

Capital Programme Monitoring and Proposed Amendments Report as at 1 January 2022, Period 10

Committee Strategy & Programmes

Date of meeting 18 February 2022

Date of report 8 February 2022

Report by Director of Finance & Corporate Support

1. Object of report

- 1.1 To provide a progress update on the 2021/22 capital programme;
- 1.2 To seek approval for proposed amendments to the 2021/22 capital programme; and
- 1.3 To seek approval to Grant Fund as detailed in sections 6(b) and 6(c) of this report.

2. Background

- 2.1 SPT undertakes investment in long-term assets which underpins the delivery of the Regional Transport Strategy. These activities are financed through the application of capital and revenue resources and may also give rise to a borrowing requirement. The capital programme over the last five years is summarised in Table 1 below.

Table 1: Capital Programme 2016/17 to 2020/21

Ref	Category	2016/17 £000	2017/18 £000	2018/19 £000	2019/20 £000	2020/21 £000
1	Capital Expenditure	59,648	39,960	58,852	36,358	23,059
2	Scottish Government general capital grant	16,074	20,132	19,000	23,100	15,300
3	Scottish Government specific capital grants	24,494	19,810	39,829	13,281	7,691
4	Other grants and contributions	193	4	23	2	68
5	Revenue contribution to the capital programme	1,800	0	0	0	0
6	Subway fund utilisation	17,087	0	0	0	0
7	Transfers from / (to) reserves	0	14	0	(25)	0
8	Capital Funding	59,648	39,960	58,852	36,358	23,059

2.2 It should be noted that prior to the period shown in Table 1, SPT received an annual general capital allocation of £25m with the certainty provided by a three-year budget settlement. In recent years, the general capital allocation has fallen and only a single year budget settlement has been announced. This has had significant implications for both the development of SPT's capital plan and for the award of contracts that might run beyond the financial year-end.

3. 2021/22 Approved capital programme position

3.1 The 2021/22 capital budget was approved by the Partnership on 12 March 2021.

3.2 Subsequently, the profile of the Scottish Government specific grant funding for Subway Modernisation has been revised following discussions with Transport Scotland. SPT will receive no grant funding in the current financial year and will utilise unspent Scottish Government specific grant from previous years to fund the project. The grant allocation for 2021/22 has been re-profiled into future years.

3.3 There has been a small increase in the contributions available for General Capital, but these have been equalled by a corresponding increase in planned expenditure.

3.4 There has also been a re-profiling of £1.337m in the revised funding required in 2021/22 for Subway Infrastructure.

3.5 Table 2 below provides a summary of the available capital funding for 2021/22 as approved by the Strategy & Programmes Committee on 26 November 2021.

Table 2: Available capital funding 2021/22

Ref	Category	Subway Modernisation £000	General Capital £000	Total £000
1	Scottish Government general capital grant	0	15,327	15,327
2	Scottish Government specific capital grant*	0	0	0
3	Other grants and contributions	0	145	145
4	Transfer from Subway Infrastructure Fund (General Fund - Earmarked Reserve)	0	3,963	3,963
5	Available capital funding 2021/22	0	19,435	19,435

* Note - ring-fenced grant funding.

3.6 Table 3 below provides a summary of the 2021/22 capital programme position as approved by the Strategy & Programmes Committee on 26 November 2021.

Table 3: 2021/22 Capital programme position approved by the Strategy & Programmes Committee, 26 November 2021

Ref	Category	Subway Modernisation £000	General Capital £000	Total £000
1	Capital expenditure 2021/22	17,103	19,435	36,538
2	Available capital funding 2021/22 (as at Table 2)	0	19,435	19,435
3	Transfer from Capital Grants Unapplied Account	17,103	0	17,103
4	Capital funding 2021/22	17,103	19,435	36,538
5	Projected variance	0	0	0
6	Projected variance of general capital as a percentage of funding		0%	

4. Actual spend to date

- 4.1 As at Period 10, ending 1 January 2022, the actual expenditure incurred on the SPT capital investment programme totals £13.877m compared to planned expenditure of £18.042m.
- 4.2 Appendix 1 provides detailed financial analysis of the individual projects within the capital programme, analysed by department.

5. Proposed amendments

- 5.1 Twenty-one proposed amendments have been received for the 2021/22 capital programme. These are shown in Appendix 2 of this report and represent a net reduction of £4.206m in the 2021/22 capital programme (£3.906m reduction in Subway Modernisation and £0.300m reduction in General Capital).
- 5.2 There is a reduction of £0.050m in the revised 2021/22 funding contributions (General Capital).
- 5.3 There is also a re-profiling of £0.250m in the revised 2021/22 funding (General Capital) in relation to the transfer required from the Subway Infrastructure Fund.
- 5.4 There is also a re-profiling of £3.906m in the revised 2021/22 funding (Subway Modernisation) in relation to the transfer required from the Capital Grants Unapplied Account.
- 5.5 If the proposed amendments are approved by the Strategy & Programmes Committee, then the impact on the 2021/22 programme will be as detailed in Table 4 below.

