Committee minute

SPT

Strathclyde Partnership for Transport

Minute of Strategy & Programmes Committee

9 September 2016

held in 131 St Vincent Street, Glasgow

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Minute of the meeting of Strathclyde Partnership for Transport's Strategy & Programmes Committee held in 131 St Vincent Street, Glasgow, on 9 September 2016

Present	Councillors Kaye Harmon (Chair), Martin Bartos, Eddie Devine, Allan Falconer, Jonathan Findlay, Bill Grant and Denis McKenna and appointed members Anne Follin, Alan Malcolm, Jo MacLennan and Jim McNally.
Attending	Valerie A Bowen, Senior Committee Officer; Gordon Maclennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Charlie Hoskins, Senior Director; Neil Wylie, Director of Finance and HR, Ronnie Park, Director of Bus Operations and Bruce Kiloh, Head of Policy & Planning.

1. Apologies

Apologies were submitted from Councillors William Shields and Paul Welsh and appointed members Ann Faulds and Alex Macaulay.

2. Declarations 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

The minute of the meeting of 24 June 2016 was submitted and approved as a correct record.

4. Revenue monitoring report as at 20 August 2016 (period 5)

There was submitted a report (issued) of 25 August 2016 by the Assistant Chief Executive (Business Support)

(1) reminding members that the Partnership had approved a core revenue budget for 2016/2017 of £38.418m;

(2) appending the revenue monitoring report for the period to 20 August 2016 (period 5) which detailed the main variances, together with a detailed budgetary control report;

(3) explaining that although there had been an impact on Subway income as a result of the Subway suspension, it was hoped that, with a strong focus on recovering the Subway patronage base in the coming months, the Subway income budget for 2016/2017 would be achieved;

(4) informing members that, with the assumption of Subway income being achieved and the on-going savings programme, net income growth/savings of £0.648m was currently forecast; and

(5) intimating that all expenditure heads would continue to be monitored to ensure this positive variance was achieved and proposals for achieving the required year end break-even position would be submitted to a future committee meeting.

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

5. **Capital programme monitoring report and proposed amendments as at 20 August 2016 (period 5)**

There was submitted and noted a report (issued) of 31 August 2016 by the Assistant Chief Executive (Business Support)

(1)   reminding members that the 2016/2017 capital programme had been approved by the Partnership on 4 March 2016 against known capital grant and other sources of funding;

(2)   intimating that actual expenditure as at 20 August 2016 (period 5) totalled £26.818m compared to a planned spend position of £27.426m;

(3)   providing a detailed financial analysis of individual projects contained within the programme, split by department; and

(4)   advising members that there were no proposed amendments to the 2016/2017 capital programme at this stage.

6. **Annual Treasury Management Report 2015/2016**

There was submitted and noted a report (issued) of 31 August 2016 by the Assistant Chief Executive (Business Support)

(1)   informing members that, through regulations issued under the Local Government in Scotland Act 2003, an annual report required to be produced to present an overview of treasury activities undertaken in the previous financial year, together with actual prudential and treasury indicators;

(2)   summarising the Treasury Management performance for the financial year 2015/2016 which covered

●   the economy and interest rates in 2015/2016;
●   capital expenditure and financing;
●   the overall treasury position as at 31 March 2016;
●   prudential and treasury management indicators;
●   investment strategy for 2015/2016; and
●   investment outturn for 2015/2016;

(3)   appending SPT's prudential and treasury management indicators; and

(4)   concluding

(a)   that during the financial year 2015/2016, SPT had operated within the treasury limits and prudential indicators set out in the Treasury Policy Statement and Annual Treasury Strategy; and

(b)   that the Investment Strategy for 2015/2016 had been followed in full.

7. **National Tranport Review and Regional Transport Strategy**

With reference to the minute of the Partnership of 12 February 2016 (page 4, paragraph 7) when the Partnership, inter alia, had noted that the Transport Minister had launched the

refreshed National Transport Strategy (NTS) at an event at COSLA headquarters in Edinburgh on 21 January 2016, there was submitted a report (issued) of 30 August 2016 by the Assistant Chief Executive (Operations)

(1)   informing members

(a)   that, at a Transport Summit in Dumfries and Galloway on 22 August 2016, the Transport Minister had announced a National Transport Review (NTR), which would include a fuller review of the NTS; and

(b)   that in announcing the NTR, Transport Scotland had outlined what it was expected to deliver:-

- a strong, Scotland-wide demonstration of partnership working with stakeholders such as COSLA, Regional Transport Partnerships, transport operators, local authorities, businesses and the travelling public;

- the publication of a reference document (NTS2) with an updated vision and strategy endorsed and 'owned' by all;

- an associated outcomes framework to focus delivery of that vision and strategy, setting out contributions needed from all partners across all sectors;

