

## Strathclyde Partnership for Transport

### Minute of Strategy & Programmes Committee meeting

**28 January 2011**

held in Consort House, Glasgow

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## Minute of the meeting of the Strathclyde Partnership for Transport's Strategy & Programmes Committee held in Glasgow on 28 January 2011

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<b>Present</b>	Councillors David Fagan (Chair), Ian Gray, Bill Grant, Duncan MacIntyre, Denis McKenna, Jim McNally, Eddie Phillips and George Roberts and appointed members Alan Malcolm and Gavin Scott.
<b>Apologies</b>	Councillors Jonathan Findlay and Archie Graham and appointed member John Boyle.
<b>Attending</b>	Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary; Valerie A Bowen, Senior Clerk; Gordon MacLennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Neil Wylie, Director of Finance & HR and Charlie Hoskins, Director of Projects.

### 1. Declarations of interest

The committee noted that there were no declarations of interest.

### 2. Minute of previous meeting

The minute of the meeting of 19 November 2010 (issued) was submitted and approved as a correct record.

### 3. Revenue monitoring report as at 1 January 2011

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There was submitted a report (issued) of 13 January 2011 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the Partnership had approved a revenue budget for 2010/2011 of £39.556m;
- (2) appending the revenue monitoring report for the period to 1 January 2011 (period 10);
- (3) informing members that, based on the information to date, an underspend of £329,000 was forecast;
- (4) outlining the main reasons for the projected underspend; and
- (5) highlighting the fact that the contribution to Subway modernisation of £1,000,000 represented the first internal saving contribution (as detailed in the Subway modernisation outline business case) which had been generated by targeted management action rather than by savings accrued from capital investment.

After consideration and having heard Mr Wylie in further explanation of the report and in answer to members' questions, the committee noted the projected outturn position on the information available at the end of period 10.

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#### 4. Capital programme monitoring and proposed amendments

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**P\*** There was submitted a report (issued) of 20 January 2011 by the Assistant Chief Executive (Business Support)

- (1) reminding members that the 2010/2011 capital programme had been approved by the Partnership on 12 February 2010 against known capital funding of £20m from the Scottish Government;
- (2) informing members
  - (a) that SPT's revised available funding from all sources, including a revised surplus carry forward of £3m from 2009/2010, was £26.621m; and
  - (b) that actual expenditure to date totalled £10.147m compared to a planned spend position of £15.702m;
- (3) intimating
  - (a) that, since the last report to members, a number of identified risks had now materialised into formal outturn reductions and these were detailed in appendix 2 to the report;
  - (b) that the current spend risk within the 2010/2011 capital programme was estimated now to be in the region of £3.3m;
  - (c) that in order to ensure that the 2010/2011 programme made maximum use of available funds, it had been necessary to implement contingency delivery plans; and
  - (d) that proposed amendments to the programme would help mitigate the remaining spend risks and help ensure that the projected 2010/2011 year end spend matched the available funding as closely as possible, barring any late unforeseen risks which might arise;
- (4) providing a detailed financial analysis of individual projects contained within the programme, split by department;
- (5) appending proposed amendments to the capital programme, together with reasons for the adjustments listed against each project, which gave a revised outturn figure of £30.603m ; and
- (6) recommending that the committee
  - (a) note
    - (i) the results of the risk assessment exercise;
    - (ii) the financial performance of the 2010/2011 capital programme as at 1 January 2011 (period 10); and

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- (iii) that further work to manage risks, advance savings and re-phase existing projects was being undertaken to balance spend against budget; and
- (b) approve
  - (i) the formal amendments to the 2010/2011 capital programme as detailed in the report;
  - (ii)\* the signing of the necessary grant award letters in support of the local authority delivered projects, with the exception of the following projects which required the approval of the Partnership due to the sums involved:

<b>Proposed amendment</b>	<b>proposed award</b>
Beith to Glengarnock Cycleway Development (North Ayrshire)	£205,000
A70 Corridor Improvements (South Ayrshire)	£200,000
Extension of streamline project - Kilmarnock Road (Glasgow)	£150,000

and

- (iii) in relation to proposed amendment number 15 and with reference to paragraphs 6 & 7 of the minute of the Operations Committee of 21 January 2011, the award of a contract to Bluebird vehicles Ltd for the purchase of 8 buses at a total cost of £640,000.

After discussion and having heard Messrs Wylie and Hoskins in answer to members' questions, the committee approved the recommendations at (7) above.

