

*joining up
journeys*



partnership minute

Strathclyde Partnership for Transport

Minute of special meeting

8 January 2007

held in Consort House, Glasgow

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Minute of the special meeting of the Strathclyde Partnership for Transport held in Consort House, Glasgow, on 8 January 2007.

Present:	East Dunbartonshire	Councillor Julia Southcott
	East Renfrewshire	Councillor Alan Lafferty
	Glasgow	Councillor Irene Graham
	Glasgow	Councillor Eamon Fitzgerald (deputy)
	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 Tom Selfridge
	Renfrewshire	Councillor John McDowell
	South Lanarkshire	Councillor Davie McLachlan
	South Lanarkshire	Councillor Chris Thompson
	West Dunbartonshire	Councillor Linda McColl
	Appointed Member	Liz Connolly
	Appointed Member	Thomas Hart
	Appointed Member	Alan Malcolm
	Appointed Member	Gavin Scott
	Appointed Member	Bill Ure

Apologies:	Glasgow	Councillor Alan Stewart
	South Ayrshire	Councillor Margaret Toner
	North Lanarkshire	Councillor David Fagan
	North Lanarkshire	Councillor Barry McCulloch
	South Lanarkshire	Councillor Eileen Logan

Attending: Ron Culley, Chief Executive; Valerie Davidson, Secretary; Gordon MacLennan, Assistant Chief Executive, Customer Services and John Halliday, Assistant Chief Executive, Transport and Strategy.

Also attending George Vincent, Glasgow City Council.

1. Clyde Fastlink project

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There was submitted a report (issued) of 2 January 2007 by the Assistant Chief Executive (Transport and Strategy),

- (1) updating members on the partnership working arrangements to progress the development of the Fastlink project which proposed a high-quality "tram-like" bus service using articulated vehicles for the north bank of the River Clyde;

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- (2) advising members that the Clyde Fastlink proposal had been 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 identified three key elements:-
- an initial phase serving the Clyde Harbour development on the north bank of the River Clyde from the Glasgow city centre to the Clyde Harbour development;
 - an extension of the first phase on the north bank as far as Clydebank, and on the south bank to Renfrew, Paisley and potentially as far as Glasgow Airport. These extensions would take any proposed system through the Renfrewshire Council and West Dunbartonshire Council areas; and
 - the development of a wider system that would link other areas of the conurbation. Although not defined the wider system could possibly serve new routes to the east end of the city (e.g. Clyde Gateway), Kirkintilloch and the south side (potentially the Cathcart area or as far as Newton Mearns);
- (3) reminding members
- (a) that following a number of discussions with Glasgow City Council (GCC) and SPT, it had been agreed that should the Clyde Fastlink project be taken forward as a wider project covering more than one local authority area, it would be more appropriate for SPT to take the lead role in promoting the project; and
 - (b) that GCC had continued with the development of Phase 1 Glasgow City Centre – Glasgow Harbour and had been asked to develop in parallel with the work on Phase 1 an initial appraisal for the extensions to Clydebank and Renfrew and report back by the end of the calendar year;
- (4) intimating that as the Clyde Fastlink project was not included in the Scottish Executive's list of committed projects and that it was unlikely that a commitment would be given ahead of the forthcoming 2007 major projects review, it was therefore timely that further work was undertaken to establish it as part of the transport solution for the Clyde Waterfront development area; and
- (5) seeking approval to enter into detailed discussion with the Scottish Executive, with a view to securing an agreement to fund the Clyde Fastlink project for its various phases.

Thereon, there was introduced to the meeting, Mr George Vincent, Clyde Fastlink Project Manager, Glasgow City Council who gave a presentation which

- (i) outlined the progress made with Phase 1 of the Clyde Fastlink project which was now at a significantly advanced stage of development;

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- (ii) detailed the outcome of the feasibility studies which had been carried out for Phase 2 Southern General Hospital – Braehead and Renfrew and Phase 3 Clydebank and Golden Jubilee Hospital;
- (iii) suggested
 - (A) that a funding bid should be made to the Scottish Executive for a sum of £6m to allow detailed development of Phases 2 and 3 of the Clyde Fastlink Regional Project to the same level as Phase 1; and
 - (B) that a funding bid should be made to the Scottish Executive and also for the sum of £42m for the construction and operation of the Clyde Fastlink Phase 1.

After considerable discussion and having heard Mr Halliday and Mr Vincent in answer to members' questions, the Partnership,

- (I) noted the positive progress on the Clyde Fastlink proposals; and
- (II) agreed
 - (aa) to enter into immediate dialogue with the Scottish Executive with a view to developing the project and securing funding;
 - (bb) that a developed proposal would be submitted to the next meeting of the Partnership on 23 February 2007; and
 - (cc) that GCC should be asked to submit a report on flood prevention measures for the Clyde Corridor to a future Partnership meeting.

2. Transport models development – integration of SITLUM with SITM

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There was submitted a report (issued) of 14 December 2006 by the Chief Executive,

- (1) advising members of various developments to improve the integration of SPT's two main transportation planning models Strathclyde Integrated Transport Model Version 4 (SITM4) and Strathclyde Integrated Transport Land Use Model (SITLUM);
- (2) informing members
 - (a) that following a scoping study to determine how improved integration of the SITM4 and SITLUM models might be achieved, a series of models had been identified enabling packages of work to be undertaken to develop SITLUM and provide a facility for robust integrated operation with SITM4; and

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- (b) that the work would improve the functionality of SITLUM and allow the choice of either integrated or stand alone use of the two models when appropriate;
- (3) recommending that the Partnership approve the use of sole supplier TRL, in association with David Simmonds Consultancy to undertake a two phase process to develop the SITLUM policy and land-use model at a total cost of £172,000;
- (4) highlighting that the first phase would be programmed between January – March 2007 at a cost of £94,728 and the remainder after March at a cost of £77,272; and
- (5) explaining
 - (a) that although funding for the proposed model development would be met from the Transport Model Development Budget which was in place before the scoping study had been completed, it did not fully cover the costs of the envisaged development; and
 - (b) that as there was an underspend in the Ayrshire Model Development Budget, it would be appropriate to use part of that allocation to finance the proposed improvements and recalibration of the SITM.

After discussion and having heard Mr Halliday in answer to members' questions and advise members that there was still provision in the Ayrshire Model Development Budget for future model development in Ayrshire, the Partnership approved the recommendation at (3) above.