

*joining up  
journeys*

**SPT**

partnership minute

## **Strathclyde Partnership for Transport**

### **Minute of meeting**

**14 December 2007**

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 14 December 2007.

<b>Present:</b>	Argyll and Bute	Duncan McIntyre
	East Renfrewshire	Eddie Philips
	Glasgow	Douglas Hay
	Glasgow	Tommy Morrison
	Glasgow	George Roberts
	Glasgow	Alistair Watson (Chair)
	Renfrewshire	Marie McGurk
	North Ayrshire	John Reid
	North Lanarkshire	Robert Burrows
	North Lanarkshire	David Fagan
	North Lanarkshire	Kaye Harman
	South Ayrshire	Bill McIntosh
	South Lanarkshire	Eileen Logan
	West Dunbartonshire	William Hendrie
	Appointed Member	Thomas Hart
	Appointed Member	Alan Malcolm
	Appointed Member	Niall McGrogan
	Appointed Member	Gavin Scott
	Appointed Member	Bill Ure

<b>Apologies:</b>	East Ayrshire	Robert McDill
	Glasgow	Ruth Simpson
	Inverclyde	David Wilson
	South Lanarkshire	David McLachlan
	South Lanarkshire	Chris Thompson
	Appointed Member	Liz Connelly
	Appointed Member	Alan Wilson

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

### 1. Minute of previous meeting

The minute of the meeting of 12 October 2007 (issued) was submitted and approved as a correct record, subject to the inclusion of Councillor Burrows in the list of apologies.

### 2. Committee minutes

The minutes (issued) of the undernoted committees were noted, subject to "P" paragraphs contained therein which were approved:-

14 December 2007

- (1) Chair's Committees of 16 October and 2 November 2007;
- (2) Operations Committee of 2 November 2007;
- (3) Strategy & Programmes Committee of 16 November 2007; and
- (4) Audit and Standards Committee of 16 November 2007.

### **3. Comprehensive Spending Review – SPT Response to Parliament**

[Click here to view report](#)

There was submitted a report (issued) of 29 November 2007 by the Assistant Chief Executive (Business Support),

- (1) advising members that the Comprehensive Spending Review (CSR) set the government's financial agenda and priorities for the next three years for all public organisations;
- (2) enclosing SPT's response to the Transport and Climate Change Committee of the Scottish Parliament, in response to the recent CSR announcement on 14 November 2007;
- (3) explaining
  - (a) that although SPT had previously been advised that the revenue funding in support of DRT, rural transport and community transport would be given direct to SPT as the delivery body, the CSR had proposed that funding for those areas be included in the local government settlement instead expected on 13 December 2007 and would not be protected automatically;
  - (b) that as a result of this change of policy there was a risk on a regional basis to the delivery of services which supported socially necessary services in areas where the commercial market failed; and
  - (c) that consequently, support to economic growth could be undermined; and
- (4) suggesting that the announcement to continue capital support to SPT should be welcomed and would allow SPT to determine its investment plans for services it delivered directly, whilst acknowledging that the alternative funding sources in support of larger scale investment would continue to be sought.

After discussion and having heard Mrs Davidson advise members that officers were currently in the process of analysing the outcome of the local government settlement, the Partnership approved SPT's response.

14 December 2007

#### 4. Proposed amendments and additions to the capital programme as at 10 November 2007

[Click here to view report](#)

With reference to the minute of

- (1) 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 £28.800m; and
- (2) the Strategy and Programmes Committee of 16 November 2007 (page 2, paragraph 3) when that committee had approved amendments to the capital programme of -£3.061m resulting in a revised projected outturn of £36.971m,

there was submitted a report (issued) of 27 November 2007 by the Assistant Chief Executive (Business Support)/Treasurer,

- (a) providing a financial analysis of the capital programme budget and actual spend as at 10 November 2007 (period 8) in summary by service and in detail by project, which highlighted an actual spend to date of £7.726m;
- (b) appending a list of further proposed amendments to the value of £387,500 which, if approved, would result in a projected outturn of £37,358,550;
- (c) detailing the financial implications of these amendments for the overall 2007/08 capital programme;
- (d) informing members that although there was still an overall shortfall of £0.943m to meet SPT's minimum general capital grant level, consideration was being given to other areas of potential spend with various projects currently being assessed for strategic fit to the Regional Transport Strategy; and
- (e) explaining that it was anticipated that projects would be recommended for approval, and the shortfall removed, to a future committee.

