

Strathclyde Partnership for Transport minute of Strategy & Programmes Committee meeting

30 March 2007

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 30 March 2007

- Present** Councillors David Fagan (Chair), John Higgins, George Napier (deputy), Sam Taylor and Chris Thompson and appointed member Alan Malcolm.
- Apologies** Councillors Irene Graham, Alan Lafferty, John McDowell, Davie McLachlan, Jim McNally, Julia Southcott and Alistair Watson and appointed members Liz Connelly, Gavin Scott and Alan Wilson.
- Attending** Valerie Davidson, Secretary; Kirsten Clubb, Committee Clerk and John Halliday, Assistant Chief Executive (Transport & Strategy).

1. Minute of previous meeting

The minute of the meeting of 2 February 2007 was submitted and approved as a correct record.

2. Revenue monitoring report as at 3 March 2007

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There was submitted a report (issued) of 14 March 2007 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 3 March 2007 (period 12); and
- (3) informing members that, based on the information available to date, an underspend of £660,000 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.

3. Capital monitoring report - proposed amendments and additions

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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 £25.227m of general grant and approved s70 Scottish Executive grant funding of £9.318m, there was submitted a report (issued) of 14 March 2007 by the Assistant Chief Executive (Business Support),

- (1) reminding members
 - (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;

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- (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;
- (2) appending
- (a) a financial analysis of the capital programme budget and actual spend as at 3 March 2007 (period 12) in summary by service and in detail by project, which highlighted an actual spend to date of £15.941m compared to a revised profiled expenditure budgeted to be incurred by the end of period 9 of £27.329m; and
 - (b) a list of various proposed amendments to the capital programme which, if approved, would result in an anticipated outturn of £32.034m; 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 approved the following amendments to the 2006/07 capital programme:-

Capital Project	Value (£)	Justification	Status
Partick Interchange redevelopment	(3,258,000)	Project slippage to 2007/08	Revised outturn
Lenzie rail station car park extension	1,000	Recommended by Capital Steering Group. Priority 2 to 1	Promoted
Easterhouse rail station Park & Ride	(6,000)	Revised profile received by First Scotrail	Revised outturn
Larkhall / Milngavie rail link	2,841,000	Settlement of final contractors claim and other elements of the project. SPT have specific project funding available to offset this upturn. Includes previously identified contingent liabilities from the financial year 2005/06	Revised outturn

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Hamilton Central improvements	166,000	Recommended by Capital Steering Group. Priority 2 to 1	Promoted
DRT enhancements & integration	(30,000)	Revised profile received	Revised outturn
Train radio system	44,000	Revised profile received	Revised outturn
Power car bogie replacement	(3,500)	Cost saving	Revised outturn
Rolling stock exterior vinyl recoating	10,000	Revised profile received	Revised outturn
Life extension of autocouplers	(50,000)	Revised profile received	Revised outturn
Replacement compressors for power cars	(15,000)	Revised profile received	Revised outturn
Tunnel lighting & service power supply	16,000	Revised profile received	Revised outturn
Replacement ticketing system for Subway	2,000	Additional fees to Atkins Rail	Revised outturn
Shields Road Park & Ride	2,000	Revised profile received	Revised outturn
Staff accommodation	56,000	Purchase of new portacabin and other items	Revised outturn
Upgrade & refurbish Subway escalators	11,500	Small cost overrun	Revised outturn
Station Improvements	13,000	Small cost overrun	Revised outturn
Plant replacement & additions	22,500	Revised profile received	Revised outturn
Replacement of Govan dewatering	20,000	Cost overrun from 2005/06	Revised outturn
TET replacement	9,000	Small cost overrun	Revised outturn
Re-cabling Broomloan depot	2,000	Small cost overrun	Revised outturn
Upgrade MP5 to MP7i	8,500	Small cost overrun	Revised outturn

