

## **Strathclyde Partnership for Transport**

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

**26 June 2009**

held in Consort House, Glasgow

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# Minute of the meeting of the Strathclyde Partnership for Transport's Strategy & Programmes Committee held in Glasgow on 26 June 2009

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<b>Present</b>	Councillors Alistair Watson (Chair), Robert Burrows, Jim McNally, Eddie Phillips, John Reid and George Roberts and appointed members John Boyle and Gavin Scott.
<b>Apologies</b>	Councillors David Fagan, Ian Gray, Bill Grant, Davie McLachlan and Duncan MacIntyre and appointed member Alan Malcolm.
<b>Attending</b>	Valerie A Bowen, Senior Clerk, Gordon MacLennan, Assistant Chief Executive (Operations), Rodney Mortimer, Director of Policy and Strategy and Neil Wylie, Director of Finance.

## 1. Minute of previous meeting

The minute of the meeting of 15 May 2009 (issued) was submitted and approved as a correct record.

## 2. 2008/2009 abstract of accounts

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**P** There was submitted and approved a report (issued) of 10 June 2009 by the Assistant Chief Executive (Business Support) requesting that the committee agree that the draft abstract of the annual accounts appended to the report for the financial year ending 31 March 2009 be submitted to the Controller of Audit.

## 3. Revenue monitoring as at 23 May 2009

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There was submitted a report (issued) of 10 June 2009 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the Partnership had approved a revenue budget for 2008/2009 of £47.642m;
- (2) appending the revenue monitoring report for the period to 23 May 2009 (period 2);
- (3) informing members that, based on the information to date, an overspend of £116,000 was forecast at this stage and all expenditure heads would be monitored closely to ensure the projected overspend was eliminated; 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

- (a) noted the projected outturn position on the information available at the end of period 2; and

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- (b) agreed that a report providing an analysis of trends of the various incidents which had contributed to the reduction in Subway income would be submitted to the next committee.

#### **4. Capital programme monitoring and proposed amendments and additions as at 23 May 2009**

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There was submitted a report (issued) of 9 June 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 that might exist;
- (2) providing a financial analysis of the capital programme budget and actual spend as at 23 May 2009 (period 2) in summary by service and in detail by project, which highlighted an actual spend to date of £0.292m compared to a planned spend position by the end of period 2 of £0.530m;
- (3) appending a list of various proposed amendments to the capital programme which, if approved, would result in an anticipated outturn of £34.445m at the end of the financial year;
- (4) 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;
- (5) indicating that programme delivery highlights would be reported to members as the financial year progressed; and
- (6) recommending that the committee
  - (a) note the delivery and financial performance of the 2009/2010 SPT capital programme as at period 2; and
  - (b) approve the formal amendments to the 2009/2010 capital programme to reflect project delivery issues as undernoted:-

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**New project**

<b>Capital project</b>	<b>Value (£)</b>	<b>Status</b>
Fastlink – Bus Rapid Transit Development	10,000	New project

**Project amendments**

Station security implementation	(8,000)	Outturn amended.
Larkhall – Milngavie bridges snagging (South Lanarkshire)	(140,000)	Outturn amended.
A814 road improvements at Keppoch (Argyll and Bute)	(140,000)	Outturn amended.

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 (6) above.

**5. Strategic Park and Ride – progress update**

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With reference to the minute of 17 April 2009 (page 12, paragraph 13) when the Partnership had

- (1) noted that up to £5m of capital grant was being made available one year early to advance work on strategic park and ride projects;
- (2) approved the development of various strategic park and ride sites throughout the SPT area; and
- (3) authorised the Assistant Chief Executive (Business Support) to sign the grant funding letters to expedite the projects,

there was submitted a report (issued) of 18 June 2009 by the Assistant Chief Executive (Business Support)

- (a) advising members
  - (i) that following the award of grant letters to all local authorities, an internal steering group had been established, chaired by the Assistant Chief Executive (Business Support) to take an overview on each of the sites in terms of programme, strategic risks and issues and make any potential recommendations to committee should some projects not be able to deliver; and

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- (ii) that an operational group had been formed comprising all local authority partners and key SPT staff which would meet on a quarterly basis in order to provide a general co-ordination forum and sharing of common issues;

(b) providing detail on the progress of the following sites:-

<b>Project</b>	<b>Cost</b>	<b>Delivery by</b>	<b>Key issues</b>
Carluke Spaces: 166	£1,000,000	South Lanarkshire Council	Negotiations were ongoing with third party land owners who were likely to vacate site in Autumn 2009. A preliminary design was in place and meetings scheduled with Network Rail.
Kilbowie Spaces: 160	£300,000	West Dunbartonshire Council	Contract awarded for phase 1 – access and turning circle.
Patterton Spaces: 500	£850,000	East Renfrewshire Council	Agreement in place for council to lease and maintain area of third party land. Planning consent in place for outline and detailed design in two phases. 16 week construction period envisaged.
Harthill Spaces: 107	£1,005,000	North Lanarkshire Council	Designer appointed (W.A. Fairhurst) and preliminary designs being worked up.
Stewarton Spaces: 70	£560,000	East Ayrshire Council	Consultant appointed (URS) and developing design options dependent upon access/egress solutions.
Monkton Spaces: 500	£500,000	SPT (Lead Sponsor)	Site identified and negotiations progressing with third party landowner. Design to be prepared in parallel and strategy for planning permission being advanced.

