

joining up
journeys



partnership minute

Strathclyde Partnership for Transport

Minute of meeting

21 April 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 21 April 2006.

Present:

East Dunbartonshire	Councillor Julia Southcott
East Renfrewshire	Councillor Alan Lafferty
Glasgow	Councillor Jim McNally
Glasgow	Councillor Alan Stewart
Glasgow	Councillor Alistair Watson (Chair)
Inverclyde	Councillor Eric Forbes
North Ayrshire	Councillor Sam Taylor
North Lanarkshire	Councillor Barry McCulloch
North Lanarkshire	Councillor Tom Selfridge
Renfrewshire	Councillor John McDowell
South Lanarkshire	Councillor Eileen Logan
South Lanarkshire	Councillor Chris Thompson
West Dunbartonshire	Councillor Linda McColl

Apologies:

Glasgow	Councillor Irene Graham
North Lanarkshire	Councillor David Fagan
South Lanarkshire	Councillor Davie McLachlan

Attending: Ron Culley, Chief Executive; John F Anderson, Interim Secretary; Valerie Bowen, Assistant Clerk; W Iain Wylie, Director of Corporate Services; Douglas Ferguson, Director of Operations; Valerie Davidson, Interim Chief Financial Officer and Hazel Martin, Head of Rail.

1. Welcome

The Chair introduced to the meeting Ron Culley, the recently appointed Chief Executive of the Partnership, and wished him well in his post.

2. Minute of previous meeting

The minute of the meeting of 24 March 2006 was submitted and approved as a correct record.

21 April 2006

3. Standing Orders relating to business of the Partnership

[click here to view report](#)

With reference to the minute of 12 December 2006 (page 3, paragraph 4) when the Partnership had agreed to adopt the Standing Orders of Strathclyde Passenger Transport Authority, where appropriate, to govern procedures for the carrying out of business at meetings of the Partnership as an interim measure until the Partnership had the opportunity to consider the matter fully, there was submitted a report (issued) of 3 April 2006 by the Interim Secretary

- (1) intimating that The Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005 detailed various matters relating to carrying out the business at meetings of the Partnership which, together with the "Regional Transport Partnerships - Guidance on Membership " published by the Scottish Executive in December 2005 had an impact on the current interim Standing Orders;
- (2) appending proposed new Standing Orders which had been prepared to reflect these changes and other legislative provisions which related to the Partnership; and
- (3) recommending that the Partnership adopt the proposed Standing Orders to govern the procedures for the carrying out of business at its meetings.

After consideration, the Partnership

- (a) agreed that the following wording be inserted at the end of paragraph 3.1.1

"always provided that in order to form a quorum at any meeting of the Partnership at least three of the constituent councils must be represented."; and
- (b) otherwise approved the recommendation at (3) above.

4. Treasury management policy and strategy 2006/2007

[click here to view report](#)

There was submitted a report (issued) of 6 April 2006 by the Interim Chief Financial Officer

- (1) reminding members
 - (a) that the Treasury Management function of Strathclyde Passenger Transport Authority/Executive had been carried out by Glasgow City Council (GCC) financial services department, whilst the day to day management had been overseen by SPT; and
 - (b) that, in the past, as well as managing SPTA/E's outstanding debt, GCC had managed the organisation's cash balances allowing money to be

21 April 2006

drawn down on a daily basis to cover any expenditure needed for that day;

- (2) intimating
 - (a) that as this arrangement was neither advantageous for the new SPT or GCC, from 2006/2007, the function would be carried out solely by SPT;
 - (b) that, to facilitate the change to managing funds in-house, had sought guidance from Sector, leading capital and finance advisors with a strong presence in Scottish local government; and
 - (c) that SPT's treasury management activities would comply fully with legal statute and SPT's regulations;
- (3) highlighting the revised arrangements in relation to managing SPT's surplus balances;
- (4) explaining that as new bank accounts had been opened which were required for day to day transactions together with the investment of surplus funds, authorised signatories were required for these accounts;
- (5) appending
 - (a) a list of SPT's treasury management practices;
 - (b) SPT's counterparty list;
 - (c) SPT's prudential indicators; and
 - (d) SPT's treasury management policy statement; and
- (6) outlining the estimated short and long term interest rate profiles for the financial year 2006/2007 together with the major economic factors which might affect rates during the same period.

After consideration and having heard Mrs Davidson in further explanation, the Partnership

- (i) noted the revised arrangements in relation to the management of SPT's surplus balances and the current treasury policy;
- (ii) approved
 - (A) the authorised signatories for the new accounts as W Iain Wylie, Director of Corporate Services; Valerie Davidson, Interim Chief Financial Officer and Neil Wylie, Corporate Finance Manager; and
 - (B) the treasury strategy for 2006/2007; and
- (iii) agreed a revised overdraft limit of £10m.