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Power car refurbishment	(15,000)	Revised profile received	Revised outturn
Workshop wheel lathe	1,500	Small cost overrun	Revised outturn
Replacement turnout switches	(10,000)	Revised profile received	Revised outturn
Tunnel reinforcement	52,500	Additional work brought forward	Revised outturn
CCTV at Subway stations	15,000	Recommended by Capital Steering Group	New project
ArcSDE & OS Mastermap	(13,000)	Revised profile received	Revised outturn
Document management system	5,000	Small cost overrun	Revised outturn
New computer & network software	6,000	Small cost overrun	Revised outturn
GARL Phase 1	211,500	Revised profile received	Revised outturn
Glasgow Crossrail Phase 1	62,500	For consultancy work to be undertaken by Faber Maunsell	Revised outturn
Hyndland Gartnavel Study	(30,000)	Contract awarded, however no further expenditure will be achieved in current financial year	Revised outturn
Motherwell Transport Interchange	(25,000)	Lower cost for appraisal received from Atkins	Revised outturn
New rail stations	(20,000)	Due to ongoing discussions between SPT, Transport Scotland and Network Rail	Revised outturn
Data Loggers	(10,000)	Revised profile received	Revised outturn
Glasgow Transport Conurbation Study	(21,000)	Revised profile received	Revised outturn

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Bike parking facilities Broomloan & Renfrew Ferry	8,500	Recommended by Capital Steering Group	New project
Greenock West Station Park & Ride-Inverclyde	(14,000)	Revised profile received	Revised outturn
Wemyss Bay Park & Ride – Inverclyde	(15,000)	Revised profile received	Revised outturn
Bus infrastructure – Inverclyde	(32,000)	Revised profile received	Revised outturn
Ayrshire Transport Model –North Ayrshire	(152,000)	The initial work will be delivered by SPT’s Scenario Planning team	Revised outturn
Dalmuir Park & Ride - West Dunbartonshire	70,000	Recommended by Capital Steering Group	Revised outturn
Barrhead Bus Stop Improvements - East Renfrewshire	30,000	Recommended by Capital Steering Group	New project
Quality Bus Corridors - Glasgow City Council	515,000	Recommended by Capital Steering Group	Revised outturn
Irvine Rail Station Park & Ride – North Ayrshire	95,000	Recommended by Capital Steering Group	New project
Construction of Bus Lanes - North Ayrshire	250,000	Recommended by Capital Steering Group	New project
A70/A71 Route Action Plans – South Lanarkshire	500,000	Recommended by Capital Steering Group	New project
Newton Station pedestrian link – South Lanarkshire	30,000	Recommended by Capital Steering Group	New project
A726 Chapelton at Mounthilly Road	20,000	Recommended by Capital Steering Group	New project
Bus Facilities at Lady Home Cottage Hospital - South Lanarkshire	37,000	Recommended by Capital Steering Group	New project

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Bus Facilities at Glasgow Road – South Lanarkshire	16,000	Recommended by Capital Steering Group	New project
A749 cycleway completion – South Lanarkshire	100,000	Recommended by Capital Steering Group	New project

4. Capital expenditure monitoring report as at 3 March 2007

[Click here to view report](#)

There was submitted a report (issued) of 14 March 2007 by the Assistant Chief Executive (Transport & Strategy),

- (1) appending a financial analysis of the capital programme budget and actual spend as at 3 March 2007 (period 12) in summary by service and in detail by project, which highlighted an actual spend to date of £15.941m compared to a revised profiled expenditure budgeted to be incurred by the end of period 12 of £27,239m; and
- (2) highlighting the following projects which had been selected for detailed reporting:-
 - replacement of Govan de-watering;
 - life extension autocouplers;
 - Motherwell Transport Interchange;
 - Glasgow Airport Rail Link Phase 1 Private Bill; and
 - Crossrail phase 1.

