

Strathclyde Partnership for Transport minute of Strategy & Programmes Committee meeting

2 February 2007

held in Consort House, Glasgow

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Minute of the meeting of the Strathclyde Partnership for Transport Strategy & Programmes Committee held in Glasgow on 2 February 2007

Present Councillors Alistair Watson (Chair), David Fagan, Irene Graham, Alan Lafferty, Davie McLachlan, Jim McNally and Sam Taylor and appointed members Alan Malcolm and Gavin Scott.

Apologies Councillors Duncan McIntyre, Al Reay (Deputy), Julia Southcott, Chris Thompson and appointed members Liz Connolly and Alan Wilson.

Attending John Anderson, Clerk; Valerie A Bowen, Assistant Clerk; Ron Culley, Chief Executive; John Halliday, Assistant Chief Executive (Transport & Strategy); Neil Wylie, Director of Finance and Hazel Martin, Director of Rail.

1. Minute of previous meeting

The minute of the meeting of 1 December 2006 was submitted and approved as a correct record.

2. Proposed revenue budget for financial year 2007/08

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P With reference to the minute of 1 December 2006 (page 1, paragraph 2) when the committee had considered

- (1) a draft revenue budget of £45.217m which had been prepared taking into account the ongoing operation of the Partnership and giving due consideration to any growth bids together with the ability to fund the budget; and
- (2) a summary of the proposed requisition sought from constituent authorities which amounted to an increase of no more than 1.5%,

there was submitted a report (issued) of 18 January 2007 by the Assistant Chief Executive (Business Support)

- (a) intimating
 - (i) that, since the last report, an additional growth bid had been received in respect of Shields Road car park to ensure safe operation and effective maintenance;
 - (ii) that, although a number of new posts had been identified by the ongoing organisational review, it was assumed at this stage that they would be funded from existing budget resources; and
 - (iii) that a requisition increase of 1.5% had been agreed with the constituent authorities;
- (2) advising members that fares, fees and charges remained as previously proposed
 - introduction of Sunday subway car park charges of £1.50;

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- increase bus station departure charges by 2.5%;
 - increase subsidised bus service fares by 2.5%; and
 - increase miscellaneous fares and charges by 2.5%; and
- (3) confirming that the net effect of the recommended growth bid, proposed increase in fares, fees and charges and the agreed increase in constituent authority requisition was a revised proposed budget of £45.377m; and
- (4) recommending approval of the proposed revenue budget and programme for the financial year to 2007/08 to the Partnership.

After consideration, the committee approved the recommendation at (4) above.

3. Proposed capital budget 2007/08 to 2009/10

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P With reference to the minute of 1 December 2006 (page 3, paragraph 3) when the committee had

- (1) considered a draft capital programme for 2007/08 to 2009/10; and
- (2) agreed that a final budget be presented to a future meeting,

there was submitted a report (issued) of 16 January 2007 by the Assistant Chief Executive (Business Support)

- (a) advising members that, since the last meeting, work had continued in the development of the capital programme and budget to ensure that approved projects could be delivered within the timescales in which the funding had been sought and adjustment made to reflect movement from one financial year to the next;
- (b) appending a detailed list of all projects contained in the draft programme together with a departmental summary;
- (c) summarising the capital bids over each category and year as undernoted:-

	2007/08	2008/09	2009/10
	£000	£000	£000
Priority 1	36.574	69.913	110.781
Priority 2	16.816	11.623	30.108
Priority3	3.775	63.135	2.155
Total	57.165	144.671	143.044

- (d) reminding members that as the delivery of the capital plan involved many partner organisations, in some instances delivery would be dependent on making grants available to these partners to assist with delivery; and

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- (e) requesting that the committee
 - (i) recommend approval of the proposed capital programme for the financial years to 2007/08 to 2009/10 to the Partnership; and
 - (ii) agree that the Chief Financial Officer be authorised to grant fund in line with the approved plan where relevant and appropriate.

After consideration, the committee approved the requests at (e) above.

4. Revenue monitoring report as at 9 December 2006

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There was submitted a report (issued) of 16 January 2007 by the Assistant Chief Executive (Business Support),

- (1) reminding members that, at its meeting on 24 February 2006, the Partnership had approved a revenue budget for 2006/07 of £38.957m;
- (2) appending the revenue monitoring report for the period to 9 December 2006 (period 9); and
- (3) informing members that, based on the information available to date, an underspend of £624,000 was forecast at this stage and all expenditure heads would be monitored closely to ensure that the projected underspend was achieved.