- the articulation of a coherent transport narrative reflecting the Programme for Government and the principles of prosperity, fairness and participation; and with clearer alignment with Scottish Government National plans, Policies and Strategies, such as the National Planning Framework, Digital Strategy, RPP3, Infrastructure Investment and Community Planning;

- the articulation of priorities for the revised Strategic Transport Projects Review, which would form part of the deliverables for NTS2; and

- clarification and possible modification of existing roles and responsibilities, as between central and local government and service providers;

(2)   intimating that, as there had been significant changes in how and why people travelled and new initiatives which sought to deliver step change in economic growth in the west of Scotland since the Regional Transport Strategy was approved by Scottish Ministers in 2008, it was considered appropriate that SPT begin the process of refreshing and reviewing the RTS in line with and taking into account of the NTR and all other factors which affected transport across the region;

(3)   highlighting the fact that the Scottish Government's commitment to a 'fuller, collaborative review', building on the work of the NTS refresh, was very much in line with SPT's approach in developing the existing RTS and the manner in which SPT would propose the review and update was undertaken;

(4)   explaining

(a)   that it was proposed that a collaborative approach be taken to the updated RTS, working in partnership with SPT's constituent councils, Clydeplan, Transport Scotland, and other key stakeholders across planning, transport (including the emerging Strathclyde Bus Alliance), business and, at the heart of it, the public;

(b)   that the recently approved Glasgow City Region City Deal and the emerging Ayrshire Growth deal contained significant investment across the region and would require to be factored into the RTS and, as such, it was expected that these key stakeholders would work in close partnership with SPT in reviewing and updating the RTS; and

(c)   that, in addition, from a policy perspective, SPT's 'Ten Point Plan for Bus' would be factored into any revision of the RTS; and

(5)   advising members that SPT and Transport Scotland were currently developing a new Strathclyde Regional Transport Model for the west of Scotland which was the essential toolkit to be utilised in analysing the network and ensuring that a new RTS was based on a robust evidence base.

After consideration and having heard Mr Kiloh in answer to members' questions, the committee

(i)   agreed that officers commence the review and update of the Regional Transport Strategy, with a fuller scope to be provided to the Partnership once the finer details of the NTR were provided; and

(ii)   otherwise noted the terms of the report.

8.   **Scottish Government consultation on the integration of the British Transport Police in Scotland into Police Scotland – proposed SPT response**

There was submitted a report (issued) of 16 August 2016 by the Assistant Chief Executive (Operations)

(1)   informing members

(a)   that the Scottish Government had issued a consultation document on its proposed arrangements to integrate the British Transport Police (BTP) in Scotland into Police Scotland; and

(b)   that views on how all those responsible could ensure a smooth transition towards integration, ensure that railway policing in Scotland was subject to appropriate oversight by the Scottish Parliament and maintain railway policing as a specialism had been invited;

(2)   outlining the key issues contained within the consultation, together with the key principles of SPT's proposed response;

(3)   appending SPT's proposed response which had been submitted within the deadline, subject to Committee approval; and

(4)   concluding

(a)   that there was concern at the loss or dilution of specialist skills within the BTP when transferred to Police Scotland;

(b)   that it was felt that there was opportunity for Transport Scotland and Regional Transport Partnerships to have greater oversight of the work of Police Scotland on the transport network; and

(c)   that SPT considered that the current integration of BTP within Police Scotland provided the opportunity to consider the policing of public transport as a whole and given that the largest public transport mode was bus, it was surprising that there was no dedicated transport policing service outwith rail and Subway; and

(4)   recommending approval of SPT's draft response.

Following discussion and having heard Mr Hoskins in answer to members' questions, the Committee approved the recommendation at (4) above.

9.   Rail Consultations – Proposed SPT responses

There was submitted a report (issued) of 16 August 2016 by the Assistant Chief Executive (Operations)

(1)   informing members that SPT had been invited to respond to two rail consultations, viz.

the Department for Transport consultation on the future of the InterCity West Coast; and

The Office of Rail and Road initial consultation on the 2018 periodic review of Network Rail;

(2)   outlining the key issues contained within each consultation, together with the key principles of SPT's proposed responses which had been submitted within the deadline, subject to Committee approval;

(3)   appending SPT's responses which had been submitted within the deadlines for each, subject to Committee approval;

(4)   informing members

(a)   that, at a strategic level, SPT continued to engage actively with rail industry partners, including project development and delivery, responding to relevant consultations and liaising via the West of Scotland Rail Forum; and

(b)   that SPT would continue to engage with the Department for Transport and The Office of Rail and Road on these consultations and report on any outcomes to the Committee in due course; and

(5)   recommending that the committee approve SPT's draft responses to each of the consultations outlined above.

After consideration and having heard Messrs Kiloh and Hoskins in answer to members' questions, the committee

(i)   approved the recommendation at (5) above, taking into account the comments made by members; and

(ii)   otherwise noted the terms of the report.