

Strathclyde Partnership for Transport

Minute of Strategy & Programmes Committee meeting

18 September 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 18 September 2009

- Present** Councillors David Fagan (Chair), Robert Burrows, Bill Grant, Alan Moir, Davie McLachlan, Jim McNally, Duncan MacIntyre, Eddie Phillips, George Roberts and Alistair Watson and appointed members Alan Malcolm and Gavin Scott.
- Apologies** Councillor Ian Gray, and appointed members John Boyle, Elizabeth Cameron and Liz Connolly.
- Attending** Valerie Davidson, Assistant Chief Executive/Secretary; Charlie Hoskins, Director of Projects; Rodney Mortimer, Director of Policy and Strategy and Neil Wylie, Director of Finance.

1. Minute of previous meeting

The minute of the meeting of 26 June 2009 (issued) was submitted and approved as a correct record.

With reference to the minute with regard to page 3, paragraph 5, various members expressed their concerns at the Scottish Government's recent decision in their pre-budget statement to cancel the GARL project. Councillor Watson advised members that he would be writing to all MSPs requesting their comments on the decision. He informed members that, in his opinion, the wrong decision had been made and that SPT would continue to engage with the Scottish Government in an attempt to reverse the decision. The committee noted the position and agreed that a note on the parliamentary budget process would be issued to all members of the Partnership.

2. Revenue budget monitoring as at 15 August 2009

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

- (1) reminding members that the Partnership had approved a revenue budget for 2009/2010 of £47.642m;
- (2) appending the revenue monitoring report for the period to 15 August 2009 (period 5);
- (3) informing members that, based on the information to date, an overspend of £140,000 was forecast at this stage and all expenditure heads would be monitored closely to ensure the projected overspend was minimised and controlled; and
- (4) outlining the main reasons for the overspend.

After consideration and having heard Mr Wylie in further explanation of the report and in answer to members' questions, the committee noted the projected outturn position on the information available at the end of period 5.

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3. Capital programme monitoring and proposed amendments and additions as at 15 August 2009

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There was submitted a report (issued) of 17 August 2009 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the 2009/2010 capital budget comprised of over 210 category 1 projects cleared for immediate spend to the value of £34.723m with an additional 176 projects held in reserve in categories 2 and 3 which would be developed to a suitable level of readiness for implementation pending the availability of funds and the resolution of any outstanding delivery issues which might exist;
- (2) providing a financial analysis of the capital programme budget and actual spend as at 15 August 2009 (period 5) in summary by service and in detail by project, which highlighted an actual spend to date of £2.967m compared to a planned spend position by the end of period 5 of £5.888m;
- (3) appending a list of various proposed amendments to the capital programme which, if approved, would result in an anticipated outturn of £34.270m at the end of the financial year;
- (4) highlighting that, given the fact that the projected spend level on category 1 projects was likely to exceed current funding levels, it was unlikely that the promotion of any category 2 and category 3 projects could be approved in the current financial year;
- (5) advising members
 - (a) that in delivering the 2009/2010 investment programme an important feature would again be a partnership working relationship with the twelve Local Authorities and other industry partners within the Regional Transport Partnership (RTP) area; and
 - (b) that SPT were developing a number of investment strategies including bus infrastructure development projects which would result in implementation works being rolled out throughout the RTP area in 2009/2010;
- (6) explaining
 - (a) that as no material slippage had been noted from 2009/10 into 2010/11, it was clear that the delivery phasing of the capital programme would require to be managed actively in order to bring the year end spend to within acceptable budget levels; and
 - (b) that programme delivery highlights would be reported to members as the financial year progressed; and
- (7) recommending that the committee
 - (a) note
 - (i) the delivery and financial performance of the 2009/2010 SPT capital programme as at period 5; and

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- (ii) the requirement to manage the phasing of the capital programme in order to ensure that the total year end expenditure fell within the acceptable budget provision; and
- (b) approve the undernoted amendments to the 2009/2010 capital programme to reflect project delivery issues:-

