

## **Strathclyde Partnership for Transport**

### **Minute of Strategy & Programmes Committee**

**14 June 2013**

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 14 June 2013**

**Present** Councillors Kaye Harmon (Chair), John Bruce, Eddie Devine, David Fagan, Bill Grant, Pauline McKeever, Denis McKenna and Fariha Thomas (substitute) and appointed members Tom Hart, Alan Malcolm, Jim McNally, Susan Nicol and Gavin Scott.

**Attending** Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary; 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 Gordon Dickson, Head of Transport Planning and Economics.

**1. Apologies**

Apologies were submitted from Councillors Jim Coleman, Paul Welsh and appointed members Ann Faulds and Anne Follin.

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

The committee noted that there were no declarations of interest.

**3. Minute of previous meeting**

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The minute of the meeting of 22 March 2013 was submitted and approved as a correct record.

**4. Additional item**

In terms of Standing Order No 3.2, the Partnership agreed to consider the following additional item at this stage of the meeting.

**5. Subway update**

Mr Stewart referred to the recent reports in the media with regard to the problems encountered in the tunnel lining of the outer circle of the Subway on the night of 4 June and the several days of disruption to services thereafter.

He informed members that the fault had required specialist intervention and had not been as a result of any failing in work practices or procedures. Every effort had been made to recover the situation as quickly as possible with safety being of paramount importance. SPT had endeavoured at all times to offer the best possible service to customers by providing enhanced services on the Inner Circle, train shuttle services between Govan and St. George's Cross on the Outer Circle and replacement bus shuttle services where appropriate.

SPT staff and contractors had worked tirelessly and had demonstrated excellent collaborative working throughout the process. SPT had endeavoured at all times to keep its customers informed by any means available, which had included public announcements on stations and trains, updated notices on the website and Twitter.

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**6. 2012/2013 draft final outturn and 2013/2014 revenue monitoring report as at 25 May 2013 (period 2)**

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There was submitted and noted a report (issued) of 5 June 2013 by the Assistant Chief Executive (Business Support)

- (1) informing members
  - (a) that the 2012/2013 draft outturn position was break even, subject to final audit;
  - (b) that the final outturn took account of spend to save plans considered previously by the committee, the most significant of which included the redemption of historic compensatory added years which would generate ongoing revenue savings in future years, together with the ongoing service reform and organisational restructuring; and
  - (c) that the success of these plans generated savings across various budget heads with significant savings on employee costs and bus operator payments due to close management of costs across all supported and contracted bus services;
- (2) explaining that the savings generated, together with additional increased income arising from the implementation of the revised subway fare table in September 2012 and bank interest received, had allowed SPT to fund the spend to save plans as well as contribute additional revenue in support of the capital plan (non-subway modernisation);
- (3) reminding members that the Partnership had approved a revenue budget for 2013/2014 of £38.418m;
- (4) appending the 2013/2014 revenue monitoring report for the period to 5 June 2013 (period 2); and
- (5) advising members that a positive variance of £380,000 was forecast at this stage.

**7. Capital programme monitoring report and proposed amendments as at 25 May 2013 (period 2)**

[Click here to view report](#)

**P\*** There was submitted a report (issued) of 4 June 2013 by the Assistant Chief Executive (Business Support)

- (1) informing members of the draft 2012/2013 capital outturn position as undernoted:-

Ref	Category	£'000's
1	Forecast outturn net of identified risks (as reported to S&P 22/3/13)	35,944
2	Capital outturn	* 30,246
3	General capital funding 2012/13	16,692
	Subway Modernisation Fund	8,439
	Fastlink	850
	Capital funded from Revenue	4,265
4	Total funding 2012/13	30,246

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5	Carry forward to 2013/14	0
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*\* £4.3 million of the outturn variance related to the Fastlink Project. The project remained on schedule for a 2015 completion, however unforeseen events (i.e. a quay wall collapse) had impacted on progress in 2012/13.*