Table 4: 2021/22 Revised capital programme position, including proposed amendments

Ref	Category	Subway Modernisa tion £000	General Capital £000	Total £000
1	Capital expenditure 2021/22 as at 17 September 2021	17,103	19,435	36,538
2	Proposed amendments (as at Appendix 2)	(3,906)	(300)	(4,206)
3	Revised capital expenditure 2021/22	13,197	19,135	32,332
4	Available capital funding 2021/22 (as at Table 2)	0	19,435	19,435
5	Change in other grants and contributions	0	(50)	(50)
6	Change in transfer from Subway Infrastructure Fund (General Fund - Earmarked Reserve)	0	(250)	(250)
7	Transfer from Capital Grants Unapplied Account	13,197	0	13,197
8	Revised capital funding 2021/22	13,197	19,135	32,332
9	Projected variance	0	0	0
10	Projected variance of general capital as a percentage of funding		0%	

5.6 Analysis of the capital programme as at Period 10, ending 1 January 2022, indicates a potential risk to General Capital spend, however this can be accommodated within the available capital funding.

5.7 The proposed Capital Plan 2022/23 to 2024/25 takes into account project re-phasing from 2021/22 which has been identified at this time. However, it is anticipated that the measures put in place in response to the Covid-19 pandemic together with global supply chain issues and inflationary pressures will continue to affect the delivery of projects in 2021/22 and that the proposed plan and budget for 2021/22 will require to be amended following the current year-end.

6. Committee action

The Committee is requested to consider this report and to:

- (a) approve the proposed amendments to the 2021/22 capital programme as per Appendix 2 of this report; and if approved
- (b) agree to Grant Fund or to vary existing Grant Fund letters to the Local Authorities or other bodies for those awards up to the value of £200,000 and authorise that grant award letters be concluded in line with approved governance arrangements; and to
- (c) recommend to the Partnership meeting of 18 March 2022 approval to Grant Fund or to vary existing Grant Fund letters to the Local Authorities or other bodies for those awards over a cumulative value of £200,000.
- (d) note the financial performance of the 2021/22 capital programme as at Period 10; and

- (e) note that further work to quantify and manage risk, advance savings and re-phase existing projects is being undertaken to balance spend against budget.

7. Consequences

Policy consequences	<i>Dependent on particular scheme.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>Further work to quantify and manage risk, advance savings and re-phase existing projects is being undertaken to balance spend against budget.</i>
Personnel consequences	<i>None.</i>
Equalities consequences	<i>Dependent on particular scheme, each project will be reported on in terms of the social inclusion agenda.</i>
Risk consequences	<i>Risk will be quantified and closely monitored during the course of the financial year.</i>

Name Neil Wylie
Title **Director of Finance & Corporate Support**

Name Valerie Davidson
Title **Chief Executive**

For further information on this report please contact Neil Wylie, Director of Finance & Corporate Support, on 0141 333 3380.



Capital Monitoring Report
For financial year 2021/22 Period 10 ending 01 January 2022
Summary by Directorate

APPENDIX 1

	Full Year			Period			Cumulative Year to Date				Full Year
	Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
Bus Operations	1,595,000	50,000	1,645,000	49,346	35,000	(14,346)	738,888	760,000	21,112	3%	906,112
Projects	225,000	5,000	230,000	0	0	0	7,879	10,500	2,621	25%	222,121
Digital	275,000	45,000	320,000	12,140	10,000	(2,140)	79,991	85,000	5,009	6%	240,009
Corporate	60,000	0	60,000	0	5,000	5,000	5,000	40,000	35,000	88%	55,000
Customer Standards	50,000	(50,000)	0	0	0	0	0	0	0		0
Subway	23,103,000	(1,055,000)	22,048,000	1,931,440	2,018,100	86,660	9,522,541	10,369,200	846,659	8%	12,525,459
Local Authorities and Others	14,045,000	(1,810,000)	12,235,000	193,188	985,300	792,112	3,523,253	6,777,600	3,254,347	48%	8,711,747
Total	39,353,000	(2,815,000)	36,538,000	2,186,114	3,053,400	867,286	13,877,551	18,042,300	4,164,749	23%	22,660,449

- Notes
- 1) Original Budget is as agreed by the Partnership at the start of the financial year
 - 2) Approved Budget is the Original Budget and any Amendments agreed by Committee during the financial year



Capital Monitoring Report
For financial year 2021/22 Period 10 ending 01 January 2022
Bus Operations

APPENDIX 1

10044 - Bus Stops and Shelters Upgrade Programme
 10052 - Purchase of Operational Vehicles
 10055 - Buchanan Bus Station Improvements
 10244 - Expansion of Real Time Bus Information
 10580 - Bus Station Improvements