After consideration, the Partnership agreed the following amendments to the 2007/08 capital programme:-

Capital Project	Value (£)	Justification	Status
Govan Interchange – detailed design	(7,000)	Project transferred to property division to progress. No further expenditure anticipated for current financial year	Budget reduction
St Enoch's refurbishment	3,000	Cost overrun from financial year 2006/07	Slippage 2006/07

Strathclyde Partnership for Transport

14 December 2007

Partick Bus Station electronic information & CCTV installation	(130,000)	Rephasing of the overall Partick interchange project	Budget reduction
Travel Point roll out	7,000	Establishment of travel points in 10 of North Lanarkshire 'First Stop Shops'	Budget increase
Bus lay-bys at Eastwood Toll	100,000	Extension and improvement of Fenwick Road bus bays immediately north of Eastwood Toll	New project
Bus shelter in Abercorn Street, Paisley	15,000	Installation of bus shelter in location used regularly but currently has no facilities	New project
Rail station car parking - Kilwinning	(100,000)	Network Rail had now obtained other funding streams to deliver this work	Budget reduction
Hyndland / Gartnavel Study	30,000	Project to be taken forward by Transport Scotland in partnership with SPT. Final payment to consultant	Budget increase
Rail Station car parking – Irvine	(80,000)	Network Rail to fund up to GRIP 3 stage themselves. No funding required from SPT to that stage	Budget decrease
Train management system & CIS upgrade	79,000	Additional variations on project and cost overruns from 2006/07	Budget increase
Subway crash bollards	300,000	Installation of crash bollards at Subway Stations to improve the security of Subway infrastructure	New project
Station improvements	4,500	Cost overrun from 2006/07	Budget increase
Upgrade and refurbish escalators	3,000	Cost overrun from 2006/07	Budget increase

14 December 2007

Rail replacement	70,000	To cover additional stock issues and cost overruns from 2006/07	Budget increase
Life extension of autocouplers	(47,000)	Delays in obtaining parts from outside suppliers	Budget decrease
Upgrading service management tool	30,000	Purchase of new module to provide a fit-for-purpose database	New project
New computer, network & telephony equipment	20,000	Due to increased demand for equipment	Budget increase
XP Project roll out consultancy	40,000	To fund further consultancy to complete the XP upgrade project	Budget increase
Configuration management & infrastructure improvements	50,000	To install a robust configuration management system/scheme for SPT's desktop and server infrastructure.	Budget increase

## 5. East – West Regeneration link – project inception

[Click here to view report](#)

There was submitted a report (issued) of 4 December 2007 by the Assistant Chief Executive (Transport and Strategy)

- (1) outlining the background to the Clyde Gateway Initiative which was a multi-agency project set up to tackle the physical and economic decline of a large part of the east end of Glasgow and South Lanarkshire;
- (2) informing members that, in view of the regeneration of the Clyde Gateway and in recognition of Glasgow's successful bid to host the 2014 Commonwealth Games, investigations were being carried out to provide potential new transport links;
- (3) detailing the outcome of a high level investigation commissioned through Grant Thornton to determine as an initial appraisal whether or not there was merit in developing proposals for a segregated link to the Clyde Gateway regeneration area;
- (4) enclosing as an appendix to the report, a potential route for an east-west transport link;
- (5) advising members

14 December 2007

- (a) that following the initial investigation, it was proposed to develop an appraisal of the transport options to meet the identified demand for the Clyde Gateway regeneration area; and
  - (b) that it was estimated that the cost of the appraisal for the first stage feasibility would be £250,000 and would be concluded in 2008; and
- (6) concluding
- (a) that whilst the limits of the investigations were understood, there was merit in investigating further the potential for a transport system which served the corridor between the Clyde Gateway and the city centre; and
  - (b) that it had been established also that linkages to the Clyde Waterfront regeneration area could yield patronage which would further support the connectivity offered by the East-West regeneration Link.