21 April 2006

5. Proposed Capital Plan 2006/2007 to 2008/2009

[click here to view report](#)

There was submitted a report (issued) of 12 April 2006 by the Interim Chief Financial Officer

- (1) reminding members that the Partnership had considered previously and agreed in principle a capital investment plan and budget for financial years 2006/2007 to 2008/2009 which had been prepared on submissions received and had included only public transport projects submitted by the former SPTE/A;
- (2) informing members that, since that time, efforts had been concentrated on seeking, reviewing and assessing projects which the twelve constituent authorities would wish to see included within the Partnership's capital investment plan and budget;
- (3) appending papers which detailed individual projects within each of the three priority targets which had been reviewed in light of strategic fit, funding availability and readiness for delivery;
- (4) summarising the capital and investment plan and budget as follows:-

	2006/07	2007/08	2008/09
	£,000	£,000	£,000
Priority 1	33,755	38,274	65,563
Priority 2	4,565	11,101	22,450
Priority 3	4,434	5,328	21,072
Total	42,754	54,703	109,085

- (5) explaining
 - (a) that a further request had been issued to the 12 constituent authorities to receive early information on funding plans outwith the current financial year;
 - (b) that, given that funding would be restricted, it would be necessary to ensure that all projects were reviewed and assessed consistently; and
 - (c) that in preparing the plan, consideration had been given to the complementary nature of some projects and this was reflected in some instances in the prioritisation of the projects;
- (6) informing members
 - (a) that, in terms of funding for 2006/2007, the Scottish Executive had awarded SPT a general capital grant of £25.227m plus a further £9.318m of specific funding for projects including Partick Interchange, Shields Road car park, Croy car park, GARL and the SPT conurbation study;

21 April 2006

- (b) that although total funding for 2006/2007 was £34.545m, this might change marginally to take account of 2005/2006 final adjustments; and
 - (c) that it was normal practice within SPT to set a capital investment plan in excess of the funding available to allow for movement in the actual delivery side of the plan, as small delivery changes could have material financial implications and the financial strategy was always to deliver the available funding in a controlled manner; and
- (7) recommending that the Partnership
- (a) note
 - (i) that the funding available for capital investment in 2006/2007 was £34.545m; and
 - (ii) that a request had been issued to the 12 constituent councils for information relating to future funding requests in 2007/2008 and 2008/2009 and beyond; and
 - (b) approve
 - (i) the list of priority 1 projects for immediate delivery;
 - (ii) the list of priority 2 projects subject to further development work and/or funding becoming available; and
 - (iii) the proposal that further work should be continued on those projects included within priority 3 for delivery in future financial years.

After consideration and having heard Mrs Davidson in further explanation, the Partnership approved the recommendations at (7) above.

6. **The Regional Transport Strategy**

[click here to view report](#)

There was considered and noted a report (issued) of 4 April 2006 by the Chief Executive

- (1) reminding members that there was a statutory duty on the Partnership to produce a Regional Transport Strategy by April 2007;
- (2) intimating that a wide ranging consultation had begun to obtain opinion on the problems, constraints and opportunities pertaining to transport in the region;
- (3) informing members

21 April 2006

- (a) that these views would be used to prepare an Issues and Objectives report which would set out a vision and objectives for transport in the region within the framework of the Scottish Executive's five national transport objectives relating to the economy, environment, transport safety, integration within the transport sector and with other sectors, accessibility and social inclusion; and
- (b) that the report would be developed for consideration by the Partnership at its meeting on 19 May 2006.

7. Conurbation Public Transport Study: Tender award for phases 1 and 2

[click here to view report](#)

After consideration of a report (issued) of 13 April 2006 by the Chief Executive on tenders received for consultancy services for a Conurbation Public Transport Study, the Partnership approved acceptance of the most economically advantageous tender submitted by MVA in the sum of £89,798.

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

[click here to view report](#)

There was submitted a report (issued) of 6 April 2006 by the Chief Executive, informing the Partnership of the latest trends in the number of passengers carried and the reliability of public transport operators' services supported by SPT.

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

9. Subsidised local bus recommendations

[click here to view report](#)

There was submitted a report (issued) of 12 April 2006 by the Interim Chief Financial Officer, advising the committee 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.