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<b>Project</b>	<b>Cost</b>	<b>Delivery by</b>	<b>Key issues</b>
Croy Spaces: 725	£350,000	SPT (Lead Sponsor)	Planning permission granted and detailed design prepared. Procurement of contractors commenced with pre-qualification underway. Land in SPT and North Lanarkshire Council ownership. Construction to be completed in 2010 and funded separately.

(c) detailing the progress in the following sites which required feasibility studies to be undertaken on a rolling programme throughout the year to strengthen their associated business cases:-

- Uddingston;
- Maidenhill;
- Robroyston;
- Lambhill;
- Hawthorn Street;
- Kilmarnock;
- Eurocentral;
- Fullarton;
- Parkhead; and
- Cambuslang;

(d) explaining

- (i) that there were some sites where third party land ownership presented a specific risk and these projects would be closely monitored; and
- (ii) that the steering group would continue to monitor each project and where appropriate assist in mitigation of risks as they arose; and

(e) highlighting

- (i) that it was the intention of SPT to make senior level representation to Network Rail and Transport Scotland as a co-ordinated approach to assist in ensuring the works received appropriate priority from rail industry partners; and
- (ii) that the steering group would also monitor progress of the ongoing development work to ensure a coherent strategy of the wider aspects of park and ride.

After discussion, the committee noted the progress of the strategic park and ride sites particularly the focus being afforded to those projects by SPT.

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## 6. Freight issues update

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

- (1) informing members of the background, objectives and composition of Strathclyde Freight Quality Partnership (FQP) which was established in 2007 and supported two of SPT's top six RTS Strategic Priorities of improving cross-city and cross-region links on strategic corridors and improving sustainable connectivity for business and freight;
- (2) detailing the current FQP initiatives contained within the FQP Action Plan which included a Freight Consolidation Centre Study and a review of the relaxation of curfew restrictions;
- (3) explaining that progress reports on the FQP initiatives would be submitted to future Partnership meetings; and
- (4) advising members
  - (a) that SPT had attended a national seminar, hosted by the Scottish Government and the Freight Transport Association on 2 June 2009 to identify both the barriers and opportunities for closer working relations among the freight industry, local authorities and RTPs;
  - (b) that although delegates had agreed that the establishment of FQPs by the RTPs had been an effective forum involving both the public and private sectors, there was further scope to develop the effectiveness of the Strathclyde FQP and the other regional FQPs to share best practice in implementing initiatives; and
  - (c) that SPT intended to begin discussions on this with the other FQPs.

## 7. Clydebank Bus Interchange – progress update

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There was submitted and noted a report (issued) of 8 June 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members
  - (a) that West Dunbartonshire Council (WDC) and "Clydebank Rebuilt" urban regeneration company (CR) had been working for a number of years on the regeneration of Clydebank Town Centre and surrounding area; and
  - (b) that as the bus station and adjacent rail station were at the heart of the transport solution for the future development, SPT had been working closely with WDC and CR to ensure the transport solution fully complemented their redevelopment plans;
- (2) advising members that SPT had examined a number of options for a new bus station, with a focus on meeting existing and future demands for the developed

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area whilst also bringing the bus station up to SPT's standards and maintaining a key interchange with the adjacent railway station;

- (3) enclosing as an appendix to the report the proposed layout of the new bus interchange which would also act as a key interchange with the adjacent railway and taxi stances;
- (4) detailing the key features of the new bus station which included a total of six bus stances mid way along Chalmers Street, a revised bus layover area with a relocated drivers' booth and the replacement of the existing roundabout at Argyll Road with a signalised junction together with the realignment of the present Abbotsford Road to provide continued local access;
- (5) outlining the complementary enabling works which were being progressed by CR and WDC;
- (6) highlighting
  - (a) that the project was dependant on an electricity sub-station being relocated which presented a major risk and was being closely monitored; and
  - (b) that CR had stated that they would fund and deliver the element of these works, subject to confirmation of costs and funding;
- (7) explaining
  - (a) that the capital cost of the core scheme, excluding optional enhancements, was approximately £2m which was shown within year 2 (2010/2011) of SPT's capital plan; and
  - (b) that discussion with project partners would take place over the capital and revenue funding of any potential additional enhancements as outlined in the report and whether the project as part of the wider regeneration of the area might qualify for an ERDF Priority 3 funding application; and
- (8) concluding
  - (a) that the next steps would be to undertake detailed design of the preferred layout, continued stakeholder consultation and obtaining necessary consents; and
  - (b) that the detailed design and various consents were proposed to be completed this financial year with construction work planned to commence mid 2010, subject to timing of the procurement phase, confirmation of the relocation of the electricity sub station and the ERDF contribution.



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## **8. Conference**

The Committee agreed that Councillor Davie McLachlan be authorised to attend the conference entitled 'Transport 09 – connections through investment' to be held in London on 17 September 2009.