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

- (i) noted
  - (A) the high level investigation undertaken to look at the potential for an east – west link; and
  - (B) that the system could achieve a demand of up to 1,600,000 passengers each year, whilst the projected costs ranged from £60m to 210m; and
- (ii) agreed
  - (A) that a detailed appraisal be undertaken to identify the feasible options and cost for a public transport link between the Clyde Gateway and the city centre;
  - (B) that the proposed appraisal should look at the potential synergies and added values of linkages with Clyde Fastlink and Crossrail;
  - (C) that the proposed appraisal should identify options for appropriate systems including the potential for joint running on the existing heavy rail suburban rail network;
  - (D) that the potential for developer contributions in partnership with Glasgow City Council be explored; and
  - (E) that, in light of the new government funding arrangements, early representation be made to Transport Scotland and the Scottish Government regarding funding for the project.

14 December 2007

## 6. Variation in order of business

In terms of Standing Order no. 3.4, the Partnership agreed to vary the order of business as hereinafter minuted.

## 7. SPT's role in transport for the Commonwealth Games 2014

[Click here to view report](#)

There was submitted a report (issued) of 26 November 2007 by the Assistant Chief Executive (Transport and Strategy)

- (1) reminding members that Glasgow had been selected as the host city for the Commonwealth Games in 2014;
- (2) highlighting that a key success in the bid had been the high quality of the region's public transport network and its proven ability to meet the transport needs of major international sporting events;
- (3) outlining significant opportunities for SPT involvement in terms of the planning, project development, operation, facilitation and coordination of transport for the Commonwealth Games 2014 in Glasgow; and
- (4) seeking the Partnership's approval for SPT to liaise with the Games Organising Committee, Glasgow 2014 Ltd, the Scottish Government and other relevant partners to promote SPT involvement in the planning, development, organisation and delivery of transport arrangements for the Commonwealth Games.

After discussion and having heard the Chair congratulate the First Minister, the Leader of Glasgow City Council and the respective parties involved in the delivery of the Games to Glasgow, the Partnership agreed

- (a) that SPT officers should pursue a clear role for SPT with the relevant Games organising bodies;
- (b) that officers be remitted to secure the necessary funding and commitments that would be necessary for the delivery of the initiatives detailed in the report;
- (c) that a delegation of members and officers visit Transport for London to investigate their plans for the Olympic Games in 2012; and
- (d) that further reports should be provided on engagement and funding during the period leading up to the Games.

## 8. CCTV Stage 12

[Click here to view report](#)

There was submitted a report (issued) of 28 November 2007 by the Assistant Chief Executive (Transport and Strategy)



14 December 2007

- (1) seeking the Partnership's approval for the installation of CCTV at the following rail stations by way of grant funding ScotRail £1,300,000 from the 2007/08 capital programme:-
  - Alexandra Parade;
  - Anderston;
  - Barnhill;
  - Bowling;
  - Dalmarnock;
  - Fort Matilda;
  - Hillfoot;
  - IBM Halt;
  - Inverkip;
  - Langbank;
  - Maybole; and
  - Thorntonhall;
- (2) informing members that the proposal also included minor improvements to the CCTV systems at Carstairs and Paisley Gilmour Street stations as detailed in the report;
- (3) explaining
  - (a) that in order to fund the on-going costs of operating CCTV equipment for the period between project implementation and the next rail franchise it was the intention to draw funds from SPT general reserves (previously the earmarked fund for rail); and
  - (b) that a cost of £5,700 per station per annum until the end of the current franchise would cover the transmission line, rental, router maintenance and utilities only with an additional cost of £100,000 being incurred for additional staffing to monitor the increased number of screens in the control centre in Paisley.

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

- (i) approved the expenditure of £1,300,000 from the 2007/08 capital programme to fund the installation of CCTV at the 12 new station sites and the minor amendments to the further 2 stations by way of grant funding First ScotRail;
- (ii) agreed
  - (A) that the project be taken forward by funding the ongoing costs of £168,400 per annum to the end of the First Scotrail franchise from SPT general reserves;
  - (B) that a contribution be sought from IBM towards the project; and
- (iii) authorised the Chief Financial Officer to sign the grant funding letters and the payments for the on-going operating costs.

