

# Strathclyde Partnership for Transport

## Minute of Strategy & Programmes Committee meeting

**29 September 2006**

held in Consort House, Glasgow

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# Minute of the meeting of the Strathclyde Partnership for Transport Strategy & Programmes Committee held in Glasgow on 29 September 2006

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- Present** Councillors Tom Selfridge (Chair), David Fagan, Irene Graham, Alan Lafferty, Sam Mullin (deputy, Davie McLachlan, Jim McNally, Al Reay (deputy), Sam Taylor and appointed members Ms Liz Connolly, Mr Gavin Scott and Mr Alan Wilson.
- Apologies** Councillors Duncan McIntyre, Julia Southcott and Alistair Watson and appointed member Mr Alan Malcolm.
- Attending** John F Anderson, Interim Secretary; Valerie A Bowen, Assistant Clerk; Valerie Davidson, Assistant Chief Executive (Business Support) and John Halliday, Assistant Chief Executive (Transport & Strategy).

## 1. Councillor Jean Goldie

Prior to the commencement of the business of the meeting, the Chair referred with sadness to the death of Councillor Jean Goldie who had been one of Renfrewshire Council's representatives on the Partnership. He advised that Councillor Goldie was a well liked member of the Partnership and the previous Strathclyde Passenger Transport Authority who would be sadly missed. The Partnership then observed a period of silence as a mark of respect.

## 2. Terms of Reference

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The terms of reference for the Strategy & Programmes Committee, which were approved at the Strathclyde Partnership for Transport meeting on 18 August 2006, were submitted and noted.

## 3. Capital expenditure monitoring report as at 19 August 2006 (period 5) and proposed amendments

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With reference to the minute of the Partnership of 21 April 2006 (page 4, paragraph 5) when the Partnership had noted the funding available for capital investment in 2006/2007 of £34.545m comprising £27.227m of general grant and approved s70 Scottish Executive grant funding of £9.318m, there was submitted a report (issued) of 12 September 2006 by the Assistant Chief Executive (Business Support),

- (1) intimating
  - (a) that the capital investment plan had three categories, priorities 1, 2 and 3;
  - (b) that the main focus would be on delivery of priority 1 projects with priority 2 projects being delivered where funding was available to do so and priority 3 projects being developed for future years;
  - (c) that the capital budget consisted of priority 1 (£33.755m) and priority 2 projects (£4.565m) giving a total budget of £38.320m; and
  - (d) that, as was the custom, the capital investment plan had been set with a shortfall in funding - £3.775m in this financial year;

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- (2) appending
- (a) a financial analysis of the capital programme budget and actual spend as at 19 August 2006 (period 5) in summary by service and in detail by project, which highlighted an actual spend to date of £3.157m compared to a profiled expenditure budgeted to be incurred by the end of period 9 of £9.074m; and
- (b) a list of various proposed amendments to the capital programme which, if approved, would result in a revised priority 1 budget of £33.620m and anticipated outturn of £28.248m which resulted in a projected programme underspend of £2.2m on the general grant award in 2006/07; and
- (3) detailing the financial implications of these amendments for the overall 2006/07 capital programme.

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

- (i) approved the following amendments to the 2006/07 capital programme:-

<b>Project</b>	<b>Variation to costs (£)</b>	<b>Detail</b>	<b>Status</b>
Partick Interchange development	(3,825,000)	Project Slippage to 2007/08	Revised outturn
Bishopbriggs platform extension	7,000	Slippage from 2005/06	New
Kilmarnock Line upgrade	(41,000)	Due to discussions with Network Rail	Revised outturn
Larkhall to Milngavie Rail Link	51,000	Due to increased Network Rail project management costs	Revised outturn
DDA access audit implications	(3,000)	Accelerated expenditure in 2005/06	Revised outturn
Hamilton CCTV	(10,000)	Accelerated expenditure in 2005/06	Revised outturn
East Kilbride Bus Station re-development	2,500	Cost overrun	Revised outturn
Timetable Information Production System	24,000	Slippage from 2005/06	New
St Enoch refurbishment	3,000	Slippage from 2005/06	New
Buchanan Bus Station Resurfacing/Drains	(7,000)	Due to review of proposed Buchanan Gateway project	Revised outturn

