

joining up
journeys



committee minute

Strathclyde Partnership for Transport

Minute of Chair's Committee

31 August 2006

held in Consort House, Glasgow

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Minute of the meeting of the Strathclyde Partnership for Transport Chair's Committee held in Consort House, Glasgow, on 31 August 2006.

Present Councillors Alistair Watson (Chair), David McLachlan and Tom Selfridge.

Attending Ron Culley, Chief Executive; Valerie A Bowen; Assistant Clerk; Valerie Davidson, Acting Assistant Chief Executive (Business Support) and John Halliday, Acting Assistant Chief Executive (Transport & Strategy).

Also attending Councillor Julia Southcott.

1. Exclusion of press and public

The Committee agreed that the press and public be excluded from the business on the agenda it being considered that otherwise there would be disclosure to them of exempt information in terms of paragraph 9 of Part 1 of Schedule 7A to the Local Government (Scotland) Act 1973.

2. Glasgow Airport Rail Link (GARL) – BAA/Glasgow Airport Ltd Agreement

There was submitted a report (tabled) of 31 August 2006 by the Chief Executive

- (1) informing members
 - (a) that, whilst the GARL Private Bill had been drafted with provision to purchase the land required for the infrastructure under compulsory purchase powers, it was widely accepted that it was preferable for parties to reach a mutually acceptable agreement through negotiation; and
 - (b) that, as one element of BAA's objection to the GARL Bill was that the Bill contained compulsory purchase powers, a strategy had been adopted that sought to reach an agreement between SPT as the promoter and BAA as the airport operator in an attempt to avoid the compulsory purchase procedure and minimise the cost to the public purse by avoiding such procedures that could bring with them a significant risk of time delay;
- (2) listing BAA's principal requirements which had been established following protracted negotiations;
- (3) explaining
 - (a) that it had been deemed necessary to enter into an agreement with Network Rail, whom it was envisaged would operate and maintain the

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rail infrastructure in due course, to the effect that any third party agreement would require Network Rail's agreement before signing; and

- (c) that the BAA agreement would fall under this purview;
- (3) advising members
- (a) that, although SPT were expected to secure funding contributions for the project, there was a working assumption that Transport Scotland would be the primary funder of GARL; and
 - (b) that a written undertaking from Transport Scotland had not been secured to date in respect of the BAA agreement proposals;
- (4) highlighting the risks associated with the agreement; and
- (5) recommending that the Committee
- (a) agree that SPT enter into an agreement with BAA on the terms outlined in the report, subject to the necessary agreements from Transport Scotland and Network Rail; and
 - (b) approve the conclusion of matters of detail within the agreement on the understanding that matters which might have a material impact on SPT's liability be brought back for consideration.

After consideration, the Committee

- (i) approved the recommendations at (5) above;
- (ii) agreed that the Bill should not be amended to remove the compulsory purchase powers in respect of the land at the airport; and
- (iii) noted that, as other agreements might require to be approved at short notice, further Chair's Committees might be required.