

## **Strathclyde Partnership for Transport**

### **Minute of Strategy & Programmes Committee**

**13 June 2014**

held in Consort House, Glasgow

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## Minute of the meeting of Strathclyde Partnership for Transport's Strategy & Programmes Committee held in Consort House, Glasgow on 13 June 2014

**Present** Councillors Denis McKenna (Chair), Jim Coleman, Eddie Devine, David Fagan, Bill Grant, Pauline McKeever, Chris Thompson and Paul Welsh and appointed members Tom Hart, Jim McNally, and Alan Malcolm

**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); Neil Wylie, Director of Finance and HR; Charlie Hoskins, Director of Projects and Bruce Kiloh, Head of Policy and Planning.

### 1. Apologies

Apologies were submitted from Councillors John Bruce and Kaye Harmon and appointed members Ann Faulds, Anne Follin and Gavin Scott

### 2. Declaration 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

[click here to view minute](#)

The minute of the meeting of 28 March 2014 was submitted and approved as a correct record.

Mr Stewart updated members with regard to recent press reports on proposals by Subway staff to ballot over a dispute centred on shift patterns and pay during the Commonwealth Games period.

### 4. 2013/2014 Draft final outturn and 2014/2015 revenue monitoring report as at 24 May 2014 (period 2)

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There was submitted and approved a report (issued) of 2 June 2014 by the Assistant Chief Executive (Business Support)

(1) informing members

(a) that the 2013/2014 draft outturn position was break even, subject to final audit;

(b) that the final outturn took account of spend to save plans considered previously by the committee, and the success these plans had generating savings across various budget heads with significant savings on employee costs and bus operator payments, due to close management of costs across all supported and contracted bus services; and

(c) that the savings generated, together with additional increased income arising from the slight increase in subway patronage during 2013/14, the implementation of the revised subway fare table in November 2013 and bank interest received, had allowed SPT to fund the spend to save plans as well as contribute additional revenue in support of the capital plan (non-subway modernisation);

(2) reminding members that the Partnership had approved a revenue budget for 2014/2015 of £38.418m;

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- (3) appending the revenue monitoring report for the period to 20 May 2014 (period 2);
- (4) intimating that, although it was early in the financial year, at this point all budgeted plans were being delivered as anticipated and all expenditure heads would be managed closely to ensure that this position was maintained or improved upon. In line with previous committee approvals, any positive variances would be utilised to support SPT plans; and
- (5) recommending that the committee note
  - (a) the draft outturn for financial year 2013/14, subject to external audit; and
  - (b) the projected outturn position on the information available at the end of Period 2 of 2014/2015.

**5. 2013/2014 draft final outturn and capital programme monitoring report and proposed amendments as at 24 May 2014 (period 2)**

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There was submitted and approved a report (issued) of 30 May 2014 by the Assistant Chief Executive (Business Support)

- (1) informing members of the draft 2013/2014 capital outturn position as undernoted:-

Ref	Category	Subway Mod £'000's	Other Capital £'000's	General Capital £'000's	Total £'000's
1	Projected programme spend, net of risk values, as at 28 March 2014	12,122	12,860	14,848	39,830
<b>2</b>	<b>Capital Programme expenditure 2013/14</b>	<b>11,563</b>	<b>12,751</b>	<b>14,059</b>	<b>38,373</b>
3	Scottish Government general capital grant	5,968	-	9,369	15,337
4	Scottish Government specific capital grant	5,000	9,891	-	14,891
5	ERDF specific grants	595	2,860	67	3,522
6	Other grants	-	-	8	8
7	Revenue contribution to the capital programme	-	-	4,615	4,615
<b>8</b>	<b>Total funding 2013/14</b>	<b>11,563</b>	<b>12,751</b>	<b>14,059</b>	<b>38,373</b>
<b>9</b>	<b>Variance</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

- (2) reminding members
  - (a) that the Partnership had approved the 2014/2015 capital budget, as detailed below, at its meeting on 22 February 2014:-

