

# **Strathclyde Partnership for Transport minute of Strategy & Programmes Committee meeting**

**30 January 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 30 January 2009

---

- Present** Councillors David Fagan (Chair), Robert Burrows, Ian Gray; Bill Grant (deputy), Eddie Phillips, John Reid, George Roberts, Ruth Simpson and Alistair Watson and appointed members John Boyle, Elizabeth Cameron, Liz Connolly and Alan Malcolm.
- Apologies** Councillors Alex Hannah, Duncan McIntyre, Davie McLachlan and appointed member Gavin Scott.
- Attending** Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary; Valerie A Bowen, Senior Clerk; Neil Wylie, Director of Finance and Charlie Hoskins, Director, Major Projects.

## 1. Minute of previous meeting

The minute of the meeting of 14 November 2008 (issued) was submitted and approved as a correct record.

## 2. Proposed revenue budget 2009/10

[Click here to view report](#)

**P** With reference to the minute of 14 November 2008 (page 2, paragraph 4) when the committee had

- (1) considered a draft revenue budget of £48.119m which had been prepared taking into consideration the ongoing operation of the Partnership and before the inclusion of any service growth; and
- (2) agreed to recommend to the Partnership,
  - (a) that a requisition increase of 2.7% from its 12 constituent councils consistent with the average increase in the local government settlement be sought; and
  - (b) approval of the proposed increases in fares, fees and charges as detailed in the budget report,

there was submitted a report (issued) of 14 January 2009 by the Assistant Chief Executive (Business Support)

- (i) informing members
  - (A) that since the last report to the committee, the Partnership, at its meeting on 12 December 2008, had agreed a number of actions which had resulted in a saving of £477,000 in the 2009/10 budget;
  - (B) that although funding had been planned to continue with the current level of the bus warden scheme, no additional funding was proposed to increase the scheme at this stage; and

30 January 2009

- (C) that although discussions were continuing with the Scottish Government to address the forecast budget deficit for 2010/11 work was continuing to free resources to fund the ongoing strategies of modernising the Subway and ensuring delivery of the step change for bus plans; and
- (ii) recommending approval of the proposed revised revenue budget as detailed in the report.

After consideration and having heard Mr Wylie in further explanation of the report, the committee

- (aa) agreed to recommend to the Partnership approval of the proposed revenue budget as undernoted:-

Constituent Council Requisition	£38.313m
Scottish Government Long Term Agreement	£ 8.044m
Scottish Government Core RTP Funding	£ 1.220m
Scottish Government Smart Measures/Travel Planning	£ 0.065m
<b>Total</b>	<b>£47.642m</b>

- (bb) noted, that as it had now been possible to close the forecast deficit for 2009/10 without the need to draw on general reserves at this stage, a full review would be required as part of the ongoing work to address the forecast budget deficit for 2010/11.

### **3. Revenue monitoring report as at 3 January 2009**

[Click here to view report](#)

There was submitted a report (issued) of 15 January 2009 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the Partnership had approved a revenue budget for 2008/09 of £47.230m;
- (2) appending the revenue monitoring report for the period to 3 January 2009 (period 10); and
- (3) informing members that, based on the information to date, an underspend of £80,000 was forecast at this stage and all expenditure heads would be monitored closely to ensure that the projected underspend was achieved.

After consideration, the committee noted the terms of the report.

### **4. Capital programme monitoring and proposed amendments and additions as at 3 January 2009**

[Click here to view report](#)

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

- (1) providing a financial analysis of the capital programme budget and actual spend as at 3 January 2009 (period 10) in summary by service and in detail by project, which

30 January 2009

highlighted an actual spend to date of £8.995m compared to a planned spend position by the end of period 10 of £15.991m;

- (2) highlighting the following projects which had been selected for detailed reporting:-
- Partick Interchange redevelopment;
  - Croy Park & Ride;
  - Subway modernisation;
  - Dalmarnock rail station feasibility study;
  - Travel Point roll out;
  - CCTV stage 12; and
  - Local Authority projects
- (3) appending a list of various proposed amendments to the capital programme which, if approved, would result in an anticipated outturn spend of £25.666m at the end of the financial year; and
- (4) recommending that the committee
- (a) note the delivery and financial performance of the 2008/09 SPT capital programme as at Period 10; and
- (b) approve the formal amendments to the 2008/09 capital programme to reflect project delivery issues as undernoted:-

#### **New Projects**

<b>Capital project</b>	<b>Value (£)</b>	<b>Status</b>
Greenock Bus Interchange	15,000	New Project