After consideration, the committee noted the terms of the report.

5. Capital monitoring report - proposed amendments and additions

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With reference to the minute of the Partnership of 21 April 2006 (page 4, paragraph 5) when the Partnership had noted the funding available for capital investment in 2006/2007 of £34.545m comprising £27.227m of general grant and approved s70 Scottish Executive grant funding of £9.318m, there was submitted a report (issued) of 18 January 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;
 - (c) that the capital budget consisted of priority 1 (£33.755m) and priority 2 projects (£4.565m) giving a total budget of £38.320m; and
 - (d) that, as was the custom, the capital investment plan had been set with a shortfall in funding - £3.775m in this financial year;

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- (2) appending
- (a) a financial analysis of the capital programme budget and actual spend as at 9 December 2006 (period 9) in summary by service and in detail by project, which highlighted an actual spend to date of £8.535m compared to a revised profiled expenditure budgeted to be incurred by the end of period 9 of £16.785m; and
- (b) a list of various proposed amendments to the capital programme which, if approved, would result in an anticipated outturn of £30.504m; and
- (3) detailing the financial implications of these amendments for the overall 2006/07 capital programme.

After discussion and having heard Mr Wylie in further explanation and in answer to members' questions, the committee approved the following amendments to the 2006/07 capital programme:-

Capital Project	Value (£)	Justification	Status
Easterhouse rail station Park & Ride	35,000	Increased costs from First Scotrail	Revised outturn
4 coach train Implications Study	(25,000)	Project complete. No further expenditure	Revised outturn
Larkhall/Milngavie rail link	49,000	Increased Network Rail costs	Revised outturn
Kilmarnock line upgrade	4,000	Small cost overrun	Revised outturn
Mobile data terminals	5,500	Cost overrun from financial year 2005/06	Revised outturn
Upgrade of MP5 to MP7i	3,000	Increased upgrade costs	Revised outturn
Subway station improvements	49,500	Due to work at Kelvinhall station	Revised outturn
Plant replacement & additions	37,500	Cost overrun	Revised outturn
Replacement ticketing system	(610,000)	Due to peer review of proposals and review of compliance with smartcards	Revised outturn

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Capital Project	Value (£)	Justification	Status
Subway staff accommodation	(113,000)	Due to 8 week timescale for planning permission and building warrants	Revised outturn
Workshop wheel lathe	(145,000)	Due to review of business case for this project	Revised outturn
Tunnel lighting & service power supply	2,000	Cost Overrun	Revised outturn
Technology infrastructure review	(47,000)	Due to awaiting outcome of organisational review	Revised outturn
Document management system	(15,000)	Due to need for organisational buy-in from departments for the project	Revised outturn
GARL phase 1	268,000	Revised profile received	Revised outturn
Transport planning and data collection	50,000	Required for additional bus cordon data and counts that were programmed	Revised outturn
Strategic transport model upgrade	22,000	Cost overrun from previous financial years	Revised outturn
Hamilton Central Interchange	18,000	Approved by Capital Steering Group. Priority 2 to 1	Promoted
Dalmuir rail station Park & Ride	5,000	Approved by Capital Steering Group. Priority 2 to 1	Promoted

6. **Capital expenditure monitoring report as at 9 December 2006**

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There was submitted a report (issued) of 25 January 2007 by the Chief Executive,

- (1) appending a financial analysis of the capital programme budget and actual spend as at 9 December 2006 (period 9) in summary by service and in detail by project, which highlighted an actual spend to date of £8.535m compared to a revised profiled expenditure budgeted to be incurred by the end of period 9 of £16.785m; and
- (2) highlighting the following projects which had been selected for detailed reporting:-
 - rail station CCTV;

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- Easterhouse rail station Park and Ride;
- Subway staff accommodation, alterations and refurbishment;
- Public transport conurbation study; and
- Transport model development.

After consideration, the committee noted the terms of the report.