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Ref	Category	Subway Mod £'000's	Fastlink £'000's	General Capital £'000's	Total £'000's
<b>1</b>	<b>Capital Programme</b>	<b>30,091</b>	<b>18,313</b>	<b>25,116</b>	<b>73,520</b>
2	Scottish Government general capital grant	6,000*	-	16,500	22,500
3	Scottish Government specific capital grants	-	14,713*	722*	15,435
4	ERDF specific grants	600*	3,600*	12*	4,212
5	Revenue contribution to the capital programme	-	-	2,500	2,500
6	Projected subway modernisation fund utilisation	23,491	-	-	23,491
<b>7</b>	<b>Available capital funding</b>	<b>30,091</b>	<b>18,313</b>	<b>19,734</b>	<b>68,138</b>
<b>8</b>	<b>Projected variance</b>	<b>-</b>	<b>-</b>	<b>5,382</b>	<b>5,382</b>
9	Projected variance as a percentage of funding	-	-	27%	8%

\* ring-fenced grant funding

- (b) that the plan had been set greater than the available funding to ensure that the plan delivery was maximised within the funding available and project delivery movements.
- (3) advising members that actual expenditure as at 24 May 2014 (period 2) totalled £1.844m compared to a planned spend position of £2.721m;
- (4) providing a detailed financial analysis of individual projects contained within the programme, split by department;
- (5) intimating that since approval of the capital budget on 22 February 2014, further funding in support of the capital programme had been secured by SPT. In support of the Glasgow Future Cities Transport Project, a capital contribution of £0.198m had been received from Glasgow City Council. In support of the purchase of electric buses, a grant of £0.37m had been received from Glasgow City Council which was offset partially by a reduction in the available funding of £0.272m in relation to unsuccessful bids submitted to the Scottish Government Green Bus Fund for which a new bid would be submitted in the next funding round in 2014/2015; and
- (6) requesting that the committee
- (a) note
- (i) the draft 2013/14 capital outturn position;
- (ii) the financial performance of the 2014/15 capital programme as at Period 2;

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- (iii) the changes in available capital funding; and
  - (iv) that further work to quantify and manage risks, advance savings and re-phase existing projects was being undertaken to balance spend against budget;
- (b) approve
- (i) the proposed amendments to the 2014/2015 capital programme as detailed in appendix 2 to the report; and
  - (ii) the award of grant funding up to the value of £160,000 to the local authorities detailed in the report; and
- (c) authorise the Assistant Chief Executive (Business Support) to sign the grant funding letters to expedite all of the projects.

## 6. SPT responses to consultation documents

After consideration of reports of 19 and 29 May 2014 (issued) by the Assistant Chief Executive (Operations) appending SPT's proposed response to each of the following consultations and having heard Messrs Kiloh and Stewart in further amplification of each, the committee approved SPT's proposed responses:-

- (1) Scottish Government Review of Strategic Development Plans in Scotland; and  
[Click here to view report](#)
- (2) Glasgow City Centre Strategy 2014-2024 – Consultative Draft.  
[Click here to view report](#)

## 7. Active Travel – progress update

[Click here to view report](#)

There was submitted and noted a report (issued) of 20 May 2014 by the Assistant Chief Executive (Operations)

- (1) updating members on SPT's cycling strategy and investment programme which demonstrated SPT's commitment to active travel and helped the Scottish Government achieve its cycling vision;
- (2) explaining that, as a result of SPT's approach, £3.07m would be invested in 2014/2015 in walking and cycling infrastructure projects across its 12 constituent councils and much of this investment would be match-funded by Sustrans through its Community Links Fund (£2.49m) bringing total investment to £5.56m across the region; and
- (3) informing members that SPT would continue to work in close partnership with councils, Sustrans and other stakeholders to ensure successful project delivery, monitor the outcomes of the programme and undertake robust and coordinated forward planning.