Customer Services), detailing tenders received for the provision of a subsidised bus service between Newarthill and Motherwell Town Centre.

After consideration, the Partnership

- (1) agreed
  - (a) that contract 4800 Newarthill – Motherwell – North Lodge (service 355) be awarded to First Glasgow at a cost of £185,858 for the contract period, equivalent to £65,597 per annum; and
  - (b) not to award contract 4981F Newarthill – Motherwell; and
- (2) noted that although this contract had not been the lowest tender, it met the tender specification for a DDA compliant vehicle equipped with CCTV saloon coverage and protective film on all passenger windows.

#### **18. Future of subsidised service 210: Lanark – Wishaw General Hospital (contract 9581A)**

[Click here to view report](#)

With reference to the minute of the Operations Committee of 15 September 2007 (page 3, paragraph 5) when that committee had agreed that experimental journeys be introduced at hospital visiting times on contract 9581A (service 210) Lanark – Wishaw General Hospital from Sunday 8 October 2006 to 17 July 2007 at an additional cost of £12,220 per year, there was submitted a report (issued) of 20 June 2007 by the Assistant Chief Executive (Customer Services),

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- (1) recommending that, based on the low levels of patronage and high subsidy cost per passenger, the Partnership agree that these journeys on service 210 should not be continued beyond the agreed contract date; and
- (2) highlighting that alternative links remained in place between Lanark and Wishaw in the evenings and Sundays by rail or by interchange between buses.

After consideration, the Partnership

- (a) approved the recommendation at (1) above; and
- (b) noted that the success of the Community Transport Glasgow (CTG) hospital visiting service (which was administered by SPT) had been noted by other local authorities and the Scottish Executive on the basis that it provided a potential template for improving links to hospitals at visiting times.