New project

Capital project	Value (£)	Status
Power car cab sound installation	+33,000	New project

Project amendments

Mobile data terminals	+6,431	Outturn amended
Extension to infopublisher to link DRT services	-6,431	}
		}
		}
Extension to infopublisher to link DRT services	-34,000	}
		}
		}
Extension to infopublisher to link DRT services	-20,000	}
		}
Upgrade signalling vital processor interlocking	-11,000	Outturn amended
Upgrade optical fibre highway system	-11,000	Outturn amended
Escalator upgrade and refurbishment	-11,000	Outturn amended
Implement PASS Finance Module	+34,000	Outturn amended
Extension of telecommunications	+20,000	Outturn amended
Bus Rapid Transit Development	+50,000	Outturn amended
Implement streamline Ofcom radio charges	-175,000	Outturn amended
Develop bus punctuality improvement infrastructure	-50,000	Outturn amended

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After discussion and having heard Mr Wylie in further explanation of the report and in answer to members' questions, the committee approved the recommendations at (7)(b) above.

4. Annual Treasury Management report 2008/09

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There was submitted and noted a report (issued) of 3 September 2009 by the Assistant Chief Executive (Business Support),

- (1) reminding members that, in accordance with the Chartered Institute of Public Finance and Accountancy "Treasury Management in Public Services Code" and SPT's Financial Regulations, an annual report required to be produced to present an overview of treasury activities undertaken in the previous financial year;
- (2) summarising the Treasury Management performance for the financial year 2008/09 which covered
 - SPT's current treasury position;
 - the economy in 2008/09;
 - borrowing and investment rates in 2008/09;
 - the borrowing outturn for 2008/09;
 - compliance with treasury limits and prudential indicators;
 - investment strategy for 2008/09;
 - investment outturn for 2008/09 and
 - debt re-scheduling;
- (3) appending SPT's Prudential Indicators; and
- (4) concluding
 - (a) that during 2008/09, SPT's debt had been significantly reduced in accordance with the long term financial agreement with the Scottish Government; and
 - (b) that as both investment income and average rates of return had dropped significantly due to the drop in interest rates to an unprecedented low, this had had a material impact on SPT's overall revenue position.

5. Regional Transport Strategy action plans – Access to education and access to rural areas

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With reference to the minute of 25 January 2008 (page 6, paragraph 6) when the committee had approved implementation plans for each of the following action plans:-

- Walking and Cycling;
- Smarter choices;
- Freight;
- Access to healthcare;
- Bus; and
- Park and Ride,

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there was submitted a report (issued) of 12 August 2009 by the Assistant Chief Executive (Business Support)

- (a) appending proposed action plans for Access to Education and Access to Rural Areas;
- (b) highlighting that work was underway on two further action plans for parking and access to ports, ferries and airports and reports on these would be submitted to a future committee for approval;
- (c) explaining
 - (i) that the actions set out in the RTS action plans formed one element of SPT's five year delivery plan framework approved by the Partnership in September 2008, which provided a focus for SPT and member councils to forward plan their investment in future transport projects based on the objectives of the RTS; and
 - (ii) that the action plans would also require funding from member councils;
- (d) requesting that the committee approve the implementation plans for each action plan as detailed in the report.

After discussion and having heard various members express comment on the plans including Councillor Roberts express specific comment on rural transport provision schemes in other areas, the Chair advise members of a letter received from Councillor McGurk expressing concern about the perceived role of individual constituent councils in producing Access to Education Plans, the committee agreed

- (A) that, in view of the comments received, the contents of both plans would be re-considered and submitted to a future meeting of the committee; and
- (B) that as part of that process, the Access to Education Plan would be passed to SPT's Education Transport Liaison Group in order that constituent councils' views would be considered in detail.