Total

Full Year			Period			Cumulative Year to Date				Full Year
Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
500,000	0	500,000	15,888	15,000	(888)	354,693	365,000	10,307	3%	145,307
275,000	(45,000)	230,000	0	0	0	0	0	0		230,000
300,000	0	300,000	500	0	(500)	22,154	25,000	2,846	11%	277,846
300,000	95,000	395,000	32,957	20,000	(12,957)	217,575	220,000	2,425	1%	177,425
220,000	0	220,000	0	0	0	144,466	150,000	5,534	4%	75,534
1,595,000	50,000	1,645,000	49,346	35,000	(14,346)	738,888	760,000	21,112	3%	906,112



10048 - Smart & Integrated Ticketing
 10083 - Transport Planning Model Development
 10374 - Corporate Security Systems Replacement (including CCTV)

Total

Full Year			Period			Cumulative Year to Date				Full Year
Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
0	5,000	5,000	0	0	0	2,909	5,000	2,091	42%	2,091
200,000	0	200,000	0	0	0	2,450	2,500	50	2%	197,550
25,000	0	25,000	0	0	0	2,520	3,000	480	16%	22,480
225,000	5,000	230,000	0	0	0	7,879	10,500	2,621	25%	222,121



10137 - Technical Refresh
 10534 - Corporate Website Redevelopment
 10571 - Public Wifi and Cellular Network Connectivity

Total

Full Year			Period			Cumulative Year to Date				Full Year
Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
75,000	0	75,000	12,140	10,000	(2,140)	38,871	40,000	1,129	3%	36,129
0	45,000	45,000	0	0	0	41,120	45,000	3,880	9%	3,880
200,000	0	200,000	0	0	0	0	0	0		200,000
275,000	45,000	320,000	12,140	10,000	(2,140)	79,991	85,000	5,009	6%	240,009



10140 - Capitalised Salaries
 10454 - Corporate System Improvements

Total

Full Year			Period			Cumulative Year to Date				Full Year
Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
50,000	0	50,000	0	5,000	5,000	0	35,000	35,000	100%	50,000
10,000	0	10,000	0	0	0	5,000	5,000	0	0%	5,000
60,000	0	60,000	0	5,000	5,000	5,000	40,000	35,000	88%	55,000



10365 - Advertising Infrastructure

Total

Full Year			Period			Cumulative Year to Date				Full Year
Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
50,000	(50,000)	0	0	0	0	0	0	0		0
50,000	(50,000)	0	0	0	0	0	0	0		0



Capital Monitoring Report
For financial year 2021/22 Period 10 ending 01 January 2022
Subway

APPENDIX 1

	Full Year			Period			Cumulative Year to Date				Full Year
	Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
Subway Infrastructure	5,300,000	(650,000)	4,650,000	361,458	365,000	3,542	2,832,538	2,850,000	17,462	1%	1,817,462
10375 - Tunnel & Infrastructure Works	5,300,000	(650,000)	4,650,000	361,458	365,000	3,542	2,832,538	2,850,000	17,462	1%	1,817,462
Subway Modernisation	17,103,000	0	17,103,000	1,541,912	1,626,100	84,188	6,542,811	7,367,200	824,389	11%	10,560,189
10073 - Subway Modernisation Programme Support	528,000	0	528,000	19,613	40,000	20,387	222,946	406,000	183,054	45%	305,054
10302 - Rolling Stock & New System: Management & Specialist Support	2,047,000	0	2,047,000	86,736	150,500	63,764	962,711	1,604,000	641,289	40%	1,084,289
10505 - Rolling Stock & New System: Manufacture & Supply Agreement	14,528,000	0	14,528,000	1,435,563	1,435,600	37	5,357,153	5,357,200	47	0%	9,170,847
Subway Operations	700,000	(405,000)	295,000	28,070	27,000	(1,070)	147,192	152,000	4,808	3%	147,808
10310 - Station Minor Works	245,000	(140,000)	105,000	0	0	0	51,331	55,000	3,669	7%	53,669
10353 - Maintenance Planning System Improvements	35,000	(35,000)	0	0	0	0	0	0	0	0%	0
10417 - Broomloan Depot Improvements	275,000	(175,000)	100,000	12,000	12,000	0	42,000	42,000	0	0%	58,000
10419 - New and Enhanced Plant & Equipment	90,000	0	90,000	16,070	15,000	(1,070)	53,860	55,000	1,140	2%	36,140
10552 - Secure Mobile Operational Communications System	55,000	(55,000)	0	0	0	0	0	0	0	0%	0
Total	23,103,000	(1,055,000)	22,048,000	1,931,440	2,018,100	86,660	9,522,541	10,369,200	846,659	8%	12,525,459