- (2) reminding members that the 2013/2014 capital programme of £45.725m had been approved by the Partnership on 15 February 2013 against known capital grant and other sources of funding;
- (3) advising members that actual expenditure as at 25 May 2013 (period 2) totalled £1.2m compared to a planned spend position of £1.2m;
- (4) providing a detailed financial analysis of individual projects contained within the programme, split by department;
- (5) appending proposed amendments to the capital programme, together with reasons for the adjustments listed against each project, which gave a revised projected outturn figure of £46.651m; and
- (6) requesting that the committee
  - (a) note
    - (i) the draft 2012/13 capital outturn position;
    - (ii) the financial performance of the 2013/14 capital programme as at Period 2; and
    - (iii) that further work to quantify and manage risks, advance savings and re-phase existing projects was being undertaken to balance spend against budget;
  - (b) approve
    - (i) the proposed amendments to the 2013/2014 capital programme as detailed in appendix 2 to the report; and
    - (ii) the award of grant funding up to the value of £160,000 to the local authorities and other identified bodies as detailed in the report;
  - \*(c) agree to recommend to the Partnership the award of grant funding over the value, or cumulative award value, of £160,000 to the local authorities and other identified bodies as detailed in the report; and
  - (d) authorise the Assistant Chief Executive (Business Support) to sign the grant funding letters to expedite all of the projects.

After consideration and having heard Mr Wylie in answer to members' questions, the committee approved the recommendations at (6) above.

## 8. Carbon Management: Progress update

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There was submitted a report (issued) of 15 May 2013 by the Assistant Chief Executive (Operations)

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- (1) reminding members
  - (a) that The Climate Change (Scotland) Act 2009 set targets of reducing emissions by 80% by 2050 and an interim target of 42% reduction by 2030;
  - (b) that SPT was subject also to the UK Government's Carbon Reduction Commitment Energy Efficiency Scheme (CRC) which placed financial penalties on organisations should they not reduce their carbon emissions; and
  - (c) that the costs to SPT associated with CRC were £55k in 2011/12, circa £56k in 2012/13 and an estimated £68k in 2014/15 and, to support and assist in this regard, SPT had an Environmental Policy and supporting Carbon Management Plan (CMP) which had a target to reduce SPT emissions by 20% by 2015 from 2008/09 levels;
- (2) informing members
  - (a) that SPT's Carbon Management Plan had been developed with assistance from the Carbon Trust;
  - (b) that, in 2012, the Carbon Trust had approached SPT to take part in the Carbon Management Revisited (CMR) programme, which allowed organisations like SPT to undertake a review of progress to date and build in lessons learned in order to update the actions necessary to achieve the organisational target; and
  - (c) that the CMR review had identified that, whilst SPT had made good progress towards its CMP target, it was necessary to update its projects and processes in order to achieve the target within the timescale of 2015;
- (3) summarising an updated set of objectives, key actions and projects; and
- (4) concluding that the recent work undertaken in partnership with the Carbon Trust had allowed SPT to review, update and strengthen further its approach to carbon management to achieve the overall target of 20% reduction by 2015.

After having heard Mr Maclennan in amplification of the report and in answer to members' questions, the committee noted the terms of the report.

## **9. Dalmarnock rail station redevelopment: Progress update**

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There was submitted and noted a report (issued) of 23 May 2013 by the Assistant Chief Executive (Operations)

- (1) providing members with an update on the development of the Dalmarnock Rail Station project;
- (2) advising members
  - (a) that the main construction works were continuing on site with the new station building and concourse substantially complete;
  - (b) that due to unforeseen ground conditions in the platform 1 area, there had been a significant re-design of the foundation arrangement that had led to this section of the works taking longer than originally planned;

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- (c) that the project had reached a significant milestone with the re-opening of the station to passengers on 20 May 2013; and
  - (d) that the new footbridge had been assembled on site and was planned to be lifted into place in mid-August 2013; and
- (3) concluding that, despite the significant changes in the platform 1 area, the overall project remained on programme for completion by Autumn 2013.