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<b>Project</b>	<b>Variation to costs (£)</b>	<b>Detail</b>	<b>Status</b>
Replacement vehicles	(40,000)	Pole Squad no longer in operation, therefore no requirement for vehicles	Revised outturn
Clydebank Bus Station Study	20,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New
Bus Station Design Study (Govan)	30,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New
Rail Tickets System Glasgow Airport TC	12,500	Approved by Capital Steering Group. New project	New
Bus Shelter CCTV	40,000	Approved by Capital Steering Group. Movement from Priority 2 to Priority 1	New
Upgrade and refurbish escalators	48,000	Essential work required on escalators.	Revised outturn
TET replacement	6,000	Slippage from 2005/06	New
Tunnel Lighting & Service Power Supply	12,000	Slippage from 2005/06	New
Train Wash	(35,000)	Revised profile from consultants	Revised outturn
Subway Station improvements	14,500	Slippage from 2005/06	New
Workshop Wheel Lathe	(178,000)	Revised profile from consultants	Revised outturn
Plant replacements and additions	36,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New
Tunnel Reinforcement	(2,500)	Revised profile received	Revised outturn
Train radio system	40,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New

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<b>Project</b>	<b>Variation to costs (£)</b>	<b>Detail</b>	<b>Status</b>
Rolling stock exterior vinyl re-coating	170,000	Approved by Capital Steering Group. Movement from Priority 2 to Priority 1	New
Upgrade MP5 to MP7i	5,000	Approved by Capital Steering Group. Movement from Priority 2 to Priority 1	New
Broomloan re-cabling	14,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New
Power car bogie replacement	(320,000)	Revised profile received from contractor and amendment to original budget figure.	Revised outturn
Replacement compressors for powers cars	(40,000)	Revised profile received from contractor.	Revised outturn
Develop helpdesk system	1,500	Cost overrun from 2005/06	New
Server & Client MS Windows and Office upgrade	14,000	Cost overrun from 2005/06	New
New desktop & server related equipment	2,000	Cost overrun from 2005/06	New
Transport Planning software and hardware	8,000	Cost overrun from 2005/06	New
Systems management systems feasibility	6,000	Revised profile received	Revised outturn
Document Management System	18,000	Approved by Capital Steering Group. Movement from Priority 2 to Priority 1	New
Public Transport Conurbation Study	90,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New

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Project	Variation to costs (£)	Detail	Status
New Stations (Rail)	50,000	Approved by Capital Steering Group. Movement from Priority 2 to Priority 1	New
Paisley GS passenger feasibility study	30,000	Approved by Capital Steering Group. Movement from Priority 2 to Priority 1	New
Park & Ride strategy	31,000	Approved by Capital Steering Group. Movement from Priority 3 to Priority 1	New
Long term strategy for the Subway	(4,500)	Accelerated expenditure in 2005/06	Revised outturn
GARL Phase 1	(288,000)	Accelerated expenditure in 2005/06	Revised outturn
GARL Phase 2	(1,500,000)	Revised profile due to timing of Bill submission	Revised outturn

#### 4. Revenue monitoring report as at the end of 19 August 2006 (period 5)

[Click here to view report](#)

There was submitted a report (issued) of 12 September 2006 by the Assistant Chief Executive (Business Support),

- (1) reminding members that, at its meeting on 24 February 2006, the Partnership had approved a revenue budget for 2006/07 of £38.957m;
- (2) appending the revenue monitoring report for the period to 19 August 2006 (period 5);
- (3) informing members that a slight underspend of £140,000 was forecast at this stage and, whilst there were many changes to individual expenditure heads, most were not considered to be significant;
- (4) highlighting that, although revenue had increased by £508,000, this had been partially offset by increased expenditure on

Station cleaning contractors	£143,000
Agency staff	£120,000
Miscellaneous others	£105,000

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After consideration and having heard Mrs Davidson in answer to members' questions, the Committee noted the terms of the report.