	Full Year			Period			Cumulative Year to Date				Full Year
	Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
Argyll and Bute	250,000	0	250,000	86,812	5,000	(81,812)	182,484	205,000	22,516	11%	67,516
10252 - Bus Infrastructure Upgrades in Helensburgh Area	150,000	0	150,000	6,812	5,000	(1,812)	102,484	105,000	2,516	2%	47,516
10357 - Helensburgh and Lomond Cycleways	100,000	0	100,000	80,000	0	(80,000)	80,000	100,000	20,000	20%	20,000
East Ayrshire	1,615,000	(500,000)	1,115,000	105,000	105,000	0	310,000	520,000	210,000	40%	805,000
10150 - Kilmarnock Bus Park & Ride	190,000	0	190,000	0	0	0	0	190,000	190,000	100%	190,000
10315 - Quality Bus Infrastructure Improvements	100,000	0	100,000	5,000	5,000	0	5,000	5,000	0	0%	95,000
10458 - Bus Station Improvements	1,300,000	(500,000)	800,000	100,000	100,000	0	300,000	300,000	0	0%	500,000
10581 - Crosshouse to Dundonald Cycle Route	25,000	0	25,000	0	0	0	5,000	25,000	20,000	80%	20,000
East Dunbartonshire	600,000	0	600,000	0	123,800	123,800	61,023	223,600	162,577	73%	538,977
10317 - Walking and Cycling Off-Road Network Improvements	500,000	0	500,000	5,000	100,000	95,000	60,000	155,000	95,000	61%	440,000
10422 - Bus Infrastructure Improvements	50,000	0	50,000	(5,000)	20,000	25,000	1,023	30,000	28,977	97%	48,977
10574 - A803 Sustainable Travel Corridor	50,000	0	50,000	0	3,800	3,800	0	38,600	38,600	100%	50,000
East Renfrewshire	700,000	0	700,000	(642)	32,000	32,642	79,385	102,000	22,615	22%	620,615
10092 - Pedestrian and Cycling Improvements	150,000	0	150,000	0	30,000	30,000	50,000	80,000	30,000	38%	100,000
10093 - Bus Infrastructure Improvements	50,000	0	50,000	(642)	0	642	9,385	10,000	615	6%	40,615
10582 - A77 Strategic Cycle Corridor	500,000	0	500,000	0	2,000	2,000	20,000	12,000	(8,000)	(67)%	480,000
Glasgow	1,570,000	(335,000)	1,235,000	(235,000)	208,000	443,000	370,000	1,037,500	667,500	64%	865,000
10095 - Bus Termini Development	25,000	0	25,000	0	10,000	10,000	5,000	12,000	7,000	58%	20,000
10424 - City-wide Bus Stop Enhancements	50,000	0	50,000	5,000	5,000	0	5,000	44,000	39,000	89%	45,000
10426 - Pollok Bus Corridor Improvements	15,000	0	15,000	0	0	0	0	0	0	0%	15,000
10465 - Battlefield Road Bus Route Junction Improvements	30,000	0	30,000	0	4,000	4,000	0	27,000	27,000	100%	30,000
10512 - Penilee Bus Termini	15,000	15,000	30,000	0	0	0	0	19,500	19,500	100%	30,000
10536 - Hope Street / Renfield Street Area Bus Stop Improvements	850,000	(200,000)	650,000	(250,000)	150,000	400,000	250,000	650,000	400,000	62%	400,000
10539 - Paisley Road West Bus Corridor Improvements	300,000	(250,000)	50,000	0	0	0	0	50,000	50,000	100%	50,000
10554 - Bus Traffic Route Priority Upgrades	100,000	95,000	195,000	0	10,000	10,000	50,000	100,000	50,000	50%	145,000
10559 - Pollokshields / Mosspark Sustainable Transport Improvements	120,000	0	120,000	0	19,000	19,000	10,000	85,000	75,000	88%	110,000
10575 - Active Travel Network Enhancements	65,000	5,000	70,000	10,000	10,000	0	50,000	50,000	0	0%	20,000
Inverclyde	1,365,000	(160,000)	1,205,000	57,654	60,000	2,346	816,484	925,000	108,516	12%	388,516
10256 - Quality Bus Corridor Improvements	100,000	0	100,000	7,654	10,000	2,346	16,454	20,000	3,546	18%	83,546
10516 - Port Glasgow Station Access Improvements	160,000	(160,000)	0	0	0	0	0	0	0	0%	0
10541 - Greenock Town Centre Improvements	500,000	0	500,000	50,000	50,000	0	300,030	300,000	(30)	0%	199,970
10561 - Improve Traffic Management System Inverclyde (UTC system)	270,000	0	270,000	0	0	0	250,000	270,000	20,000	7%	20,000
10562 - Pedestrian Crossing Accessibility Improvements	335,000	0	335,000	0	0	0	250,000	335,000	85,000	25%	85,000
North Ayrshire	1,310,000	(670,000)	640,000	(5,000)	0	5,000	50,109	425,000	374,891	88%	589,891
10257 - Bus Corridor Improvements	150,000	0	150,000	(5,000)	0	5,000	10,109	100,000	89,891	90%	139,891
10474 - Brodick to Corrie Cycle Path	40,000	0	40,000	0	0	0	10,000	40,000	30,000	75%	30,000
10475 - Bus Route Congestion Reduction Measures	100,000	0	100,000	0	0	0	25,000	100,000	75,000	75%	75,000
10477 - Irvine Cycle Friendly Town	250,000	0	250,000	0	0	0	0	170,000	170,000	100%	250,000
10543 - Ardrossan Harbour Interchange	350,000	(350,000)	0	0	0	0	0	0	0	0%	0
10544 - Cumbrae Ferry Bus Stop and Queuing Facilities	385,000	(300,000)	85,000	0	0	0	0	0	0	0%	85,000
10576 - Pennyburn Roundabout Bus Lane	35,000	(20,000)	15,000	0	0	0	5,000	15,000	10,000	67%	10,000
North Lanarkshire	1,800,000	(100,000)	1,700,000	145,630	345,500	199,870	414,180	1,379,000	964,820	70%	1,285,820
10111 - A71 Junction Improvements	600,000	(300,000)	300,000	0	50,000	50,000	0	300,000	300,000	100%	300,000
10479 - Bus Infrastructure Improvements	175,000	0	175,000	(4,370)	0	4,370	24,180	170,000	145,820	86%	150,820
10481 - Ravenscraig Active Travel Link	300,000	200,000	500,000	150,000	182,000	32,000	350,000	494,000	144,000	29%	150,000
10517 - A73 Carlisle Road Junction Improvements	375,000	0	375,000	0	75,000	75,000	0	225,000	225,000	100%	375,000
10577 - Croy Station Access Improvements	100,000	0	100,000	0	0	0	5,000	50,000	45,000	90%	95,000
10583 - Coatbridge Junction Improvements	100,000	0	100,000	0	20,000	20,000	25,000	80,000	55,000	69%	75,000
10584 - Motherwell Station Active Travel Links	150,000	0	150,000	0	18,500	18,500	10,000	60,000	50,000	83%	140,000