10. Future of Cardowan – Glasgow East End subsidised bus services, contract 2810D

[click here to view report](#)

After consideration of a report (issued) of 11 April 2006 by the Chief Executive on the future of contract 2810D Cardowan – Glasgow East End (services 32/33) which was due to expire on 15 July 2006, the Partnership agreed, in view of the tender prices

21 April 2006

submitted, the alternative rail and bus services and the availability of Ring'n'Ride service 600, not to renew contract 2810D.

11. Future of subsidised local bus service 216 Helensburgh – Dumbarton (contract 8924B)

[Click here to view report](#)

After consideration of a report (issued) of 11 April 2006 by the Chief Executive on the future of contract 8924B Helensburgh – Dumbarton (service 216) which was due to expire on 15 July 2006, the Partnership agreed in view of the tender prices submitted and the alternative public transport provision available for the majority of passengers affected, not to renew contract 8924B.

12. Renewal of subsidised local bus service 8 Linwood – Bridge of Weir – Johnstone, (contract 5637F)

[click here to view report](#)

With reference to the minute of the Strathclyde Passenger Transport Authority's Operations Committee of 20 January 2006 (page 10, paragraph 12) when that committee had

- (1) considered, *inter alia*, a request for an enhanced evening service between Glasgow, Linwood and Bridge of Weir by increasing the frequency from every 2 hours to hourly; and
- (2) agreed that a report would be considered at a future date on reviewing the overall provision of bus services between Glasgow, Linwood, Bridge of Weir and Johnstone,

there was submitted a report (issued) of 11 April 2006 by the Chief Executive,

- (a) detailing tenders for contract 5637F Linwood, Bridge of Weir and Johnstone (service 8) (evenings);
- (b) outlining a possible revision to contract 5667 Glasgow – Bridge of Weir – Johnstone (service X6A); and
- (c) seeking the Partnership's views on the appropriate action to be taken for each contract.

After discussion, the Partnership agreed

- (i) that contract 5667 Glasgow – Bridge of Weir – Johnstone (service X6A) be revised from week commencing Sunday 16 July 2006, at an additional cost of £40,920 per annum, by enhancing the evening frequency between Bridge of Weir and Glasgow from every two hours to hourly and by extending all weekday evening journeys to operate from Bridge of Weir via Brookfield to Johnstone Rail Station;

21 April 2006

- (ii) that in view of the revision of contract 5667, no award be made for contract 5637F Linwood, Bridge of Weir and Johnstone (service 8); and
- (iii) that a report would be submitted to the Partnership meeting on 16 June 2006 on proposals to operate all X6A journeys via Braehead Shopping Centre.

13. Renewal of subsidised local bus services funded or partly funded by rail franchise

[click here to view report](#)

There was submitted a report (issued) of 11 April 2006 by the Chief Executive,

- (1) detailing tenders for the renewal of subsidised local bus service contracts which were funded or partly funded by the Rail Franchise; and
- (2) seeking the committee's views on the appropriate action to be taken for each contract.

After discussion, particularly relating to the inadequacies of the bus deregulation regime, the Partnership agreed

- (a) that in order to coincide with the revised start date of the summer rail timetable, the end dates for contracts 2809C Seafar – Cumbernauld Rail Station – Wardpark (service 346) and 4833D Greenhills – Hairmyres Rail Station (service 399) be extended from 20 May to 10 June 2006 and consequently any award for replacement contracts would commence on 11 June 2006;
- (b) that contract 2876 Seafar - Cumbernauld Town Centre - North Carbrain (service 343) be awarded to Jay Coach Travel at a total cost of £208,297 for the contract period, equivalent to £67,555 per annum, based on the various changes to service provision as detailed in the report and on the use of a low floor bus in SPT livery and funded £113,584 (54.53%) by means of a draw from the Rail Reserve and £94,712 (45.47%) from the mainstream bus budget;
- (c) that contract 4833E Greenhills – Hairmyres Railway Station (service 399) be awarded to Henderson Travel based on the alternative tender submitted to use a smaller vehicle than originally specified at a cost of £47,495 for the contract period, equivalent to £14,998 per annum to be fully funded by means of a draw from the Rail Reserve; and
- (d) that in view of contract 2876 being awarded, not to award the following contracts:-

Contract 2872, Cumbernauld Town Centre – Wardpark North;

Contract 2873, Cumbernauld Railway Station – Wardpark North;

21 April 2006

Contract 2874, Cumbernauld Railway Station – Wardpark North; and

Contract 2875, Cumbernauld Town Centre (Seafar and North Carbrain).

14. Proposed changes to subsidised local bus services

[click here to view report](#)

There was submitted a report (issued) of 12 April 2006 by the Chief Executive requesting the Partnership's approval to change a number of local subsidised bus services.