#### **Projects previously approved by committees – For noting**

Mobile Travel Centre	54,875	Chair & Strategy & Programmes approved
Real Time Bus Information extension	(30,000)	Chair & Strategy & Programmes approved
Ayrshire Bus initiatives	(24,875)	Chair & Strategy & Programmes approved
Data Network Upgrade	150,000	Partnership approved
Consort House refurbishment	41,000	Partnership approved

#### **Project amendments**

Peacock Cross Park & Ride – South Lanarkshire	(500,000)	Outturn amended
---	-----------	-----------------

30 January 2009

<b>Capital project</b>	<b>Value (£)</b>	<b>Status</b>
A818 Daligan to Callendoune road improvements – Argyll & Bute	(67,000)	Outturn amended
A814 Keppoch Road improvements – Argyll & Bute	(284,000)	Outturn amended
Balloch Interchange	(160,000)	Outturn amended
Gartloch Road Cycle Route – Glasgow City Council	(70,000)	Outturn amended
A82 Kilbowie Junction Transportation Study – West Dunbartonshire	(40,000)	Outturn amended
A803 corridor improvement strategy – East Dunbartonshire	(5,000)	Outturn amended
Bus turning circle North Barr, Erskine – Renfrewshire	(50,000)	Outturn amended
Arran bus stop projects – North Ayrshire	300	Outturn amended
Partick Interchange redevelopment landscaping	(136,000)	Outturn amended
Larkhall/Milngavie continuing costs	(47,000)	Outturn amended
Partick Bus Station redevelopment	(15,000)	Outturn amended
Croy Park & Ride	30,000	Outturn amended
Dalmarnock rail station feasibility study	42,000	Outturn amended
Easterhouse car park extension	2,639	Outturn amended
Govan Interchange redevelopment	(30,000)	Outturn amended
Motherwell Transport Interchange	(320)	Outturn amended

30 January 2009

<b>Capital project</b>	<b>Value (£)</b>	<b>Status</b>
Purchase of demand responsive/subsidised vehicles	(326,000)	Outturn amended
Acquisition of additional floor space at Buchanan Bus Station	8,200	Outturn amended
Rail Ticketing System Glasgow Airport Travel Centre	(300)	Outturn amended
Power car cab – sound insulation	(135,000)	Outturn amended
Bogie rebuild – traction & suspension units	80,000	Outturn amended
Subway station lighting – clean Glasgow	(13,000)	Outturn amended
Train Management System & CIS upgrade	16,200	Outturn amended
Train wash	55,000	Outturn amended
Tunnel lighting & service power supply	18,000	Outturn amended
Replacement Subway ticketing system	78,523	Outturn amended
Staff accommodation/ alterations & refurbishment	15,600	Outturn amended
Enhancement existing Subway door entry system	25,411	Outturn amended
Subway minor works	60,300	Outturn amended
General IT Budget	10,500	Outturn amended
West of Scotland Conurbation Public Transport Study	(47,000)	Outturn amended
East-West regeneration link study	(115,000)	Outturn amended
Park & Ride – development study	(10,000)	Outturn amended
Transport Model developments	10,000	Outturn amended

30 January 2009

<b>Capital project</b>	<b>Value (£)</b>	<b>Status</b>
High Speed Rail development programme	31,000	Outturn amended
Ayrshire Transport Model	2,000	Outturn amended
Crossing options at Renfrew/ Yoker	2,000	Outturn amended
Bus security measures	551	Outturn amended

After discussion and having heard Mrs Davidson and Mr Wylie in further explanation of the report and in answer to members' questions, the committee approved the recommendation at (4) above.

## **5. Strategic Transport Project review**

[Click here to view report](#)

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

- (1) informing members of the outcome of the Strategic Transport Projects Review (STPR) which detailed the Scottish Government's proposed list of national projects to be delivered, designed or developed between 2012 and 2022;
- (2) commenting on each of the 29 projects and those projects which SPT had considered transport priorities for the West of Scotland in terms of SPT's Regional Transport Strategy, response to consultation on the National Planning Framework and a submission to the STPR project team in February 2008, not all of which had been included in the STPR;
- (3) advising members
  - (a) of the outcome of a meeting with the Minister for Transport in relation to the Government's thinking on the West of Scotland Strategic Rail Enhancements;
  - (b) that a working party of officials was to be established to share information in relation to STPR, Crossrail, Fastlink and the emerging findings of the West of Scotland Conurbation Public Transport Study, with a view to preparing a long term integrated public transport strategy for beyond 2012; and
  - (c) that the first meeting of the group was expected to be held in mid-February and that regular updates would be given to the Partnership.