Capital Monitoring Report
For financial year 2021/22 Period 10 ending 01 January 2022
Local Authorities and Others

APPENDIX 1

	Full Year			Period			Cumulative Year to Date				Full Year
	Original Budget	Amendments	Approved Budget	Actual	Approved Budget	Variance	Actual	Approved Budget	Variance	Variance %	Approved Budget Remaining
Renfrewshire	1,005,000	(120,000)	885,000	21,734	70,000	48,266	142,434	655,000	512,566	78%	742,566
10401 - Renfrewshire Bus Corridor Improvements	250,000	0	250,000	0	0	0	25,700	185,000	159,300	86%	224,300
10545 - Renfrewshire Traffic Management Improvements	155,000	0	155,000	1,734	15,000	13,266	91,734	105,000	13,266	13%	63,266
10566 - Hawkhead Station Park & Ride	50,000	30,000	80,000	0	25,000	25,000	0	55,000	55,000	100%	80,000
10585 - Linburn Bus Turning Loop	220,000	(150,000)	70,000	0	0	0	5,000	70,000	65,000	93%	65,000
10586 - Pedestrian Crossing Installation	330,000	0	330,000	20,000	30,000	10,000	20,000	240,000	220,000	92%	310,000
South Ayrshire	500,000	0	500,000	(3,000)	0	3,000	27,749	30,000	2,251	8%	472,251
10121 - Ayrshire / Prestwick SQP Infrastructure Improvements	50,000	0	50,000	(3,000)	0	3,000	27,749	30,000	2,251	8%	22,251
10337 - Local Cycle Network Improvements	450,000	0	450,000	0	0	0	0	0	0		450,000
South Lanarkshire	2,450,000	50,000	2,500,000	20,000	32,000	12,000	944,404	960,500	16,096	2%	1,555,596
10124 - Bus Infrastructure Improvements QBC (various routes)	100,000	50,000	150,000	0	0	0	14,404	15,000	596	4%	135,596
10125 - National Strategic Cycle Routes	500,000	0	500,000	20,000	32,000	12,000	30,000	32,000	2,000	6%	470,000
10126 - Route Action Plans (various routes)	250,000	0	250,000	0	0	0	40,000	40,000	0	0%	210,000
10332 - Bus Route Congestion Reduction Measures	300,000	0	300,000	0	0	0	5,000	9,000	4,000	44%	295,000
10488 - Hairmyres Station Park & Ride	100,000	0	100,000	0	0	0	40,000	44,500	4,500	10%	60,000
10489 - Lanark Interchange Improvements	400,000	0	400,000	0	0	0	15,000	20,000	5,000	25%	385,000
10527 - Cambuslang Station Park & Ride	800,000	0	800,000	0	0	0	800,000	800,000	0	0%	0
West Dunbartonshire	880,000	25,000	905,000	0	4,000	4,000	125,000	315,000	190,000	60%	780,000
10130 - Bus Infrastructure Improvements	200,000	0	200,000	0	0	0	20,000	120,000	100,000	83%	180,000
10445 - Balloch Station Park & Ride	0	25,000	25,000	0	0	0	10,000	10,000	0	0%	15,000
10502 - A814 Congestion Reduction Measures	300,000	0	300,000	0	0	0	50,000	130,000	80,000	62%	250,000
10550 - Strathleven Active Travel Network	50,000	0	50,000	0	4,000	4,000	40,000	50,000	10,000	20%	10,000
10578 - A8014 Kilbowie Road Bus Route Improvements	330,000	0	330,000	0	0	0	5,000	5,000	0	0%	325,000
Total	14,045,000	(1,810,000)	12,235,000	193,188	985,300	792,112	3,523,253	6,777,600	3,254,347	48%	8,711,747