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

5. Partick Interchange redevelopment

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With reference to the minute of 2 February 2007 (page 7, paragraph 8) when the Partnership had been provided with a full history of the Partick Interchange redevelopment project and an explanation why the project had reached its current position, there was submitted a report (issued) of 22 March 2007 by the Assistant Chief Executive (Transport & Strategy)

- (1) intimating that C Spencer Ltd (CSL) had recommenced full works on the site on 19 March 2007 and a full programme of works was underway;
- (2) outlining the works planned to be carried out in the next four weeks;
- (3) explaining
 - (a) that, although First ScotRail had signed off on the design consultation and Glasgow City Council had given planning approval for the external colour scheme, CSL had not yet gained approval for the telecoms design; and
 - (b) that it had been reinforced to CSL that this situation could not continue and any delay resulting from the lack of any approval would be the liability of CSL;

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- (4) informing members
 - (a) that CSL had provided a revised programme of works which had identified a completion date of the end of February 2008; and
 - (b) it was the intention of SPT officers to work with CSL to identify and develop mitigation measures to reduce the delay; and
- (5) advising members
 - (a) that, due to programme slippage, it had been necessary to instruct a variation to the contract for professional and project management services provided by Jacobs (UK) Ltd in the sum of £178,600; and
 - (b) that Jacobs would also provide specialist commercial support to the project on an emerging cost basis at agreed rates, with budget estimates provided for packages of work.

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

6. High speed rail link

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With reference to the minute of the previous Authority's Strategy and Programmes Committee of 17 February 2006 (page 8, paragraph 8) when that committee, inter alia, had agreed that an outline feasibility study be undertaken, at a cost of no more than £15,000, to assess the possibility of introducing a high speed rail link between Glasgow and Edinburgh, including both maglev and conventional rail as possible modes of traction, that could become part of a future Anglo Scottish high speed rail link, there was submitted a report (issued) of 15 March 2007 by the Assistant Chief Executive (Transport & Strategy),

- (1) reminding members
 - (a) that the study was to be based on the use of existing infrastructure within Glasgow, Edinburgh and urban areas and could include new build in open country; and
 - (b) that the minimum acceptable journey time to be explored was to be under 40 minutes with the cost of achieving 30 minutes being the "desired" journey time; and
- (2) explaining
 - (a) that the study had highlighted the need for further research as to whether or not the remit should be widened to permit altering the current services and what could be achieved by upgrading existing infrastructure in conjunction with new build; and
 - (b) that these findings would be categorised into potential short-medium-long term action plans that would provide useful stepping stones towards the delivery of a high speed line;

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- (3) advising members
 - (a) that meetings had been held with the City Collaboration Project (CCP), the initiative set up between Glasgow and Edinburgh cities to promote the city mega region concept and collaborative work between the two cities;
 - (b) that CCP were looking into the economic benefits of a high speed link, discussing the studies currently being undertaken and sharing the outcomes; and
 - (c) that a further CCP meeting was planned for May 2007 which would involve all relevant stakeholders, including Transport Scotland and First ScotRail, to provide the impetus to drive this aspiration forward; and
- (4) advising members that SESTRANS sought SPT's support and joint funding to explore some of the issues raised by the outline report in more depth as a second stage.

Thereon Mr Halliday gave a more detailed presentation on the proposals and, following discussion and having heard Mr Halliday in answer to members' questions, the Committee noted the terms of the report.

7. Route Utilisation Strategy

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With reference to the minute of the Partnership of 20 October 2006 (page 4, paragraph 6) when the Partnership had agreed a response to the draft Route Utilisation Strategy (RUS), there was submitted a report (issued) of 21 March 2007 by the Assistant Chief Executive (Transport & Strategy),

- (1) advising members that, although the final RUS had been published on 1 March 2007, the majority of the gaps identified in the consultation and proposed interventions remained as outlined previously to the Partnership;
- (2) highlighting a number of the Partnership's concerns which had been addressed;
- (3) informing members that a small number of issues had emerged, particularly in relation to relief of capacity at Glasgow Queen Street high level station, Law junction to Carstairs maintenance access, Bishopbriggs platform extension and Hyndland to Finnieston capacity and performance;
- (4) explaining that whilst Network Rail published the RUS, they did not compile it in isolation as account had to be taken of available funding and, in this respect, Network Rail had to consult with the main funding stakeholder, Transport Scotland; and
- (5) concluding that whilst there was much of merit to welcome in the RUS such as the commitment to GARL and Kilmarnock line upgrade, the final report did raise concerns regarding the projects and services of particular interest to the Partnership.

