Partnership minute

SPT

Strathclyde Partnership for Transport

Minute of meeting

1 November 2013

held in Consort House, Glasgow

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**Minute of the meeting of the Strathclyde Partnership for Transport
held in Consort House, Glasgow, on 1 November 2013**

Present   Councillors Jim Coleman (Chair), John Cairney (substitute), Eddie Devine, David
Fagan, Charlie Gilbert (substitute), Bill Grant, Kaye Harmon, Chris Kelly, Alan Moir,
Robert G MacIntyre, Bobby McDill, Pauline McKeever, Denis McKenna, Lawrence
O'Neill, Hamish Stewart, Paul Welsh and David Wilson, and appointed members Ann
Faulds, Anne Follin, Tom Hart, Alan Malcolm, Jim McNally and Gavin Scott.

Attending   Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary; Valerie A
Bowen, Senior Committee Officer; Gordon Maclennan, Chief Executive; Eric Stewart,
Assistant Chief Executive (Operations) and Charlie Hoskins, Director of Projects.

1.   Apologies

Apologies were submitted from Councillors Malcolm Balfour, John Bruce, Tony Buchanan and
Chris Thompson and appointed member Niall McGrogan.

**2.   Declaration of interest in terms of the Ethical Standards in Public Life etc (Scotland)
Act 2000**

The Partnership noted that there were no declarations of interest.

3.   Minute of previous meeting
Click here to view minute
The minute of the meeting of 20 September 2013 was submitted and approved as a correct
record, subject to the inclusion of Councillor Lawrence O'Neill in the list of apologies.

4.   Committee minutes

The minutes (issued) of the undernoted committees were noted:-

(1)   Audit & Standards Committee of 20 September 2013;
       Click here to view minute
(2)   Operations Committee of 4 October 2013;
       Click here to view minute
(3)   Strategy & Programmes Committee of 11 October 2013; and
       Click here to view minute
(4)   Personnel Committee of 11 October 2013.
       Click here to view minute

5.   Edinburgh Glasgow Rail Improvement Programme (EGIP) Update
Click here to view report
With reference to the minutes of

(1)   the Strategy & Programmes Committee of 23 March 2012 (page 3, paragraph 7) when the
       committee had approved SPT's draft response to Network Rail's consultation on the
       Edinburgh Glasgow Rail Improvement Programme (EGIP),

(2)   the Strategy & Programmes Committee of 14 September 2013 (page 4, paragraph 10)
       when that committee had considered and noted a report on the Scottish Government's
       announcement of a revised package of proposals in relation to EGIP, the overall cost for
       which was estimated to be in the region of £650m; and

(3)   the Strategy & Programmes Committee of 11 October 2013 (page 4, paragraph 10) when officers were asked to provide an update on EGIP to this meeting,

there was submitted a report (issued) of 22 October 2013 by the Assistant Chief Executive (Operations)

(a)   intimating

(i)   that SPT was not aware of any STAG/business case update on the current EGIP proposals and no further consultation had taken place during the development of the revised proposals;

(ii)   that, although SPT had been seeking clarity on a number of aspects, the publication of the overall results on the consultation on the original proposals had been limited and only some further information had been released in the form of a consultation on the Strategic Environmental Assessment which SPT would analyse and bring forward to the next Partnership meeting; and

(iii)   that it was difficult therefore to report on the strategic context and impacts across the wider transport and rail network in the SPT region and the limited information available meant it was extremely difficult to provide members with a detailed opinion on some aspects of the proposals. At a more strategic level, the lack of clarity and overall fit with a future High Speed Rail link between Glasgow and Edinburgh made it difficult to advise whether the revised EGIP proposals provided the best strategic solution for transport in the SPT area or whether a different suite of infrastructure would provide more benefit for the same budget;

(b)   informing members

(i)   that one of the presentational aspects of EGIP was that it now fell within a wider electrification programme for Scotland within control period 5 (2014-2019) ;

(ii)   that this meant that there were additional electrification works being undertaken outwith the EGIP programme as shown on the map in Appendix 2 to the report; and

(iii)   that the EGIP delivery dates would now be reported within the overall electrification programme dates as provided by Transport Scotland and detailed in the report;

(c)   providing information on SPT's current understanding of the revised EGIP scope, programme and key issues in the SPT area, which included:-

●   impacts on the local network (e.g. Maryhill line);
●   impacts during construction, particularly with major closures of parts of the route;
●   opportunities for improved journeys/facilities with the wider CP5 electrification;
●   rolling stock issues;
●   Queen Street Station works, including Network Rail's proposals for the purchase and demolition of Consort House;
●   costs and benefits of the key components (i.e business case justification); and
●   integration and fit with longer term planning for High Speed Rail;