6. Revision to the Scottish planning system – involvement of SPT members and officers in planning consultations

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With reference to the minute of the Partnership of 14 August 2009 (page 4, paragraph 7) when the Partnership had

- (1) noted a report which had informed members of the background to the Planning etc. (Scotland) Act 2006 which set out a framework for modernising the planning system; and
- (2) agreed, inter alia, that a protocol be developed on the role of SPT members and officers at pre-application public consultation events for national or major development proposals,

there was submitted a report (issued) of 26 August 2009 by the Assistant Chief Executive (Business Support),

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- (a) intimating that, in order to add value at the start of the development process to ensure that communities were better informed about national or major developments and could influence final proposals before they were formally submitted to the planning authority, developers for national or major developments would require to undertake consultation with community councils and communities around development sites;
- (b) advising members
 - (i) that pre-application consultation was a developer led process where developers were required to hold at least one public event and invite groups identified by the relevant council to participate in the event; and
 - (ii) that it was possible that developers might also wish to include SPT members and officers in the meetings or that SPT members and officers might consider it beneficial to attend events to find out further information on particular proposals;
- (c) enclosing as appendices to the report
 - (i) the new hierarchy introduced by the 2006 Act; and
 - (ii) a proposed protocol which provided guidance to SPT members and officers participating in pre-application consultation events;
- (d) explaining
 - (i) that the pre-application consultation protocol outlined the roles of both members and officers which sought to ensure that their attendance and participation in pre-application consultation did not result in a conflict of interest arising later in the development process nor preclude formal representation being submitted once a planning application had been submitted formally to SPT for consultation;
 - (ii) that without a consistent protocol, there was a risk that early informal statements might prejudice SPT's later and fully considered consultation response on planning applications; and
 - (iii) that a further benefit of a consistent protocol would be to enhance the protection of SPT's property interests;
- (e) informing members
 - (i) that although it was not expected that pre-application consultation events would seek to engage with wider interested stakeholders, there might be occasions where SPT had a property interest in a development site and might require to attend an event;
 - (ii) that SPT would have an opportunity to engage fully in the planning process at pre-application meetings if required by the planning authority or when a planning application had been lodged with the planning authority; and
 - (iii) that the current arrangements for SPT's involvement in the development planning process would continue; and

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- (f) recommending that the committee approve the proposed protocol.

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

7. Update on the Scottish Ferries Review

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There was submitted a report (issued) of 29 August 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members
 - (a) of the Scottish Ferries Review currently being undertaken by the Scottish Government which was a comprehensive study and analysis of all aspects of ports and ferries, including issues of funding, safety, ownership models, operators, accessibility, freight, procurement of vehicles and the ferry route network; and
 - (b) that the review, once completed, would provide background information to be used to prepare a long term Scottish Ferries Strategy to 2022 which would influence the next round of tendering for services for Orkney and Shetland together with the Clyde and Hebridean routes, the contract for which would start in October 2013;
- (2) appending a report which highlighted
 - (a) the current progress on the review; and
 - (b) SPT's role in the review which included:-
 - membership of the Review Steering Committee;
 - membership of the Local Authorities Sub-Group; and
 - contribution of information as a ferry operator, where appropriate;
- (3) advising members
 - (a) that it was likely that the findings and recommendations from the review would influence the context and scope of future SPT strategies and how SPT operated ferries; and
 - (b) that a long term ferries strategy would affect the nature of the significant ferry operations in the west of Scotland and how SPT planned for related transport infrastructure and services; and
- (4) explaining
 - (a) that the review findings would also assist in the development of SPT strategies for access to rural areas and ports; and
 - (b) that findings on training, equalities (mobility), safety, port ownership and procurement practice would be of relevance to SPT's ferry operations.

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

- (i) noted the current situation as outlined in the report; and
- (ii) agreed that a report recommending a formal response by SPT be submitted to committee once the draft ferry strategy was published.