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

- (i) noted the outcome of the Strategic Transport Projects Review; and
- (ii) approved continued discussions with the Minister for Transport and Transport Scotland

30 January 2009

- (A) to clarify the proposals for the West of Scotland Strategic Rail Enhancement;
- (B) on funding for the modernisation and upgrade of the Subway, which was an integral part of the west of Scotland transit network;
- (C) on more extensive improvements to the A82 including those at Milton of Dumbarton, Stoneymollan and between Tarbet and Inverness;
- (D) on the extent of improvements proposed for the A77 to ensure they met the National Planning Framework's objective of creating a link between Stranraer and Rosyth that was suitable for freight movement between Ireland and continental Europe;
- (E) on detailed proposals to tackle terminal congestion at Glasgow Central and Glasgow Queen Street stations;
- (F) on how the Scottish and UK Governments proposed to provide high speed ground transport between Glasgow and London;
- (G) on the development of strategic Park & Ride sites; and
- (H) on developing a national integrated ticketing scheme.

## 6. The Vision for Fastlink

[Click here to view report](#)

There was submitted a report (issued) of 5 January 2009 by the Assistant Chief Executive (Business Support)

- (1) reminding members
  - (a) that work had been ongoing for some years on developing plans for Fastlink , a 'Bus Rapid Transit/pre-Light Rapid Transit metro' system within Glasgow and the West of Scotland;
  - (b) that SPT was currently project sponsor of Fastlink, with Glasgow City Council (GCC) being project manager, and Renfrewshire Council, West Dumbartonshire Council and NHS Greater Glasgow and Clyde being key stakeholders; and
  - (c) that SPT had funded a significant proportion of the development work for Fastlink, awarding £450,000 in 2008/09 to GCC from the capital programme;
- (2) advising members
  - (a) that SPT had developed a long term 'Vision for Fastlink' (appendix 1) which was intended to provide guidance for the future development, management and operation of Fastlink, in addition to the work currently being undertaken by GCC on the project's initial phases;
  - (b) that, although Transport Scotland's Strategic Transport Review (STPR), prepared on behalf of the Scottish Government, had rejected Fastlink as a national project, the STPR did contain a project which promoted a "Metro/light rail"



30 January 2009

system for Glasgow and the West of Scotland which appeared to be similar to what was proposed for Fastlink and SPT officers were engaging with the Scottish Government/Transport Scotland to seek clarification on the proposed scope of this intervention; and

- (c) that if this initiative was to be implemented it could only be developed incrementally with a cocktail of funding from SPT, constituent councils, the Scottish Government and the private sector.

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

- (a) approved the 'Vision for Fastlink' as attached; and
- (b) noted that SPT officers would continue to engage with Scottish Government/Transport Scotland counterparts in relation to clarification of the scope of the West of Scotland Strategic Rail Enhancements contained within STPR.

## **7. Croy Rail Station Car Park Project – Progress Update**

[Click here to view report](#)

With reference to the minute

- (1) of the Partnership of 20 October 2006 (page 4, paragraph 5(B)) when the Partnership had grant funded Scotrail in the sum of £6m for the development of a multi storey car park at Croy Railway Station; and
- (2) of 14 November 2008 (page 5, paragraph 7) when members had noted that SPT was awaiting detailed information from Transport Scotland with regard to proposed turnback arrangements which could affect the car parking at Croy,

there was submitted a report (issued) of 21 January 2009 by the Assistant Chief Executive (Operations) advising members

- (a) that First Scotrail had provided SPT with a report detailing the preferred tenderer's costs which had been combined with non tendered elements to give a revised total project cost of £7.25m. In addition to this figure there was a number of oncosts (such as professional fees, supervision, management, consents and contingency) which totalled a further £2m to £2.75m and took the estimated project cost to within the region of £9.25m to £10m;
- (b) that SPT, in collaboration with North Lanarkshire Council, had examined the feasibility of an alternative surface car park option on the existing SPT land together with a small bridge linking to a further surface car park area of NLC land to the south;
- (c) that the feasibility design had indicated that the surface car park would provide 700 to 725 spaces, with parking surveys showing that there was a continued high level of demand for this number of spaces;
- (d) that the option of a surface car park offered the following advantages when compared with the multi-storey car park:-

30 January 2009

- lower capital costs, with initial estimates including design approvals, management and construction costs within £6m (excluding land costs);
  - lower operation and maintenance costs;
  - less visual impact;
  - ability to extend either surface level (with additional land required) or a simple decking solution should it be required in the future; and
  - no requirement for a temporary car park during construction as works could be phased to keep the majority of the existing car park operational; and
- (e) that Transport Scotland's plans for the new turnback included elements to develop Croy station further and therefore it was recommended that the elements related to reconfiguration work of the existing Network Rail car park were now taken forward by Transport Scotland and Network Rail as part of the turnback plans.

