

Strathclyde Partnership for Transport

Minute of Strategy & Programmes Committee

10 October 2014

held in Consort House, Glasgow

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Minute of the meeting of Strathclyde Partnership for Transport's Strategy & Programmes Committee held in Consort House, Glasgow, on 10 October 2014

Present Councillors Kaye Harmon (Chair), Jim Coleman, Gilbert Davidson, Margaret Devine (substitute), Pauline McKeever, Denis McKenna and Paul Welsh and appointed members Anne Follin, Tom Hart, Alan Malcolm and Gavin Scott.

Attending Valerie A Bowen, Senior Committee Officer; Gordon MacLennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Neil Wylie, Director of Finance and HR; Charlie Hoskins, Director of Projects and Bruce Kiloh, Head of Policy and Planning.

Also attending John Yellowlees, First ScotRail.

1. Apologies

Apologies were submitted from Councillors John Bruce, Eddie Devine, David Fagan, Bill Grant and Chris Thompson and appointed member Jim McNally.

2. Declaration of interest in terms of the Ethical Standards in Public Life etc (Scotland) Act 2000

Anne Follin declared an interest in respect of her advisory role in relation to planning matters concerned with Fastlink.

3. Minute of previous meeting

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The minute of the meeting of 22 August 2014 was submitted and approved as a correct record.

4. Revenue monitoring report as at 13 September 2014 (period 6)

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There was submitted and noted a report (issued) of 23 September 2014 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the Partnership had approved a revenue budget for 2014/2015 of £38.418m;
- (2) appending the revenue monitoring report for the period to 13 September 2014 (period 6) which detailed the main variances, together with a detailed budgetary control report;
- (3) explaining that, at this stage, it was not proposed to effect any virements to ensure that SPT met its required break even position resulting from the on-going issue with reserves and although there were clear risks to the forecast outturn position, specifically in respect of maintaining current levels of subway income throughout the financial year, this would be revisited once patronage and income trends were more fully established for this financial year; and
- (4) intimating that the savings programme had continued to be driven through with strong cost and budgetary control exercised over all expenditure heads and, as a result, a positive variance of £411,000 was forecast.

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5. Capital programme monitoring report and proposed amendments as at 13 September 2014 (period 6)

[Click here to view report](#)

There was submitted and noted a report (issued) of 14 August 2014 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the 2014/2015 capital programme had been approved by the Partnership on 22 February 2014 against known capital grant and other sources of funding;
- (2) advising members that actual expenditure as at 13 September 2014 (period 6) totalled £10.317m compared to a planned spend position of £12.214m;
- (3) providing a detailed financial analysis of individual projects contained within the programme, split by department;
- (4) indicating that there were no proposed project amendments to the 2014/2015 capital programme at this time; and
- (5) informing members that further work to quantify and manage risks, advance savings and re-phase existing projects was being undertaken to balance spend against budget.

6. Edinburgh – Glasgow Improvements Programme – Glasgow Queen Street Station area update

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There was submitted a report (issued) of 12 September 2014 by the Assistant Chief Executive (Operations)

- (1) providing a summary of progress in relation to the disposal of land at Glasgow Queen Street Station (GQSS) by Network Rail (NR), the redevelopment of GQSS and the acquisition of property to enable the redevelopment of Buchanan Galleries;
- (2) informing members that the complex nature of the GQSS redevelopment, coupled with its position in relation to the expansion of Buchanan Galleries, required that a number of separate but interrelated workstreams were pursued concurrently; and
- (3) advising members
 - (a) that officers would continue to seek influence and engage with all relevant partners through the Queen Street Station Stakeholder Group and the Queen Street Area Passenger Forum as the redevelopment of GQSS progressed to mitigate concerns and maximise the benefits to the travelling public; and
 - (b) that the committee would continue to be updated as the various workstreams associated with the redevelopment of GQSS progressed.

After considerable discussion and having heard Messrs Maclennan and Hoskins in answer to members' questions, the committee noted the terms of the report.

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7. Access to Healthcare Update

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There was submitted a report (issued) of 16 September 2014 by the Assistant Chief Executive (Operations)

- (1) reminding members
 - (a) that the Transport (Scotland) Act 2005 placed a responsibility on Regional Transport Partnerships to improve and facilitate access to hospitals, clinics, surgeries and other places where a health service was provided;
 - (b) that SPT worked closely with the NHS, constituent councils, public transport operators, the community transport sector and others regarding transport access to healthcare;
 - (c) that a report to the Partnership in June 2014 had set out the basis of SPT support to NHS Greater Glasgow & Clyde (NHSGGC) and Glasgow City Council (GCC) to deliver transport for the South Glasgow University Hospital (SGUH) and, in particular, the planning conditions and Section 75 planning agreement signed by NHSGGC and GCC which placed requirements on the former to fund, to the sum of £2.225m, a range of transport measures to ensure appropriate access to the site for patients, visitors, staff and others; and
 - (d) that transport to healthcare in the west of Scotland was provided by a variety of transport providers including commercial bus and rail operators, the Community Transport sector, Scottish Ambulance Service and by SPT supported bus services, which were provided when commercial services were not viable but deemed socially necessary;
- (2) appending
 - (a) a map showing SPT supported bus services to key hospitals in the west of Scotland together with details of the operators, routes and hospitals served (appendix 1); and
 - (b) details of SPT's investment in access to healthcare during 2014/2015 (appendix 2);
- (3) providing examples of where SPT continued to develop innovative, value for money solutions to ensure that people could access healthcare;
- (4) informing members of SPT promoted sustainable travel initiatives across the west of Scotland for patients, staff and visitors; and
- (5) providing an update on the significant work being undertaken with partners, particularly in relation to transport for the SGUH.

After consideration and having heard that the Chair would write to the Chief Executive of NHSGGC to highlight concerns regarding transport arrangements for the SGUH, the committee noted the terms of the report.

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8. Transport Scotland Consultation on changes to Bus Registration in Scotland – SPT proposed response

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There was submitted a report (issued) of 19 September 2014 by the Assistant Chief Executive (Operations)

- (1) intimating that Transport Scotland was currently consulting on proposals to make changes to the registration arrangements for bus services in Scotland;
- (2) informing members that SPT was supportive of these proposals which had emerged from discussions within the Bus Stakeholders Group and, in particular, from SPT's bus policy;
- (3) appending SPT's draft letter and response, attached at Appendices 1 and 2 to the report; and
- (4) explaining that SPT would continue to work with the national Bus Stakeholders Group and others to promote improvements which best met the needs of bus passengers and sought a more active return for investment in bus from the public purse.

After consideration, the committee approved SPT's proposed response to Transport Scotland's Consultation on changes to Bus Registration in Scotland.