7. **Grant funding of constituent authorities**

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There was submitted a report (issued) of 25 January 2007 by the Assistant Chief Executive (Business Support),

- (1) intimating
 - (a) that in November 2006, SPT had received formal notification of an award of additional revenue funding, in the sum of £530,000, from the Scottish Executive in respect of feasibility studies for specific projects in partnership with constituent authorities;
 - (b) that, in addition, constituent authorities had been asked to identify any further capital projects for inclusion in the 2006/07 programme in anticipation of a potential year end downturn in the overall SPT programme, mainly as a result of the Partick Interchange project delay;
- (2) appending a list of feasibility studies, together with a list of constituent authority capital bids;
- (3) advising members that work was continuing with each constituent authority to verify budgetary requirements for the additional capital projects; and
- (4) recommending that the committee
 - (a) approve the grant funding of constituent authorities to deliver the projects as detailed in Appendix 1;
 - (b) agree, due to urgency, that the Chair's Committee be asked to
 - (i) approve grant funding to Glasgow City Council in the sum of £200,000, which was above the Strategy & Programmes Committee approval level; and
 - (ii) consider and approve those capital projects which required further information; and
 - (c) authorise the Chief Financial Officer to sign the grant funding letters for the projects.

After consideration, the committee approved the recommendations at (4) above.

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8. Partick Interchange redevelopment

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With reference to the minute of the Partnership of 1 December 2006 (page 8, paragraph 11) when the Partnership had agreed that a report would be submitted to the next Strategy and Programmes Committee providing members with a full history of the Partick Interchange redevelopment project and explaining the reasons why the project had reached its current position, there was submitted a report (issued) by the Assistant Chief Executive (Transport & Strategy),

- (1) providing members with detailed information on
 - (a) the technical and organisational complexities surrounding the project;
 - (b) contractual and other arrangements, including the form of contract, tendering procedure and required approvals and consents;
 - (c) management of the contract, both by SPT and the contractor, C Spencer Ltd (CSL);
 - (d) claims submitted by the contractor together with variations to the contract; and
 - (e) the work carried out on the project within specific periods from March 2004 to date;
- (2) advising members
 - (a) that work by CSL had recommenced after the festive break although site production was not as yet fully geared up;
 - (b) that CSL had commenced the sensitive piling work in the vicinity of the tunnels on the night of 13 January 2007 with no impact to the tunnels or heavy rail infrastructure;
 - (c) that SPT was working with Jacobs Ltd. to understand the full implications of the current situation and any resultant liability, programme implications and cost; and
 - (d) that evaluation of the claims and delays to date indicated that project completion might be considerably earlier than that indicated by CSL and although appraisal was subject to detailed analysis, project completion could be achieved by September 2007, some 5 months earlier than indicated by CSL; and
- (3) that the committee would be provided with an accurate assessment once this work was finalised.

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

- (i) agreed that a report be submitted to a future meeting on lessons learned during the life of the project to date; and
- (ii) otherwise noted the terms of the report.

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9. Update on InterCity services to and from the west of Scotland and England

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There was submitted a report (issued) of 25 January 2007 by the Assistant Chief Executive (Transport and Strategy)

- (1) updating the committee on developments affecting InterCity services between the west of Scotland and England as a result of the DfT's proposals to re-franchise the Cross Country Franchise with effect from November 2007;
- (2) summarising SPT's response to the DfT consultation and highlighting a number of key concerns;
- (3) intimating that DfT had received a considerable number of responses to its consultation, but the only change of significance made for the west of Scotland was a formal requirement for at least 2 trains per day to come through to Glasgow from the East Coast Main Line (ECML);
- (3) appending draft letters to interested parties and politicians seeking support for engagement from DfT on the future of West Coast Main Line (WCML) timetable issues which were a separate but very much connected issue;
- (4) advising members
 - (a) that SPT had attended a DfT stakeholder briefing on the InterCity East Coast franchise (ICEC), which was due to be re-let due to the financial position and trading difficulties forecast by the operator GNER, in January; and
 - (b) that the reply to the consultation document was likely to stress the importance of the through Glasgow services, emphasise the need for the franchisee to work with the operator on the new Cross Country franchise to optimise the benefits of these through ECML services and seek a commitment from the successful bidder to contribute to the development of Motherwell rail station, currently being led by SPT;
- (5) concluding that, although there were a number of significant developments currently affecting InterCity services to and from the west of Scotland, SPT could play an important part in ensuring that any changes worked to the best advantage of the travelling public in the area.

After consideration the committee agreed to endorse the approach as outlined in the report and

- (i) draw the further attention of DfT to the issues arising from the transfer of operations of the WCML services to and from Manchester and Birmingham;
- (ii) seek the active engagement of the new operators of these services on these issues;

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- (iii) write to Virgin Trains, the current Cross Country operator, regarding the December 2007 and December 2008 WCML timetable; and
- (iv) respond to the Virgin Trains and DfT's consultations on the December 2007 Cross Country timetable and the ICEC franchise, respectively.