Proposed Amendments to the 2021/22 Capital Programme

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
1	Local Authorities and Others	Motherwell Station / Interchange Improvements (10532)	<p>SPT is making a part-contribution towards the total costs for the redevelopment of Motherwell Station and bus interchange.</p> <p>The works in the current phase include: an enhanced station forecourt and building, with larger concourse; improved passenger information and waiting facilities; and improved pedestrian access.</p>	+£750,000	P	Abellio ScotRail Limited	<p>Works to transform the station building and its facilities are now substantially complete.</p> <p>There have been increased costs due to unforeseen issues with the existing building fabric and ground conditions beneath the station forecourt. This required additional design work and construction activity in order to progress with the redevelopment.</p> <p>Abellio ScotRail Limited has requested an additional part-contribution from SPT towards the total costs.</p> <p>A detailed report on the redevelopment of Motherwell Station will be brought to the Partnership meeting on 18 March 2022.</p>	<p>New project.</p> <p>Proposed total 2021/22 budget of £750,000.</p>

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
2	Local Authorities and Others	Helensburgh and Lomond Cycleways (10357)	<p>The design and construction of a key active travel route linking Helensburgh, Cardross and Dumbarton. To include the necessary land acquisition.</p> <p>Specifically, in 2021/22 to complete construction of the section of the route from Cardross Station to Geilston Burn. This phase has been delayed due to Covid-19 working restrictions and a requirement to carry out bridge abutment works.</p>	+£95,000		Argyll and Bute Council	<p>Construction works on the Cardross Station to Geilston Burn section are nearing completion but costs have been higher than anticipated, reflecting current market conditions and price increases for materials.</p> <p>The Council has requested an additional contribution from SPT towards these costs.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £100,000.</p> <p>Proposed total 2021/22 budget of £195,000.</p>
3	Local Authorities and Others	A803 Sustainable Travel Corridor (10574)	<p>To support the development of an outline business case for the proposed A803 Sustainable Transport Corridor through Bishopbriggs.</p> <p>SPT are providing resources which will be fully funded by the Council.</p>	-£50,000		East Dunbartonshire Council	<p>This is still at an early stage in the development of a potential programme of works and the expenditure doesn't yet meet the criteria to be treated as capital expenditure and has therefore been classified as revenue expenditure.</p> <p>There is also a corresponding reduction in capital contributions.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £50,000.</p> <p>Proposed total 2021/22 budget of £0.</p>

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
4	Local Authorities and Others	Walking and Cycling Off-Road Network Improvements (10317)	An on-going programme of improvements to the extensive active travel network within East Dunbartonshire. Specifically, in 2021/22: detailed design and construction phases for various aspects of the Kirkintilloch Sustainable Travel Project; and detailed design phase for the Lennoxton Sustainable Transport Project.	-£70,000		East Dunbartonshire Council	The delivery programme for the Kirkintilloch Project has been partially re-phased into 2022/23 due to delays in the procurement process in relation to the works in Regent Gardens. Consequently, expenditure in 2021/22 will be lower than originally anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £500,000. Proposed total 2021/22 budget of £430,000.
5	Local Authorities and Others	A77 Strategic Cycle Corridor (10582)	The design and construction of cycle route improvements along the A77 from Malletsheugh Roundabout westward toward and over the M77, turning southward as far as North Hillhead Road.	-£200,000		East Renfrewshire Council	The delivery programme for has been partially re-phased into 2022/23 due to delays in the procurement process. Consequently, expenditure in 2021/22 will be lower than originally anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £500,000. Proposed total 2021/22 budget of £300,000.
6	Local Authorities and Others	Bus Termini Development (10095)	Improvements to existing bus termini facilities, including: minor stopping point relocations; bus stop clearways; passenger waiting facilities; and waiting provision for buses.	+£15,000		Glasgow City Council	The successful tender bid for the minor works planned in 2021/22 was higher than anticipated, reflecting current market conditions and price increases for materials. The Council has requested additional funding to meet these costs.	Budget amendment. 2021/22 programme includes Category 1 allocation of £25,000. Proposed total 2021/22 budget of £40,000.