## 5. Acquisition of fleet vehicles

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After consideration of a report (issued) of 20 January 2011 by the Assistant Chief Executive (Operations) on the purchase of replacement vehicles for SPT's internal fleet, the committee

- (1) agreed to the purchase of the vehicles detailed in the report from Arnold Clark at a cost of £163,000; and
- (2) noted that SPT would also acquire two electric cars in a pilot project with Glasgow City Council and Scottish Power.

## 6. Dalmarnock Station redevelopment – progress report

[Click here to view report](#)

There was submitted and noted a report (issued) of 10 January 2010 by the Assistant Chief Executive (Business Support)

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- (1) informing members that, since the last report on the redevelopment of Dalmarnock Station, Transport Scotland had contracted with Network Rail for the GRIP4 work which had commenced in late September 2010 and was programmed to be completed in August 2011;
- (2) intimating that, following concerns that the current planned completion date of November 2013 was not in line with other major infrastructure improvements for the Commonwealth Games (which were generally scheduled for 12 months in advance of the games), Network Rail had been asked to consider measures to bring forward the programme completion date;
- (3) advising members that Network Rail had proposed early advance work (beams, drainage works and embankment removal) to de-risk the programme which, together with other measures, would help target an earlier completion; and
- (4) explaining that if the proposal for advance works was accepted by all funding partners, Transport Scotland would require to draw down funding from the client group funders in 2011/2012, estimated for SPT to be around £0.50m, together with ERDF funding of £2.89m.

## **7. SPT responses to consultations**

[Click here to view report](#)

There were submitted and approved a number of reports (issued) of 5 and 6 January 2011 by the Assistant Chief Executive (Business Support) appending responses to the following consultation documents:

- (1) Network Rail Draft Scotland Utilisation Strategy – Generation 2;
- (2) Scottish Government consultation on "Amendments to the modernised planning system"; and
- (3) Scottish Government consultation on "Getting the best from our land – A draft land use strategy" for Scotland

## **8. Changes to the carbon reduction commitment energy efficiency scheme**

[Click here to view report](#)

There was submitted a report (issued) of 21 December 2010 by the Assistant Chief Executive (Business Support)

- (1) informing members
  - (a) that the carbon reduction commitment energy efficiency scheme (CRC) was a mandatory UK wide scheme designed to incentivise large public and private sector organisations to take up cost-effective energy efficiency opportunities; and
  - (b) that SPT had registered formally as a participant of the CRC in September 2010 and had ensured that the necessary procedures and processes were in place to participate fully in the scheme which required organisations to

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purchase carbon credits in April of each year to cover the expected carbon emissions for the forthcoming year;

- (2) intimating that, following the Government's recent comprehensive spending review, it was proposed to change the CRC in an attempt to reduce the burden to businesses;
- (3) outlining the proposed changes, which were primarily focussed on extending the introductory phase and postponing the first sale of carbon credits to the end of 2011/2012;
- (4) appending SPT's response to the consultation on the proposed amendments;
- (5) identifying a number of SPT's carbon saving projects which had been completed, together with a number of projects which had been identified within SPT's carbon management plan which could, after further investigation, be carried out prior to the baseline year for the second phase of the CRC; and
- (6) advising members
  - (a) that although SPT was obligated to participate in the introductory phase of the CRC, an opportunity existed to be excluded from the second phase if energy consumption was reduced to under the baseline threshold to be determined for 2012/2013 emissions;
  - (b) that SPT would continue to develop initiatives which would seek to reduce SPT's carbon level output; and
  - (c) that further amendments to the CRC were expected over the coming months which would be monitored and reported on as necessary.

After consideration and having heard Mr Maclennan in response to members' comments, the committee noted the terms of the report.

## 9. Award of contracts

After consideration of various reports (issued) by the Assistant Chief Executive (Operations) and the Assistant Chief Executive (Business Support), the Partnership approved the award of the following contracts:-

	<b>Contract</b>	<b>Contractor</b>	<b>Amount</b>	<b>Remarks</b>
(a)	Partick Interchange- installation of security bollards	Luddon Construction Ltd <a href="#">Click here</a>	£145,365.89	Lowest tender
(b)	Tunnel lining water sealing	Balvac <a href="#">Click here</a>	£694,000.00 (on call off basis)	Most economically advantageous tender based on tender assessment criteria

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	<b>Contract</b>	<b>Contractor</b>	<b>Amount</b>	<b>Remarks</b>
(c)	Buchanan Street to Cowcaddens tunnel lining investigation-consultancy services	Ove Arup <a href="#">Click here</a>	£162,174.00	Most economically advantageous tender based on tender assessment criteria