After consideration and having heard Mr Halliday and Mrs Martin in further explanation and in answer to members' questions, the committee authorised the Assistant Chief Executive (Transport & Strategy) to raise the Partnership's concerns with Network Rail and Transport Scotland, including those issues raised by members at the meeting.

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8. Motherwell Transport Interchange

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With reference to the minute of the previous Authority's Strategy & Programmes Committee of 21 October 2005 (page 7, paragraph 5) when that committee, inter alia, had

- (1) noted the outcome of the Motherwell Feasibility study that had been carried out by Atkins Ltd and the two technically feasible options that had been identified; and
- (2) agreed that, in order to maintain momentum on the project, the next steps should include a STAG (Part 2) appraisal of Option 2 (which did not include the completed town centre ring road) which could be implemented as a preliminary stage of Option 1 which was the recommended solution despite the higher costs and risks associated with the completion of the ring road,

there was submitted a report (issued) of 15 March 2007 by the Assistant Chief Executive (Transport & Strategy),

- (1) detailing the sub-options that had been developed following the review of previous work and based on planning objectives;
- (2) outlining the elements of two distinct, refined sub-options 2(i) and 2(ii) that had been taken forward to STAG (AST2) approval
- (3) reporting on the outcome of the Motherwell Transport Interchange Option 2 STAG (AST2) study undertaken by Atkins;
- (4) concluding
 - (a) that option 2(ii), whilst having a low cost to benefit ratio, did meet the planning objectives and offered significant improvements to the image of the facility and town centre together with enhancing the facilities and links to the town centre and ease of interchange; and
 - (b) that option 2(ii) should be taken forward as the interim proposal in advance of proposals to complete the town centre ring road;
- (5) explaining that in order to compare properly the costs and benefits of option 2(ii) with the already identified option 1, a STAG 2 appraisal of the latter would be required; and
- (6) proposing that the next steps should be
 - (a) a STAG (AST 2) appraisal and preliminary design for Option 1;
 - (b) stakeholder discussions;
 - (c) development work with North Lanarkshire Council for the roads options and development plan; and
 - (d) comparison of the outcomes of the STAG (AST 2) appraisals of Option 1 and Option 2.

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After consideration and having heard Mr Halliday in further explanation, the committee

- (i) endorsed the general findings of the study; and
- (ii) agreed
 - (A) that the project be developed in line with paragraphs (5) and (6) above; and
 - (B) that provision be made in the capital programme to fund the next steps.

9. Paisley Gilmour Street rail station: Passenger flow and amenity study February 2007

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There was submitted a report (issued) of 22 March 2007 by the Assistant Chief Executive (Transport & Strategy),

- (1) outlining the background to the Paisley Gilmour Street rail station passenger flow and amenity study aims and objectives;
- (2) summarising the key findings;
- (3) providing a list of organisations that had been consulted as an integral and essential part of the process; and
- (4) concluding
 - (a) that a number of potential improvements had been identified for Paisley Gilmour Street rail station which varied in nature from simple "quick win" options to more technically complex and challenging improvement opportunities;
 - (b) that discussions with key stakeholders (notably rail industry partners) to agree the best way forward for the implementation of any improvements were now required; and
 - (c) that part of these discussions would centre on identifying which organisation would be best placed to take forward specific improvements together with the identification of appropriate funding streams and detailed timescales for implementation.

After consideration, the Committee noted the intention to develop the study output further with a view to developing an appropriate level of business case in support of implementation proposals at Paisley Gilmour Street rail station.