10. Hyndland/Gartnavel - Initiation of STAG assessment

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After consideration of a report (issued) of 25 January 2007 by the Assistant Chief Executive (Transport and Strategy) on tenders received from consultants for a STAG assessment of the scoping study development options for the Hyndland/Gartnavel project, the committee approved acceptance of the most economically advantageous tender submitted by Faber Maunsell in the sum of £96,000.

11. Caledonian Express

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

- (1) advising members
 - (a) that in 2001, the previous Authority had agreed to co-fund a Caledonian Express study to look into the route development potential of the Glasgow-Edinburgh via Shotts line; and
 - (b) that the final report was completed in late 2003/early 2004 and the best performing option was found to be the introduction of an additional hourly semi-fast service between Glasgow and Edinburgh calling at Uddingston, Shotts, West Calder, Livingstone South and Haymarket using class 170 units. The existing hourly stopping service would be retained;
- (2) intimating
 - (a) that, at a meeting of the previous steering group held early in 2006 to discuss progression of the scheme following completion of the works at Edinburgh Waverly in 2007, Transport Scotland had expressed concern that the planned service was not aspirational enough and that a "step change" in service improvement should be examined as a second stage of improvement; and
 - (b) that the aspirational service that had been suggested was for two "express" services per hour with an hourly local service possibly operated as two separate services into Edinburgh and Glasgow, respectively;
- (3) advising members
 - (a) that Faber Maunsell had been commissioned by Transport Scotland, Sustrans and SPT to undertake this additional work;

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- (b) that the option to introduce two express services, as well as a stopping service, did not produce a viable economic case, however, the preferred option that emerged was to revert to an additional hourly express service using 158s which would take around 67/68 minutes and call at Uddingston, Shotts, West Calder, Livingstone South and Haymarket;
 - (c) that the service pattern would be reviewed as part of the rail transport options to serve the Ravenscraig development, as an economic case could be made for a "Holytown Parkway" station instead of calling at Uddingston in the medium term; and
 - (d) that the study had recommended additional capital expenditure of £3.5m on station upgrading and refurbishment of which £1.05m would be required to be spent on stations in the SPT area and a further £0.65m if Holytown was developed;
- (4) highlighting that, although Network Rail's draft Route Utilisation Strategy had recommended also improving the level of service on this route, its recommended option involved skip stopping which would leave some stations with a worse service and no step change in journey time and both SPT and Sustrans had objected to this proposal; and
- (5) recommending that the committee
- (a) note
 - (i) the outcome of the research and welcome the proposal to introduce an additional express service on this route; and
 - (ii) SPT's continuing involvement in developing the proposal;
 - (b) confirm that consideration would be given to making a capital contribution as part of the 2008 - 2011 capital budget bid process to the proposed station investment if the scheme was approved by Transport Scotland; and
 - (c) press Transport Scotland for early confirmation that this worthwhile project would be progressed.

After consideration, the committee approved the recommendations at (5) above.

12. Green Fleet review

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

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- (1) informing members that the Energy Saving Trust, which provided free Green Fleet Reviews to organisations that wished to review the environmental performance of their fleet operations and employee business travel, had produced a report on behalf of SPT; and
- (2) outlining the recommendations in the report that had covered issues such as fleet management structure, vehicles and fuels used, fuel consumption and mileage data, driver training, employee business travel and environmental management which would improve the efficiency of the fleet, reduce environmental impact and offer potential savings.

13. Travel Plan Strategy

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

- (1) reminding members that the Partnership had been granted £170,000 per annum by the Scottish Executive for 2006/07 and 2007/08 to employ travel plan officers to assist councils and other organisations in the region to develop sustainable travel plans;
- (2) explaining that a condition of the award was that a travel plan strategy should be forwarded to the Scottish Executive by December 2006;
- (3) advising members
 - (a) that SPT had appointed three travel plan officers in July 2006 and, since then, the officers had established working relationships with relevant staff members in the constituent local authorities and NHS Boards; and
 - (b) that this had enabled a draft travel plan strategy to be sent to the Scottish Executive with the codicil that it was subject to approval by the Partnership; and
- (4) appending SPT's travel plan strategy for approval.

After consideration, the committee approved SPT's draft travel plan strategy for formal submission to the Scottish Executive.