(d)   suggesting that the three most significant areas of concern that required to be escalated further to Transport Scotland/Scottish Government were:-

(i)   the major concerns on the future of the Maryhill Line which SPT proposed be electrified as a priority and that the further improvements set out in the report be delivered to encourage patronage growth and provide a better operational solution, not only for this line but wider connectivity across the network;

(ii)   the need for more detailed information to be provided on the major disruptions, particularly at Queen Street Station and the Winchburgh Tunnel which Network Rail planned to close for 44 days to carry out the main electrification works; and

(iii)   the strategic fit with future High Speed Rail and how this represented value for money, particularly in respect of the full scale redevelopment of Queen Street Station as well as other key infrastructure aspects. SPT suggested that consideration be given to an alternative phased approach to Queen Street Station that might provide better overall value for money, less disruption and a closer strategic fit with High Speed Rail; and

(e)   highlighting that, as there was a need for closer engagement on the more detailed operational aspects, a more strategic review should take place with all rail industry partners on the future timetabling options within the SPT area to ensure a demand led approach was taken to future service patterns.

After considerable discussion and having heard Messrs Maclennan and Hoskins in answer to members' questions, the Partnership

(A)   agreed that the Chief Executive seek a meeting with Transport Scotland and that the Chair write to the Transport Minister to seek clarification on the proposals; and

(B)   otherwise noted the terms of the report.

6.   Subway smartcard ticketing project – progress update
Click here to view report
There was submitted a report (issued) of 21 October 2013 by the Assistant Chief Executive (Operations)

(1)   intimating that, since the last update to members on Subway modernisation in June 2013, the ticketing project had made significant progress and was now ready to roll out alongside the completion of the physical installation in a phased and controlled manner;

(2)   highlighting the undernoted progress:-

•   new ticket office machines had all been installed and were fully operational;
•   new automatic tickets gates had been physically installed at all stations and a rolling programme of commissioning was on-going;
•   new ticket vending machines had all been installed and continued to be commissioned on a rolling basis;
•   the software necessary to run the overall system continued to be upgraded in line with normal software deployment where a staged release and upgrading (e.g. to fix bugs and operational improvements) was taking place as the new equipment was being installed; and

- a rolling programme of removal of the old system was continuing in parallel;

(3) providing further information on the key tasks involved in SPT's strategy to commence registration and introduction of personalised smartcards, their introduction into the new system and the commencement of the full operation of the new "Smart" system, which included the preparation of new products and fare tariffs, in early 2014;

(4) explaining

   (a) that, at the same time as introducing the new subway fares in early 2014, it was proposed to implement the increase to the concession fare (as determined by the Strathclyde Concessionary Travel Joint Committee) which had been held back until completion of the project and introduction of the new system; and

   (b) that following the implementation of the new smart ticketing system in the Subway only, work would continue in parallel to conclude the software development to integrate SPT's Park and Ride sites which was on target to be launched by Spring 2014 and would be one of the first fully integrated ITSO parking and travel schemes in the UK;

(5) informing members

   (a) that the project team continued to work with Transport Scotland (TS) on the integration and use of National Entitlement Cards (NEC) on the new subway system;

   (b) that, although testing within the subway system to date had been positive, TS required to undertake various tests to provide formal approval of the use of the NEC cards. Meantime, NEC cardholders would use the new system in the same manner as present whereby a disposable paper smartcard would be issued for entry/exit; and

   (c) that from a wider integrated perspective, the project team and Nevis Technologies continued to develop options with interested parties to load a wider range of products onto SPT's cards and vice versa. In particular, discussions continued to take place with First ScotRail to enable integrated rail/subway ticketing as an early deliverable in 2014.

After consideration and having heard that proposals for a new fare tariff would be brought to the next meeting of the Partnership, the Partnership noted the terms of the report.

7. **Transport for the Commonwealth Games 2014 – SPT progress update**
   Click here to view report
   With reference to the minute of 20 September 2013 (page 3, paragraph 8) when the Partnership noted that a progress report on transport for the Commonwealth Games 2014 would be submitted to every meeting of the Partnership until further notice, there was submitted and noted a report (issued) of 7 October 2013 by the Assistant Chief Executive (Operations)

(1) appending a summary of SPT's current status in terms of operational readiness, project delivery and transport planning advice and support; and

(2)   advising members that representatives from the Organising Committee had confirmed that they would provide a presentation on transport for the Commonwealth Games to the Partnership meeting scheduled to take place on 13 December 2013.

8.   Register of Contracts Awarded and Variations

The Partnership noted that the Register of Contracts Awarded and Variations for the period 1 July to 30 September 2013 was available for inspection after the meeting.