After further discussion and having heard Mr Hoskins in answer to members question, the committee

- (i) noted
- (A) the overall progress in the development of the car park project at Croy station;
  - (B) that a formal agreement required to be progressed with NLC regarding land for the surface car park option;
  - (C) the early efforts to accelerate the procurement of the construction works; and
  - (D) that a further paper would be submitted in regard to the Croy interlink bus service; and
- (ii) agreed
- (A) to proceed with the alternative option of an extended surface car park;
  - (B) to the submission of a planning application for the surface car park;
  - (C) to the revised delivery strategy with SPT taking forward the next stage of design with NLC as eventual operator and maintainer of the car park; and
  - (D) to the termination of the existing grant award to First Scotrail with funds returned to SPT for utilisation on the revised delivery strategy

## 8. **Scottish Government Framework for tackling poverty and income inequality**

[Click here to view report](#)

There was submitted a report (issued) of 13 January 2009 by the Assistant Chief Executive (Business Support)

- (1) informing members
- (a) of the recent "Achieving our Potential" publication, a joint approach by the Scottish Government and COSLA to combat poverty which outlined the key actions required by the Government and its partners, explained briefly how it

30 January 2009

meshed with other key policy planks and reported on what had been delivered to date on its anti-poverty agenda; and

- (b) that, although there was little obvious reference to transport as such within the Government's own focus, it was clear that where policy effort was reliant upon the joint efforts of national and local partners, there would remain an important role for transport, particularly in terms of alleviating the impact of poverty;
- (2) drawing out how this might inform ongoing work to align SPT's Regional Transport Strategy to the Government's purpose within the National Performance framework; and
  - (3) explaining that, since the Scottish Government looked forward to engaging and working further with partners on delivering the commitments within the Framework, it was important that the committee noted how Government thinking in this area was evolving and also the potential implications for future SPT capital and revenue programmes; and
  - (4) recommending that the Committee approve
    - (a) continued engagement with the Scottish Government's Transport and Regeneration directorates on relevant issues;
    - (b) continued engagement with community planning partners to establish joint working arrangements for tackling poverty;
    - (c) the establishment of an SPT officer tackling poverty action group to scope methods by which local transport could contribute better to national policy, for example by means of supported bus service provision, through addressing affordability concerns and by securing paths to sustainable employment; and
    - (d) the scoping of a pilot project with the Wise Group on transport barriers to employment.

After consideration and having heard Ms Cameron offer to allocate staff from the business community to help out if necessary, the committee approved the recommendations at (4) above.

## 9. **Former British Rail Property**

[Click here to view report](#)

There was submitted a report (issued) of 13 January 2009 by the Assistant Chief Executive (Business Support

- (1) reminding members
  - (a) that British Rail (Residual) Ltd (BRBR), were successors to British Rail and held the land and property formerly owned by them; and
  - (b) that BRBR was empowered to sell-off this land, initially to the rail industry, local authorities or the appropriate Transport Partnership for transport use, retain it

30 January 2009

for future transport use or, if no transport case could be made, dispose of it on the open market;

- (2) explaining that the Minister for Transport had issued updated guidance on the release of former railway property by BRBR in 2007 and, as a consequence, BRBR was progressing the sale of rail land with more vigour than previously which had implications for SPT and local authorities who might wish to have the land retained or to purchase it for transport use;
- (3) informing members
  - (a) that in October 2008, SPT had met with BRBR to discuss BRBR's process for the disposal of rail holdings in the SPT area; and
  - (b) that, at the meeting, BRBR had requested that SPT review the potential for re-use of former rail property held by BRBR in Strathclyde for transport purposes;
- (4) setting out the process undertaken by SPT to review the former rail property, which had included consultation with SPT member councils and SPT internal departments;
- (5) enclosing as an appendix to the report, recommendations in respect of potential further investigation, proposed retention or disposal of the portfolio of former British Rail property; and
- (6) requesting that the committee agree that the recommendations in the appendix form the basis of future responses to BRBR on outstanding property in the SPT area.

After consideration and having heard Councillor Roberts intimate that he believed that some of the land listed in the appendix had changed category, the committee

- (i) noted that Mrs Davidson would liaise with Councillor Roberts to check the status of the sites referred to;
- (ii) approved the request at (6) above; and
- (iii) agreed that negotiations be initiated with Scottish Government to secure separate funding for the purchase of land being disposed of by BRBR which was essential to identified transport projects.

## **10. SPT uniform contract**

[Click here to view report](#)

After consideration of a report (issued) of 16 January 2009 by the Assistant Chief Executive (Operations), advising the committee of tenders received for the provision of SPT staff uniforms, the committee approved the award of the contract to the only tenderer, Alexander PLC, to the value of £79,755.50 per annum for a period of 3 years, with the option to extend for a further 2 years subject to satisfactory performance.