

Strathclyde Partnership for Transport

Minute of Strategy & Programmes Committee meeting

15 May 2009

held in Consort House, Glasgow

contact officers:

Valerie A Bowen	phone: 0141 333 3130
Kirsten Clubb	phone: 0141 333 3576
Sharon MacKinnon	phone: 0141 333 3172

Minute of the meeting of the Strathclyde Partnership for Transport's Strategy & Programmes Committee held in Glasgow on 15 May 2009

Present	Councillors David Fagan (Chair), Ian Gray, Davie McLachlan, George Roberts and appointed members John Boyle, Elizabeth Cameron and Gavin Scott.
Apologies	Councillors Robert Burrows, Bill Grant, Eddie Phillips and Alistair Watson.
Attending	Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary and Charlie Hoskins, Director, Projects.

1. Minute of previous meeting

The minute of the meeting of 27 March 2009 (issued) was submitted and approved as a correct record.

2. High Speed Two Ltd (HS2) and visit by Lord Adonis UK Transport Minister

[Click here to view report](#)

With reference to the minute of the Partnership of 17 April 2009 (page 9, paragraph 11) when the Partnership had

- (1) considered a report detailing SPT's lead role in Scotland in examining the benefits and implications of the introduction of High Speed Ground Transport (HSGT) within Scotland, and between Scotland and the rest of the UK; and
- (2) noted
 - (a) that momentum had been building on the provision of high speed transport services in the UK, building on the success of High Speed 1 more commonly known as the Eurostar service from London St Pancras to mainland Europe;
 - (b) that recent developments had included the creation of an organisation called HS2 Ltd which had been tasked by Lord Adonis, UK Minister for State for Transport, with examining in the first instance a new high speed line between London and the West Midlands and beyond this to Greater Manchester, West Yorkshire, the North East of England and Scotland; and
 - (c) that the Chair had arranged a meeting with Lord Adonis to present a case for a Glasgow – Edinburgh HSGT link which would be an essential part of the developing economic case for a wider UK network,

there was submitted a report (issued) of 27 April 2009 by the Assistant Chief Executive (Business Support)

- (i) informing members of a recent meeting between the Chair, Vice Chairs and various officers of SPT with Lord Adonis to present the case for high speed rail links between Glasgow and Edinburgh and also between Scotland and London;

15 May 2009

- (ii) outlining the following key messages which had been presented to Lord Adonis:-
- any UK high speed link must come to Scotland;
 - that for the purpose of high speed travel, Glasgow and Edinburgh should be considered as one region; and
 - construction of any high speed link should begin in both Scotland and England simultaneously meeting in the middle, and thus ensuring consistency of approach and interoperability; and
- (iii) explaining
- (A) that the Minister had been impressed by SPT's commitment to high speed links; and
 - (B) that it was proposed to continue to liaise with Lord Adonis, HS2 Ltd and the Scottish Government.

After discussion and having heard Mrs Davidson and the Chair in further explanation, the committee

- (I) noted the terms of the report; and
- (II) agreed that SPT would continue engagement with relevant organisations to ensure that the west of Scotland was included in the plans for any high speed line in the future.

3. Major changes and minor modifications projects – Glasgow Central Station

[Click here to view report](#)

There was submitted a report (issued) of 27 April 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members
 - (a) that SPT had been invited to comment on a Station Change Document from Network Rail which outlined their proposals for major change modifications at Glasgow Central High Level Rail Station, resulting in the construction of 2 platforms (replacing one existing platform) to increase capacity of the station as part of the Glasgow Airport Rail Link (GARL) project;
 - (b) that these platforms would be built between the existing platforms 11 and 14 (recently renumbered from 12) on that part of the station currently occupied by the short stay car park and associated roadways which would result in the permanent closure of the station's short stay car park and the loss of the passenger drop off facility within the station from 27 September 2009; and
- (2) intimating that, although the GARL project would result in considerable benefits for the travelling public, the potential loss of drop-off facilities inside Glasgow Central Station for disabled and other less mobile passengers was a significant concern for SPT and required to be addressed as a matter of urgency;

