

## **Strathclyde Partnership for Transport**

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

**22 August 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 22 August 2014**

**Present** Councillors Kaye Harmon (Chair), Jim Coleman, Gilbert Davidson, Eddie Devine, David Fagan and Denis McKenna and appointed members Anne Follin, Tom Hart, Alan Malcolm 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); 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, Bill Grant, Pauline McKeever, Chris Thompson and Paul Welsh and appointed members Ann Faulds and Jim McNally.

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

Anne Follin declared an interest in respect of her advisory role in relation to planning matters concerned with Fastlink.

### **3. Minute of previous meeting**

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The minute of the meeting of 13 June 2014 was submitted and approved as a correct record.

### **4. Revenue monitoring report as at 19 July 2014 (period 4)**

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There was submitted and approved a report (issued) of 13 August 2014 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the Partnership had approved a revenue budget for 2014/2015 of £38.418m;
- (2) appending the revenue monitoring report for the period to 19 July 2014 (period 4) which detailed the main variances, together with a detailed budgetary control report;
- (3) intimating that the savings programme had continued to be driven through with strong cost and budgetary control exercised over all expenditure heads and, as a result, total movements of £1.375m had been identified;
- (4) explaining that, as there was currently a shortfall of available capital funding to meet non Subway and local authority projects, it was proposed to utilise all of this movement to support the non-Subway capital plan; and
- (5) recommending a revenue contribution to capital of £1.375m.

### **5. Capital programme monitoring report and proposed amendments as at 19 July 2014 (period 4)**

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There was submitted and noted a report (issued) of 14 August 2014 by the Assistant Chief Executive (Business Support)

22 August 2014

- (1) reminding members that the 2014/2015 capital programme had been approved by the Partnership on 22 February 2014 against known capital grant and other sources of funding;
- (2) advising members that actual expenditure as at 19 July 2014 (period 4) totalled £6.894m compared to a planned spend position of £7.973m;
- (3) providing a detailed financial analysis of individual projects contained within the programme, split by department;
- (4) highlighting that there were no proposed project amendments to the 2014/2015 capital programme at this time;
- (5) explaining that the available general capital funding for 2014/15 remained lower than in previous years and, to mitigate against this and in recognition of continued project delivery, it was proposed to contribute £1.375m from revenue in support of the capital programme; and
- (6) informing members that further work to quantify and manage risks, advance savings and re-phase existing projects was being undertaken to balance spend against budget.

#### **6. Transport for the Commonwealth Games 2014 – SPT post games update**

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There was submitted a report (issued) of 4 August 2014 by the Assistant Chief Executive (Operations)

- (1) updating the committee on the critical role played by SPT in ensuring that transport for the Commonwealth Games was a success;
- (2) providing facts and figures in relation to attendance at various events together with statistics relating to SPT's performance in relation to Subway services and shuttle bus trips;
- (3) highlighting the fact that it was clear that SPT's extensive knowledge, awareness and experience across the entire transport network of the west of Scotland, both in planning and operational terms, could have been recognised earlier in the preparations and officers would engage with partners regarding lessons learned from the reality of delivering transport for the Games to ensure that this would be taken account of in future planning for large scale events;
- (4) intimating that, whilst operational staff excelled throughout the Games, officers throughout SPT continued to ensure the smooth running of the organisation in relation to its core activities and delivery of projects; and
- (5) informing members that public reaction to SPT's performance had been overwhelmingly positive, and many complimentary communications from members of the public had been received either through social media, email or during Games time, direct to SPT's customer-facing members of staff.

After consideration and heaving hear Mr Stewart in further explanation and in answer to members' questions, the committee

22 August 2014

- (a) noted that officers would work with partners to try to ensure that the legacy of the Games delivered positive results for the people and communities of the west of Scotland for many years to come; and
- (b) extended their thanks to all SPT staff for their hard work and effort up to and during the Games period.

## 7. Rail Update in the SPT area

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There was submitted a report (issued) of 24 July 2014 by the Assistant Chief Executive (Operations)

- (1) providing information on strategic rail issues in the SPT area, in particular the West of Scotland Rail Forum (WoSRF), the Edinburgh-Glasgow Improvements Programme (EGIP), the ScotRail and Caledonian Sleeper Franchises, the Scottish Stations Fund, High Speed Rail and timetable improvements/changes, together with other relevant projects/initiatives;
- (2) informing members of applications to create two new Community Rail Partnerships, viz. Anniesland to Queen Street (via Maryhill) and South West Glasgow Community Rail Partnership; and
- (3) confirming that, through the WoSRF and other opportunities, SPT continued to engage actively with rail industry partners to deliver an improved rail network in the west of Scotland and improved integration across modes.

After consideration and having heard Mr Kiloh in further amplification of the report and in answer to members' questions, the committee

- (a) agreed to support the applications to create two new Community Rail Partnerships; and
- (b) otherwise noted the terms of the report.

## 8. Carbon Management – progress update

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There was submitted a report (issued) of 24 July 2014 by the Assistant Chief Executive (Operations)

- (1) reminding members
  - (a) that The Climate Change (Scotland) Act 2009 had set targets of reducing emissions by 80% by 2050 and an interim target of 42% reduction by 2030;
  - (b) that to support and assist in this regard, SPT had an Environmental Policy and supporting Carbon Management Plan (CMP), adopted in 2008, which had a target to reduce SPT emissions by 20% by 2015 from 2008/09 levels; and
  - (b) that SPT was subject also to the UK Government's Carbon Reduction Commitment Energy Efficiency Scheme (CRC) which placed financial penalties on organisations should they not reduce their carbon emissions;

22 August 2014

- (2) explaining
  - (a) that, although SPT progress towards the 2015 target by 2013/2014 had been very good, the UK Government's Department of Energy and Climate Change (DECC) and Department of Environment, Food and Rural Affairs (DEFRA) had revised the electricity emissions factors – used to calculate tonnes of CO<sub>2</sub> generated - and had announced that this factor would go up by 10% for 2014/15;
  - (b) that the revised electricity emissions factor for 2014/15 impacted on SPT more than most other public sector organisations as a significant proportion, around 90%, of SPT's carbon footprint related to electricity consumption; and
  - (c) that if the electricity emissions factor had stayed the same as 2013/14, it would have been challenging but achievable. However, with the revised emissions factor in place, the necessary carbon reduction to achieve the target would be very difficult to achieve;
- (3) informing members
  - (a) that, given the above revisions by the UK Government and the impact it would have on the likelihood of SPT achieving its target, it was proposed that officers undertake a further internal review of SPT's Carbon Management Plan target and actions; and
  - (b) that as options in this regard might include an extension of the timeline for the target or a change in the target figure, officers would review the plan to ensure that efforts were focused on those initiatives which would deliver the most carbon reductions, provide most financial efficiencies and were most cost effective to deliver; and
- (4) listing a number of initiatives which had contributed to the work already undertaken by SPT in achieving a 16.5% reduction by 2013/2014.

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

**9. Department for Transport and Rail North consultation on the Northern Rail and Transpennine Express Rail Franchises: Proposed SPT response**

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There was submitted and approved a report of 24 July 2014 (issued) by the Assistant Chief Executive (Operations) appending SPT's proposed response to the Department for Transport and Rail North consultation on the Northern Rail and Transpennine Express rail franchises.