## 9. Vacation of Chair

At this point in the proceedings, Councillor Watson vacated the Chair and Councillor Fagan took the Chair for the remainder of the meeting.

## 10. Easterhouse rail station car park extension

[Click here to view report](#)

With reference to the minute of the Partnership of 23 February 2007 (page 8, paragraph 12) when the Partnership had agreed, *inter alia*, to grant fund First ScotRail to the sum of £228,548 from the 2006/07 capital budget to extend and upgrade the car parking facilities at Easterhouse rail station, there was submitted a report (issued) of 23 November 2007 by the Assistant Chief Executive (Transport & Strategy)

- (1) informing members
  - (a) that following a tendering exercise carried out by First ScotRail for the construction works at Easterhouse rail station, the tender report received had shown a range of project costs between £372,073 and £507,367 from 3 contractors; and
  - (b) that First ScotRail had stated that current market conditions, inflation and paying a premium to keep the car park operational during construction, had all been factors in the prices received;
- (2) advising members that, following a cost reduction exercise carried out to offer a lower priced option more in line with the grant funding, First ScotRail had indicated that by removing elements such as re-surfacing the existing car park, landscaping and some drainage could bring the costs down to £314,303, subject to negotiation with the contractor on the exact savings;
- (3) explaining that although there was potential to reduce the scope of the project, any reduction would significantly detract from the completed scheme as the new entrance and new car parking spaces would be linked by the old car park which was not resurfaced or updated; and
- (4) recommending that the Partnership, in order to achieve the full benefits of the scheme and maintain SPT's policy to provide and promote park and ride facilities,
  - (a) agree that the full scope be delivered at Easterhouse rail station at a total project cost of £372,073, based on the tenders received;
  - (b) approve additional expenditure of £143,525 to come from the 2007/08 capital budget by way of grant funding First ScotRail; and
  - (c) authorise the Chief Financial Officer to sign the grant funding letter.

After discussion, the Partnership approved the recommendation at (4) above.

14 December 2007

## 11. SPT Disability Equality Scheme 2007 - 2010

[Click here to view report](#)

There was submitted a report (issued) of 12 November 2007 by the Assistant Chief Executive (Transport and Strategy)

- (1) informing members that since 1 April 2007, SPT had been subject to a specific Disability Equality Duty under the Disability Discrimination Act 2005, following enactment of the Disability Discrimination (Public Authorities) (Statutory Duties) (Scotland) Amendment Regulations 2007;
- (2) advising members
  - (a) that the duty aimed to end discrimination against disabled people in accessing public services and employment, encouraged the positive promotion of equality and also the need to address the root causes of disability discrimination; and
  - (b) that part of that duty was to publish a Disability Equality Scheme (DES);
- (3) enclosing SPT's proposed DES for the period 2007 - 2010 which contained a series of objectives and actions which SPT would undertake to address issues relating to disability for both employees and service users;
- (4) intimating that adoption and publication of the scheme would ensure that SPT continued to position itself as a modern, progressive organisation, took the need of its employees and service users seriously and was taking steps to address inequalities faced by disabled people;
- (5) explaining
  - (a) that although legislation required that SPT publish the scheme by 3 December 2007, a statement on the existence of the DES had been placed on SPT's web site noting that the document would be available post 14 December 2007, subject to the Partnership's approval; and
  - (b) that the Commission for Equality and Human Rights, the regulatory body for the disability equality duty had been informed of the timescales; and
- (6) highlighting that progress and performance in achieving the outcomes of the Disability Equality Scheme would be reported to the Partnership on an annual basis.

After discussion, the Partnership approved SPT's proposed Disability Equality Scheme for 2007 – 2010, subject to the minor amendments made at the meeting.