15 May 2009

- (3) highlighting
 - (a) that Network Rail and Glasgow City Council were in the process of discussing proposals to replace the drop off facility outside the station; and
 - (b) that although the council had proposed a location on Union Street immediately south of Gordon Street, this would represent a challenge for less mobile station users, due to its considerable distance from the station;
- (4) informing members
 - (a) that within Network Rail's station change document there was mention that the existing vehicle entrance ramp from Hope Street would be converted to two-way operation into the station "to permit access/egress for service, maintenance and emergency vehicles only";
 - (b) that there could be an opportunity for those categories to be expanded to include vehicles dropping off disabled or less-abled passengers; and
 - (c) that although the document also gave assurance that all works undertaken would comply with the requirements of the Disability Discrimination Act 1995 and associated DFT Code of Practice "Accessible Train and Station Design for Disabled People", no details were given as to how those assurances were to be met; and
- (5) recommending
 - (a) that SPT engage with Network Rail as part of the station change process by making representations prior to the stipulated date of 21 May 2009;
 - (b) that assurances be sought from Network Rail that facilities for disabled station users be retained to, at least, their current level; and
 - (c) that if SPT's representations did not result in agreement, a letter of objection be issued to Network Rail prior to 5 June 2009.

After discussion and having heard Mrs Davidson in answer to members' questions, the committee

- (A) approved the recommendations at (5) above; and
- (B) agreed
 - (i) that various disability organisations be contacted to gather their views on the proposals; and
 - (ii) that Network Rail be encouraged to continue discussions with Glasgow City Council, with a view to a suitable solution being sought for alternative drop off facilities.

15 May 2009

4. **Subway station refurbishment project – Appointment of Architects**

[Click here to view report](#)

With reference to the minute of the Partnership of 17 April 2009 (page 8, paragraph 10) when the Partnership had

- (1) noted the work being undertaken to accelerate the Subway station improvements project at Hillhead, Kelvinhall and Ibrox Subway stations;
- (2) endorsed the progressive programme approach which had been adopted; and
- (3) agreed that a working group be established, chaired by Councillor Fagan, to provide direction on aesthetics and design quality to the project,

there was submitted a report (issued) of 30 April 2009 by the Assistant Chief Executive (Operations),

- (a) detailing tenders received for the provision of architectural consultancy services for the Subway Station refurbishment project;
- (b) informing members that a full assessment of the consultants had been carried out based on quality and price as detailed in the report; and
- (c) recommending that the committee approve the award of the contract to Aedas Architects Ltd at a cost of £99,500 for the fixed elements of the work, together with the tendered percentage fee rates for the variable elements of work this being the most economically advantageous tender received.

After discussion and having heard the Chair advise members that he was in the process of recruiting external individuals who had the knowledge and expertise in the aesthetics and design of public places to be members of the working group, the committee

- (i) approved the recommendation at (c) above; and
- (ii) agreed that the Chair would report on the final membership of the working group at the next Strategy and Programmes Committee meeting.

5. **Greenock Bus Station – progress update**

[Click here to view report](#)

There was submitted a report (issued) of 30 April 2009 by the Assistant Chief Executive (Operations)

- (1) intimating
 - (a) that the quality of the facilities at Greenock Bus Station, particularly in Kilblain Street, were very poor in terms of the bus running area and also the passenger waiting and circulation areas; and
 - (b) that the bus station area had suffered from localised ground subsidence resulting in the closure of the footway behind bus shelters in Kilblain Street;
- (2) informing members

15 May 2009

- (a) that during the latter half of 2008, an assessment of the existing facilities and options for improvement had been undertaken by SPT, taking into consideration operational requirements, affordability, deliverability and risk;
 - (b) that the preferred option was to contain work only within an area of land which had been requested to be transferred to SPT ownership from Inverclyde Council and a third party, Argowan Estates; and
 - (c) that the transfer of land represented a significant risk to the delivery timescales for the project and progress would therefore require to be monitored closely;
- (3) outlining the proposed delivery of improvements to the bus station which included re-arranging the bus stances, providing new shelters, pedestrian barriers, lighting, bus stop information and CCTV, together with improving the road surfacing;
- (4) explaining that it was proposed that Inverclyde Council would undertake and fund complementary works in Nicholson Street and West Stewart Street as part of the overall package of improvements;
- (5) highlighting that the cost to SPT for the Kilblain Street elements of the project had been assessed at £1.3m which had been incorporated within the 2009/10 capital budget; and
- (6) advising members
- (a) that the intention was to develop the Greenock Town Centre area as a Statutory Quality Partnership (SQP), given the scale of the investment and the opportunity afforded to work with local bus operators to agree a package of service quality improvements;
 - (b) that this would deal with vehicle quality, service levels and complement the investment in bus infrastructure intended to encourage modal shift with an increased use of public transport; and
 - (c) that although this exercise would run parallel to the development of the new bus station, the consultation element of the SQP was anticipated to take longer than the targeted completion date of the bus station.

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