## 5. Capital programme monitoring report as at 19 August 2006 (period 5)

[Click here to view report](#)

With reference to the minute of the Partnership of 21 April 2006 (page 4, paragraph 5) when the Partnership had noted the funding available for capital investment in 2006/2007 of £34.545m comprising £27.227m of general grant and approved s70 Scottish Executive grant funding of £9.318m, there was submitted a report (issued) of 13 September 2006 by the Chief Executive, providing members with

- (1) an update on the physical progress of the Capital Programme for the financial year 2006/07 as at 19 August 2006, together with a financial progress report which showed an actual spend of £3.157m against a profiled expenditure budgeted to be incurred by the end of period 9 of £9.074m; and
- (2) information on the following projects which had been selected for detailed reporting: -
  - Partick Interchange;
  - Subway tunnel reinforcement;  
block replacement;
  - tunnel lining water sealing;
  - Buchanan Street tunnel lining waterproof trials;
  - Train management system/CIS upgrade; and
  - Glasgow Airport Rail link;

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

## 6. Community Planning

[Click here to view report](#)

There was submitted a report (issued) of 21 August 2006 by the Chief Executive

- (1) advising members that SPT had been asked to note and endorse East Ayrshire Council's Community Planning Partnership (CPP) Annual report for 2005/06 which gave a clear picture of the Council's CPP's ability to achieve joint planning and service delivery with its partners ;
- (2) appending the relevant transport related extracts from East Ayrshire Council's CPP annual report;
- (3) explaining
  - (a) that, in keeping with good practice and the spirit of joint working, planning and service delivery, the Community Planning Partnership wished the Annual Report to be seen by all Partner Boards for information and endorsement;

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- (b) that it was likely that from time to time similar CPP reports from other constituent authorities would be passed to SPT for information and endorsement and the request had highlighted that there was no process in place for SPT to consider such papers which did not have much transport content;
  - (c) that putting such matters before the full Partnership could overload members with material without relevance to its role; and
  - (d) that it would be beneficial to have a process established which streamlined the way such papers were processed;
- (4) suggesting
- (a) that the relevant transport related extracts of performance reports be considered by the Strategy & Programmes Committee; and
  - (b) that, as members might consider it inappropriate to endorse reports due to lack of SPT involvement in the matters contained in the reports, the reports should be noted rather than endorsed.

After consideration, the Committee agreed

- (i) to note the contents of the extracts from East Ayrshire Council's CPP annual report;
- (ii) the approach of submitting CPP papers to the Strategy & Programmes Committee as outlined at (4) above while reserving the right to comment on matters contained in such reports while not actually endorsing them; and
- (iii) that a report be prepared for submission to a future meeting on how SPT could best engage with community planning partners including any resource implications.

## **7. SPT Regional Transport Strategy - Equalities: Progress, Equality Impact Assessment on Options and consultation**

[Click here to view report](#)

There was submitted a report (issued) of 6 September 2006 by the Chief Executive,

- (1) updating members on the work undertaken in respect of equality groups as part of the development of the Regional Transport Strategy (RTS) to date;
- (2) informing members
  - (a) that an RTS Equalities Working Group had been established to undertake the necessary work in identifying legal requirements, transport equality issues and existing and potential interventions to address the issues identified;
  - (b) that an initial Equality Impact assessment had been performed, as an example, on part of SPT's draft Integrated Ticketing System; and



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- (c) that work on the implications for the RTS for equalities groups had provided SPT with a sound understanding of the issues faced by these groups in using the transport system and the potential options for addressing these issues.

After consideration, the Committee agreed that an Equality Impact Assessment be undertaken once the preferred options for the RTS were confirmed and that consultation take place with the identified key equalities stakeholders on this during the full RTS public consultation stage.