After consideration, the Partnership agreed

- (1) that contract 6443 Kilmarnock – Southcraig (service 332) be operated on a revised route in Kilmarnock Town Centre from 16 July 2006;
- (2) that contract 5603D Shawlands – Pollok (service 374) be operated on a revised timetable via Kennishead and Cowglen rather than Darnley and Nitshill effective from 5 June 2006; and
- (3) that contract 6801T Millport – Cumbrae Slip (service 320) be awarded to Cumbrae Coaches at a cost of £80 per Friday to operate on an experimental basis between 28 April and 20 October 2006.

15. Revisions to subsidised bus services 330 and 331 Greenock – Pennyfern/Branchton (Contract 7913F)

[click here to view report](#)

With reference to the minute of the Strathclyde Passenger Transport Authority's Chair's Committee of 6 May 2005 (page 1, paragraph 3) when that committee had agreed to award contract 7913F Greenock/Pennyfern/Overton/Branchton to Slaemuir Coaches in the sum of £144,924 for the contract period, equivalent to £48,308 per annum, there was submitted a report (issued) of 6 April 2006 by the Chief Executive,

- (1) informing members
 - (a) that in October 2005, Slaemuir Coaches had notified SPT that it was experiencing great difficulty in negotiating safely Pennyfern Road and Forfar Road due to the presence of parked cars on both sides of the road; and
 - (b) that over a period of several days, the bus had been involved in some slight accidents which had resulted in minor damage to the bus and parked cars;
- (2) explaining that it was believed that the problems had arisen since conversion of these services at contract renewal date in July 2005 to DDA-compliant vehicles which were slightly larger than the previous vehicle type;
- (3) advising members

21 April 2006

- (a) that in view of the accidents, Slaemuir Coaches had intimated to SPT that it was unwilling to continue to operate along these roads and after consultation with Inverclyde Council who were anxious that the service should not be withdrawn, SPT had agreed to a temporary arrangement with the operator whereby, in order to maintain the services, a smaller dimension step entrance vehicle could be used on the contract; and
 - (b) that although this did not meet the contract specification, the operator had indicated that he did not propose to reduce the contract price whilst this problem existed, given that he did acquire the appropriate vehicle for operation of the service and still had to meet the ongoing financial costs;
- (4) outlining a programme of works proposed by Inverclyde Council and already underway at various locations to attempt to address the parking issues; and
- (5) recommending that the Partnership agree that the operator could use a non-compliant vehicle on the contract on a temporary basis to permit the service to continue.

After consideration, the Partnership

- (i) noted the contents of the report;
- (ii) approved the recommendation at (5) above; and
- (iii) agreed that following the completion of all work by Inverclyde Council, a further report would be submitted to the Partnership to confirm whether this had enabled resumption of use of the DDA vehicle or whether an alternative course of action involving re-routing of the service might require to be considered.

16. Requests for subsidised local bus services

[click here to view report](#)

There was submitted a report (issued) of 5 April 2006 by the Interim Director General, advising members of various requests for the provision of subsidised local bus services.

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 (b) to (e), (g) to (k) and (m) of the report; and
- (2) approved the recommendations in respect of the undernoted requests: -

21 April 2006

Request

Decision

Provision of a bus service to Ardgowan View, Inverkip.

(item a)

The Partnership agreed that although no action would be taken at present, the request would be kept under review due to the possible development of a new housing estate within the area.

Provision of evening bus journeys on services 89/90 in the Dalmarnock area

(item f)

The Partnership agreed to invite tenders for the entire route of services 89/90 and between Springburn and Patrick, both in line with guideline criteria, given that this and other areas previously covered by those services did not have access to alternative transport within reasonable walking distance.

Provision of a Sunday bus service to Hayhill and Sinclairston, near Drongan, East Ayrshire

(item l)

The Partnership agreed to accommodate the request if subsidised bus service 347 between Drongan and Rankinston could be altered at no additional cost.

17. Register of Tenders

The Authority noted that the Register of Tenders listing contracts awarded by SPTA/E from 1 October 2005 to 31 March 2006 was available for inspection after the meeting.

18. Additional Item

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

19. Conference

The Partnership approved members' attendance at an RTP Members' Conference, sponsored by the Scottish Executive, on Thursday, 11 May, 2006 at the Dunblane Hydro Hotel.



21 April 2006

20. Update from Mr Culley

Following a request from the Chair, Mr Culley advised members that since he had taken up post as Chief Executive of the Partnership, he had been meeting with SPT staff, council leaders and senior staff from various local authorities, and had been in Edinburgh meeting the Minister, advisors and other stakeholders. He intimated that it was evident that all sought a good relationship with SPT and hoped that it would continue as SPT carried out its aims and aspirations in the future.