8. Dalmarnock Rail Station – progress update

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There was submitted a report (issued) of 27 August 2009 by the Assistant Chief Executive (Operations)

- (1) providing detail on the proposed redevelopment of Dalmarnock Rail Station which had a key role to play in the regeneration plans for the Clyde Gateway Urban Regeneration area and would provide a modern, accessible transport hub for the Commonwealth Games in 2014;
- (2) explaining that at present, the station faced a number of challenges which included:-
 - no covered/heated waiting area or public facilities;
 - poor awareness of the station and hence low patronage;
 - poor accessibility for people with disabilities; and
 - safety concerns together with overall unpleasant station ambience/environment;
- (3) advising members
 - (a) that a stakeholder management group led by SPT and consisting of membership from Transport Scotland, Network Rail, First ScotRail, Glasgow City Council, Clyde Gateway and Glasgow 2014 had worked together to review and agree a shortlist of options which best met the project objectives;
 - (b) that Network Rail had recently taken the proposals through their own internal investment panel to gain approval of a Development Services Agreement with SPT which covered the next stages of design development to be carried out and concluded the GRIP 3 (Guide to Railway Investment Projects) process by the end of the financial year; and
 - (c) that Network Rail had advised that it is was necessary to complete the design development work this year to ensure the implementation works were completed by the end of 2013;
- (4) enclosing as an appendix to the report an outline of the scope of the work to be undertaken for the shortlist of options which would be developed to GRIP (Stage 3);
- (5) highlighting
 - (a) that a development agreement on an emerging cost basis with Network Rail required to be agreed and executed for the GRIP3 work to be undertaken on the shortlist of options;

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- (b) that it was the intention that the majority of design would be carried out by consultants and managed by Network Rail; and
 - (c) that SPT would have full access to all costing records and input with Network Rail and the consultants on the development of the various options to ensure that all the stakeholder issues were addressed and costs contained within budget limits; and
- (6) informing members
- (a) that the total cost for development of the project in this financial year was estimated to be up to £410,000 to be funded from SPT's current allocation of £240,000 from the 2009/10 Capital Programme and a contribution of £170,000 from Clyde Gateway;
 - (b) that discussions had been positive regarding the future funding for the implementation phase of the project, with contributions up to £2m being requested from Glasgow City Council and Clyde Gateway and a forthcoming contribution from SPT, subject to approval of future capital programmes;
 - (c) that a stage 1 application for European Regional Development Funding had been made requesting a contribution of £2.786, towards development and construction costs; and
 - (d) that although SPT was currently acting as client in order to take the project forward, confirmation was being sought from Transport Scotland as rail authority to take on this role following the conclusion of the GRIP 3 process, albeit that SPT, Glasgow City Council and Clyde Gateway would continue to act as scheme funder/stakeholders beyond GRIP 3.

After discussion and having heard Mr Hoskins advise members

- (i) that Transport Scotland had recently confirmed that they would take over the client role following the GRIP 3 stage; and
 - (ii) that the stage 1 ERDF funding application had been successful and an application for stage 2 ERDF funding would be submitted in early October, the committee
- (A) agreed to the signing of the Development Agreement with Network Rail;
 - (B) congratulated Mr Hoskins and his staff on their hard work and professionalism in developing the project and their continued liaison with the other key stakeholders; and
 - (C) otherwise noted the terms of the report;

9. **Hamilton Bus Station and interchange re-development – progress update**

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There was submitted and noted a report (issued) of 8 September 2009 by the Assistant Chief Executive (Operations)