#### **10. Hamilton Bus Station: Completion**

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There was submitted a report (issued) of 13 May 2013 by the Assistant Chief Executive (Operations)

- (1) intimating that Hamilton Bus Station and Interchange had been completed on time and under budget;
- (2) advising members that the new facility provided a safe and secure environment for both SPT staff and passengers, together with a modern and reliable infrastructure that supported commercial and subsidised bus services in and around Hamilton, Lanarkshire and the wider area;
- (3) informing members that the interchange between national and local services as well as the adjoining rail station and taxi rank had been improved for passengers; and
- (4) highlighting the fact that the project had been shortlisted for Transport Team/Partnership of the Year at the forthcoming Scottish Transport Awards due to the successful partnership working between SPT and South Lanarkshire Council.

After consideration and having heard Mr Hoskins in answer to members' questions, the committee noted the terms of the report.

#### **11. Fastlink: Progress update**

[Click here to view report](#)

With reference to the minute of the Partnership of 7 December 2012 (page 2, paragraph 7) when the Partnership had endorsed

- (1) the proposed route and halt locations for Fastlink in Glasgow City Centre; and
- (2) the approach being taken in development of the Fastlink Statutory Quality Partnership (SQP) including full consultation with local bus operators,

there was submitted a report (issued) of 21 May 2013 by the Assistant Chief Executive (Operations)

- (a) intimating
  - (i) that progress had been made on the development of Fastlink, particularly the core route from the City Centre to the new South Glasgow Hospitals and the extension from there to Braehead and Renfrew;

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- (ii) that as the preferred option incorporated sections of bus only road, kerbside bus lanes, centre-road bus lanes and mixed traffic sections with bus priority incorporated at junctions, meetings had been arranged with the public, elected members and local businesses to provide input to the Fastlink design process; and
  - (iii) that these sessions, scheduled to take place on 18 and 20 June 2013, formed part of the Traffic Regulation Order (TRO) consultation process following which Glasgow City Council (GCC) aimed to issue tenders for the main Fastlink infrastructure works in July 2013;
- (b) informing members
- (i) that SPT officers continued to engage with (GCC) on the delivery of city centre traffic management measures to enable Fastlink services to penetrate effectively and connect with the major transport hubs of Glasgow Central Station, Glasgow Queen Street and Buchanan Bus Station respectively;
  - (ii) that although the proposed bus priority measures were vital to encourage bus operators to participate in Fastlink, delivery of a significant reduction (20%) of bus journey times in the city centre was a conditional part of Scottish Government funding for the Fastlink scheme; and
  - (ii) that whilst the various work streams were within the overall timeline for completion and budget, the details and implementation plan for the city centre elements were awaited from Glasgow City Council and might present a risk to the overall delivery of the project;
- (c) highlighting
- (i) that all grants issued for the Fastlink core route were conditional on GCC implementing the city centre traffic management measures;
  - (ii) that the Partnership had approved a budget of £15m for the development of the core route and had committed additional funding of £150k to support plans for the further development of the extension from the new South Glasgow Hospitals through Braehead and onto Renfrew Town Centre; and
  - (iii) that SPT officers continued to seek additional funding for the project through the European Regional Development Fund process; and
- (d) explaining
- (i) that SPT officials planned to arrange an initial SQP briefing session with bus operators to outline the route infrastructure and proposed performance and service standards; and
  - (ii) that, thereafter, a draft SQP agreement would be developed for consultation with bus operators and to allow sufficient time to plan, invest and mobilise for Fastlink services (commencing early 2015), the development process aimed to reach agreement on the Fastlink SQP by spring 2014, subject to approval by SPT and GCC respectively.

After consideration and having heard Messrs Dickson and Stewart in answer to members' questions, the committee noted the terms of the report.