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
7	Local Authorities and Others	City-wide Bus Stop Enhancements (10424)	An on-going programme of bus stop enhancements across Glasgow, including: bus shelters; bus stop relocations; high access kerbs; bus boarder build-outs; bus stop clearways; lining and markings; signage; and RTP1.	+£35,000		Glasgow City Council	The Council has requested additional funding to expand the scope of the works being delivered in 2021/22 to include sites identified as priorities by bus operators and SPT.	Budget amendment. 2021/22 programme includes Category 1 allocation of £50,000. Proposed total 2021/22 budget of £85,000.
8	Local Authorities and Others	Hope Street / Renfield Street Area Bus Stop Improvements (10536)	To design and implement improvements to bus infrastructure specifically in the Hope Street, Renfield Street and West George Street area - this will include improvements to bus stops, pavement width improvements, bus lanes and bus priority measures (bus gates) and traffic signals improvements.	-£280,000		Glasgow City Council	The delivery programme has been further re-phased into 2022/23 due to an embargo on works during various events taking place in the city centre. Consequently, expenditure in 2021/22 will be lower than previously anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £650,000. Proposed total 2021/22 budget of £370,000.
9	Local Authorities and Others	Paisley Road West Bus Corridor Improvements (10539)	A package of improvements to bus stops along Paisley Road West, including: relocation of stops; improved waiting facilities; high access kerbs; bus boarder build-outs; and pedestrian access to bus stops (paths and crossings).	-£45,000		Glasgow City Council	The delivery programme has been further re-phased into 2022/23 due to an embargo on works during various events taking place in the city centre. Consequently, expenditure in 2021/22 will be lower than previously anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £50,000. Proposed total 2021/22 budget of £5,000.

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
10	Local Authorities and Others	Bus Route Congestion Reduction Measures (10475)	Continuing development and implementation of a package of improvement measures to assist bus priority and congestion reduction along the Irvine to Kilwinning corridor. This will include a phased introduction of an Urban Traffic Control (UTC) system and associated dynamic traffic signal operation.	-£50,000		North Ayrshire Council	The delivery programme has been partially re-phased into 2022/23 due to a delay in obtaining the necessary permission to carry out the road works on this route. Consequently, expenditure in 2021/22 will be lower than originally anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £100,000. Proposed total 2021/22 budget of £50,000.
11	Local Authorities and Others	Cumrae Ferry Bus Stop and Queuing Facilities (10544)	Improvements at Largs and Cumrae ferry interchanges including: vehicle queuing areas; bus turning areas; pedestrian access; cycle parking; passenger waiting facilities; and passenger information.	-£50,000		North Ayrshire Council	Expenditure on design work in 2021/22 will be lower than previously anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £85,000. Proposed total 2021/22 budget of £35,000.
12	Local Authorities and Others	Coatbridge Junction Improvements (10583)	The development of designs and delivery of improvements at two signalised junctions in Coatbridge. The new designs will offer improvements for road users and pedestrians but, in particular, will reduce delays for bus services.	-£40,000		North Lanarkshire Council	Expenditure on design work in 2021/22 will be lower than originally anticipated.	Budget amendment. 2021/22 programme includes Category 1 allocation of £100,000. Proposed total 2021/22 budget of £60,000.

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
13	Local Authorities and Others	Local Cycle Network Improvements (10337)	<p>The continuation of a package of cycle network improvements.</p> <p>Specifically, in 2021/22: construction of the Alloway to Burton Underpass; signalisation of B746 Kilmarnock Road / Lang Road / Commonwealth Road junction; and land acquisition / preparatory works on the Dundonald to Barassie Link.</p>	-£200,000		South Ayrshire Council	<p>The main construction works for the Alloway to Burton Underpass have been re-phased into 2022/23 due to delays in the procurement process.</p> <p>Consequently, expenditure in 2021/22 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £450,000.</p> <p>Proposed total 2021/22 budget of £250,000.</p>
14	Local Authorities and Others	Strathleven Active Travel Network (10550)	<p>Improvements to walking and cycling routes linking Dumbarton town centre / Dumbarton Central Rail Station and cycle route NCN7 via St. James Retail Park.</p>	+£30,000		West Dunbartonshire Council	<p>The minor works planned in 2021/22 have been completed. Costs were higher than anticipated due to an unforeseen utility diversion being required.</p> <p>The Council has requested additional funding to meet these costs.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £50,000.</p> <p>Proposed total 2021/22 budget of £80,000.</p>