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- (1) reminding members that SPT had been working for a number of years on various proposals for the redevelopment of Hamilton Bus Station and Hamilton Central Rail Station into a major regional transport interchange, with significant involvement from major stakeholders including South Lanarkshire Council, Network Rail, and First ScotRail;
- (2) informing members
 - (a) that following a review of the historical information it was clear that, despite over 80% of public transport users utilising bus services at this location, the previously proposed interchange was focussed around the rail station building;
 - (b) that whilst work in 2006 had sought to reduce the impact of building over the railway and incorporated a different bus station layout, it still focussed on upgrading the rail station building as the main interchange facility; and
 - (c) that, although in total over twenty options had been explored up to 2008 and whilst the proposals for the new building had shown theoretically how the vision could be realised, significant issues had remained unresolved and the project had failed to move forward to delivery;
- (3) detailing the collaborative approach now being taken by SPT and South Lanarkshire Council to re-focus the project;
- (4) advising members
 - (a) that the project had now been re-shaped with a delivery focus and the option appraisal work had concluded a preferred layout which was to be progressed in partnership with South Lanarkshire Council; and
 - (b) that the new facility was focussed on making significant improvements to the bus area, whilst safeguarding for potential future integration with rail facilities should rail industry partners be in a position to fund and deliver those elements;
- (5) enclosing as an appendix to the report, an indicative layout of the bus station which was now ready to be taken forward into the stage of design development in readiness for detailed design, planning application and procurement of the construction works;
- (6) highlighting that the new facility would vastly improve customer facilities, whilst continuing to allow integration with adjacent rail services, taxis and linkages to the town centre;
- (7) explaining
 - (a) that the loss of car parking spaces from South Lanarkshire Council adjacent car park had been minimised and the council had confirmed that they were willing to accept this short term as a consequence of the wider benefits which the new facilities would provide;
 - (b) that South Lanarkshire Council and SPT land ownership issues as detailed in the report would require a formal property options report, including a valuation, to allow a formal agreement to be put in place which would be progressed in

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parallel with the design process to ensure that it reflected the final layout for the new building and bus operational area; and

- (c) that although SPT had been advised that the area of the service access road for school children decanted as part of South Lanarkshire Council's ongoing school building programme would not be required beyond 2010, depending on the timing of the new facilities, this element might need to be accommodated within the construction phase; and
- (8) outlining the immediate next steps which would be taken in design development and project costing, including
- the preparation of detailed cost estimates and value engineering in order to ensure that there was a clear focus on project affordability;
 - further discussions with South Lanarkshire Council on the potential funding of the enabling works relating to the changes to Orchard Street, car park and land arrangements;
 - a stage 1 ERDF funding bid submitted by South Lanarkshire Council and supported by SPT; and
 - preparation of a procurement strategy which would focus on agreeing the organisational arrangements to take the design through planning permission and associated consents, procurement and construction.

10. Subway Station Improvements Design Advisory Group: Proposed Study Visit to Turin Metro

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With reference to the minute of the Partnership of 12 June 2009 (page 8, paragraph 10) when the Partnership had agreed that David Fagan, Vice Chair would chair a Design Advisory Group (DAG) to guide the aesthetics, public art and design principles applied for the Subway Modernisation Station Improvements Project, there was submitted a report (issued) of 13 August 2009 by the Assistant Chief Executive (Business Support)

- (1) advising members that the DAG had been established in June 2009 and met on a fortnightly basis;
- (2) outlining the composition of the group which included SPT officers and external partners;
- (3) explaining
- (a) that although progress had been positive and AEDAS architects were developing designs for stations based on the current work of the group, it had been agreed that it would be worthwhile to view examples of best practice in the aesthetics of design of similar stations; and
- (b) that in addition to a visit to London on 21 September 2009, a trip to Turin in Italy from 19 to 21 October 2009 had been proposed;
- (4) advising members

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- (a) that Turin was similar to Glasgow, had a similar sized population and faced many of the same issues facing Glasgow as a post-industrial city re-establishing itself in a global market;
 - (b) that Turin Metro was currently of a similar scale to the Glasgow Subway, with 14 stations, but with further extensions planned; and
 - (c) that the system had been built in 2006 for the Winter Olympics, which resonated with SPT's desire to accelerate delivery of a modernised Subway in time for the Commonwealth Games; and
- (5) concluding that the visit would provide SPT with the opportunity to examine best practice in subway design and would be beneficial in the further development of the Subway Modernisation Project.

After consideration and having heard Councillor Fagan update members on the work of the group and advise members that the trip to London also required committee approval, the committee agreed

- (i) that Councillor Fagan accompany two other members of the DAG on proposed study visits to Turin and London to view the metro systems and meet with relevant people to learn more on the aesthetics of stations; and
- (ii) that a report on the visits be presented to a future committee.