## 12. Community plans and single outcome agreements

[Click here to view report](#)

There was submitted a report (issued) of 22 November 2007 by the Assistant Chief Executive (Business Support)

14 December 2007

- (1) reminding members that SPT was a statutory partner in the community planning structure of all 12 constituent authorities (including the Helensburgh and Lomond area of Argyll and Bute);
- (2) highlighting that SPT to be seen as participating meaningfully, had to be able to describe its work within local authority areas in terms of outcomes which would fit in with these local authorities' community planning arrangements;
- (3) informing members
  - (a) that, as detailed in the Concordat agreed between COSLA and the Scottish Government, each local authority was required to reach a Single Outcome Agreement (SOA) with the Scottish Government at the earliest opportunity, based on the national outcomes and under a common framework, local outcome to take account of local priorities;
  - (b) that the SOA would cover all local government services in each local government area, including a significant range of the responsibilities of Community Planning Partnerships where local authorities had a significant part to play; and
  - (c) that although the initial agreements would be with each of the 32 councils, there was the possibility of agreements with Community Planning Partnerships at a future stage;
- (4) advising members
  - (a) that as part of an initiative to work in partnership with SPT's constituent councils, SPT had identified an ambassador for each council from the senior members of SPT staff;
  - (b) that each ambassador had a responsibility for preparing a report on transport outcomes for their constituent councils by 8 February 2008 which would be transmitted by the Chief Executive of SPT to the Chief Executives of each of the 12 Local Authorities; and
  - (c) that the reports would form a basis for local authorities and community Planning Partnerships to be in a position to draw upon them for their own SOAs and should outline SPT's analysis of each council's transport needs and opportunities, SPT's key objectives for the next three years, together with monitoring arrangements and milestones to be achieved within defined timescales;
- (5) explaining
  - (a) that by preparing such individual reports for each local authority, SPT required to ensure that anything which was listed within the report as a local objective was progressed within the timescale laid out; and

14 December 2007

- (b) that these reports would also create an opportunity for local authority and Community Planning Partnerships to comment on SPT ambitions allowing adjustments to be made where appropriate in light of the feedback received; and
- (6) enclosing as an appendix to the report, a report which had been produced in support of East Ayrshire Council.

After discussion and having heard Mr McGrogan advise members that he would be happy to facilitate a meeting in January 2008 with the appropriate healthcare representatives and SPT ambassadors to examine the issue of public transport access to healthcare, the Partnership approved SPT's approach to engagement with partners in the delivery of Community Plans and Single Outcome Agreements.

### **13. Partick rail station redevelopment – project progress**

[Click here to view report](#)

With reference to the minute of the Partnership of 11 October 2007 (page 10, paragraph 7) when the Partnership had

- (1) considered a report on the progress of the Patrick interchange redevelopment project; and
- (2) agreed that a high level programme and project time frame would be submitted to this meeting of the Partnership,

there was submitted a report (issued) of 5 December 2007 by the Assistant Chief Executive (Transport and Strategy)

- (a) detailing the progress made on the Patrick interchange redevelopment project during the period October to December 2007;
- (b) enclosing as an appendix to the report, a high level programme which outlined the project timescales in relation to the following works:-
  - concourse works area;
  - platform works, westbound lift and fire escape area;
  - Subway and eastbound area; and
  - westbound escalator area;
- (c) explaining
  - (i) that the project continued to be complicated by foundation related work; and
  - (ii) that such work had an element of the unknown and thereby continued to be a risk for the project; and
- (d) highlighting that the contractor had now indicated a revised programme of works which had identified a completion date of the end of September 2008.

14 December 2007

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

- (A) agreed that future reports on the progress of the Partick Interchange redevelopment project should include a monitor of progress against the project plan; and
- (B) otherwise noted the terms of the report.

#### **14. Media report**

[Click here to view report](#)

There was submitted a report (issued) of 6 December 2007 by the Assistant Chief Executive (Business Support),

- (1) enclosing a report summarising the media coverage on SPT's activities during the months of September and October 2007;
- (2) highlighting that these reports were instrumental in determining whether SPT was being successful in delivering clear and concise information on all its activities and projects and supported SPT's aim of ensuring that information was accessible to all; and
- (3) explaining that the commentary within the reports was an analysis by the media monitoring company Pressdata and was not that of SPT directly.

After discussion and having heard Mrs Davidson in answer to members' questions, the Partnership noted the terms of the report.

#### **15. Register of Tenders**

The Partnership noted that the Register of Tenders listing contracts awarded from 1 July to 30 September 2007 was available for inspection after the meeting.