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
15	Bus Operations	Buchanan Bus Station Improvements (10055)	<p>A programme of works over several years to significantly improve Buchanan Bus Station.</p> <p>Specifically, in 2021/22 to commence the replacement of the existing roofs.</p>	-£150,000			<p>The roof replacement programme has been re-phased into future years, pending the development of an updated masterplan which will consider potential carbon reduction measures.</p> <p>This reduction in expenditure has been partially off-set by the installation of the new electrical substation being delayed from 2020/21 due to planning requirements.</p> <p>Consequently, expenditure in 2021/22 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £300,000 and Category 2 allocation of £100,000.</p> <p>Proposed total 2021/22 budget of £150,000.</p>
16	Digital	Public Wifi and Cellular Network Connectivity (10571)	The purchase and installation of communications infrastructure to provide public WiFi and 4G cellular connectivity within bus and subway stations.	-£200,000			<p>The delivery programme has been re-phased into 2022/23 to enable technical surveys to be carried and to ensure alignment with modernisation activities.</p> <p>Consequently, there will be no expenditure in 2021/22.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £200,000 and Category 2 allocation of £100,000.</p> <p>Proposed total 2021/22 budget of £0.</p>

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
17	Projects	Transport Planning Model Development (10083)	<p>To update Strathclyde Regional Transport Model (SRTM) baseline year, to be in line with the national transport model baseline and forecast positions.</p> <p>The model is used in the development and appraisal of options for various processes including Glasgow City Deal project business cases and Bus Partnership Fund corridor appraisals.</p>	-£190,000			The delivery programme has been substantially re-phased into 2022/23 due to the ongoing impact of Covid-19 working restrictions and consequently expenditure will be lower than originally anticipated.	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £200,000.</p> <p>Proposed total 2021/22 budget of £10,000.</p>
18	Subway Infrastructure	Tunnel & Infrastructure Works (10375)	<p>Ongoing engineering works on Subway Infrastructure (including track, tunnels, drainage, water ingress management and electrical systems) to improve system condition and resilience for future operations.</p> <p>This project is funded from the Subway Infrastructure Fund (General Fund – Earmarked Reserve).</p>	+£300,000			<p>There has been a further increase in the scope of works anticipated being delivered in 2021/22 under the call-off contract for tunnel lining to take advantage of available system possession.</p> <p>Consequently, expenditure in 2021/22 will be higher than previously anticipated.</p> <p>There is a corresponding increase in the transfer required from the Subway Infrastructure Fund.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £4,650,000 and Category 2 allocation of £3,845,000.</p> <p>Proposed total 2021/22 budget of £4,950,000.</p>

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
19	Subway Modernisation	Rolling Stock & New System: Management & Specialist Support (10302)	<p>Provision for the costs of supporting the delivery of the Manufacture & Supply Agreement for rolling stock and new system.</p> <p>This includes SPT project management staff and specialist support such as the Client Technical Advisor and Independent Competent Person contracts awarded.</p>	-£568,000			There has been a reduced requirement for specialist support in 2021/22 due to the on-going impact of the Covid-19 pandemic on modernisation progress and, consequently, expenditure will be lower than originally anticipated.	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £2,047,000.</p> <p>Proposed total 2021/22 budget of £1,479,000.</p>
20	Subway Modernisation	Rolling Stock & New System: Manufacture & Supply Agreement (10505)	<p>The Manufacturing and Supply Agreement (MSA) contract for the new rolling stock and control systems was awarded to the Hitachi Rail - Stadler joint venture at the Partnership meeting on 4 March 2016.</p> <p>As reported to the Partnership on 17 December 2021, progress continues to be made across all workstreams being delivered under the MSA contract, although the Covid-19 pandemic has had, and continues to have, an impact on progress.</p> <p>https://www.spt.co.uk/media/jifi/vcvo/p171221_agenda6.pdf</p>	-£3,203,000			<p>The MSA programme forecast for 2021/22 has been updated in light of the on-going impact of the COVID-19 pandemic on modernisation progress.</p> <p>The updated programme reflects milestone payments moving from 2020/21 into 2021/22, as well as from 2021/22 into future years.</p> <p>These changes will be accommodated within the available funding.</p>	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £14,528,000.</p> <p>Proposed total 2021/22 budget of £11,325,000.</p>

REF	Department	Capital Project	Project Description	2021/22 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
21	Subway Modernisation	Subway Modernisation Programme Support (10073)	<p>Provision for the costs of supporting the overall programme, covering aspects such as risk and interface management, commercial matters and stakeholder reporting.</p> <p>This includes SPT project management staff and specialist support such as the Programme Support Office Managed Service contract awarded.</p>	-£135,000			There has been a reduced requirement for specialist support in 2021/22 due to the on-going impact of the Covid-19 pandemic on modernisation progress and, consequently, expenditure will be lower than originally anticipated.	<p>Budget amendment.</p> <p>2021/22 programme includes Category 1 allocation of £528,000.</p> <p>Proposed total 2021/22 budget of £393,000.</p>

Total proposed amendments to capital programme	-£4,206,000
Total proposed changes in funding	-£4,206,000
Net change in capital funding requirement	£0