

Capital Programme Monitoring and Proposed Amendments Report as at 4 January 2025, Period 10

Date of meeting 21 February 2025

Date of report 3 February 2025

Report by Director of Finance & Corporate Support

1. Object of report

To update the Committee on the 2024/2025 capital programme; to seek approval for proposed amendments to the 2024/2025 capital programme; to seek approval to Grant Fund as detailed in section 7(ii) of this report; and to provide an update on 2024/2025 treasury management activities.

2. Background to report

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	2019/2020 £000	2020/2021 £000	2021/2022 £000	2022/2023 £000	2023/2024 £000
Capital Expenditure	36,358	23,059	25,793	37,111	42,412
Scottish Government general capital grant	23,100	15,300	15,327	15,327	15,327
Scottish Government specific capital grants	13,281	7,691	9,968	19,116	22,136
Other grants and contributions	2	68	0	617	1,076
Transfer from Subway Infrastructure Fund	0	0	498	2,051	3,873
Transfers from / (to) other reserves	(25)	0	0	0	0
Capital Funding	36,358	23,059	25,793	37,111	42,412

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. 2024/2025 Approved capital programme position

The 2024/2025 capital budget was approved by the Partnership on 15 March 2024. For 2024/2025 SPT's general capital grant and contribution from Transport Scotland for the Subway Modernisation project was removed completely. It remains the case that no general capital funding has been provided for contractually committed and essential works in 2024/2025, or indeed to support non contractually committed regional transport projects delivered in conjunction with partners.

Following ongoing discussion with Transport Scotland about the 2024/2025 capital funding position, Transport Scotland confirmed that SPT would receive up to £28m grant funding in 2024/2025 as part of the Transport Scotland commitment to the Subway Modernisation Project.

SPT was asked to administer the People and Place Programme for Transport Scotland. The programme includes £4.662m of capital funding in the form of other grants and contributions. This funding has been equalled by a corresponding increase in planned expenditure.

There has been a re-allocation of £1.5m in the revised 2024/2025 funding (from Subway Modernisation to General Capital) in relation to the revenue contribution to the capital programme.

There has been a re-profiling of £3.143m in the revised 2024/2025 funding (Subway Modernisation) in relation to the transfer required from the Subway Fund.

There has also been a re-profiling of £11.675m in the revised 2024/2025 funding (Subway Modernisation) in relation to the transfer required from the Capital Grants Unapplied Account.

Table 2 below provides a summary of the 2024/2025 capital programme position as approved by the Strategy & Programmes Committee on 29 November 2024.

Table 2 2024/2025 Capital programme position	Subway Modernisa tion £000	General Capital £000	Total £000
Capital expenditure 2024/2025	27,814	16,352	44,166
Scottish Government general capital grant	0	0	0
Scottish Government specific capital grant ¹	28,000	0	28,000
Other grants and contributions	0	4,707	4,707
Revenue contribution to the capital programme	0	4,242	4,242
Transfer from Subway Infrastructure Fund ²	0	6,000	6,000
Transfer to Capital Grants Unapplied Account ³	(186)	0	(186)
Capital funding 2024/2025	27,814	14,949	42,763
Projected funding gap	0	1,403	1,403
Projected variance as a percentage of funding	0%	9%	

¹ ring-fenced grant funding

² General Fund - Earmarked Reserve

³ unspent specific and general capital grants from previous years

4. Actual spend to date

As at Period 10, ending 4 January 2025, the actual expenditure incurred on the SPT capital investment programme totals £21.389m compared to planned expenditure of £22.441m.

Appendix 1 provides analysis of the individual projects within the capital programme.

5. Proposed amendments

Eighteen proposed amendments have been received for the 2024/2025 capital programme. These are shown in Appendix 2 and represent a net decrease of £0.530m in the 2024/2025 capital programme (£0.213m increase in Subway Modernisation and £0.743m decrease in General Capital).

There is an increase of £0.213m in the revised 2024/2025 funding (Subway Modernisation) in relation to the transfer required from the Capital Grants Unapplied Account.

There is also an increase of £0.660m in the revised 2024/2025 funding (General Capital) in relation to the transfer required from the Subway Infrastructure Fund.

If the proposed amendments are approved by the Strategy & Programmes Committee, then the 2024/2025 revised capital programme position will be as shown in Table 3 below.

Table 3 2024/2025 Revised capital programme position, including proposed amendments	Subway Modernisa tion £000	General Capital £000	Total £000
Capital expenditure 2024/2025	28,027	15,609	43,636
Scottish Government general capital grant	0	0	0
Scottish Government specific capital grant	28,000	0	28,000
Other grants and contributions	0	4,707	4,707
Revenue contribution to the capital programme	0	4,242	4,242
Transfer from Subway Infrastructure Fund	0	6,660	6,660
Transfer from Capital Grants Unapplied Account	27	0	27
Capital funding 2024/2025	28,027	15,609	43,636
Projected funding gap	0	0	0
Projected variance as a percentage of funding	0%	0%	

There is currently no General Capital grant funding proposed by the Scottish Government for SPT in 2024/2025. SPT is drawing on earmarked reserves and is making a contribution from revenue to fund this gap. SPT has worked closely with Transport Scotland to ensure longer-term capital funding is in place.

6. Treasury Management Update

The Treasury Management Strategy 2024/2025, including the Annual Investment Strategy, was approved by the Partnership on 15 March 2024.

During the period from 1 April 2024 to 4 January 2025:

- SPT has had no requirement for borrowing and remains debt free;
- the investment policy, permitted investments, credit rating policy and counterparty limits have been followed in full and there were no liquidity difficulties; and
- SPT has only held investment balances with approved UK institutions.

A summary of the Prudential and Treasury Indicators is shown in Appendix 3.

7. Committee action

The Committee is recommended to:

- (i) approve the proposed amendments to the 2024/2025 capital programme as per Appendix 2 of this report; and if approved
- (ii) 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;
- (iii) note the financial performance of the 2024/2025 capital programme as at Period 10;
- (iv) note that further work to quantify and manage risk, advance savings and re-phase existing projects is being undertaken to balance spend against budget; and
- (v) note the 2024/2025 treasury management update as at Period 10.

8. Consequences

Policy consequences	<i>Supports delivery of the Regional Transport Strategy.</i>
Legal consequences	<i>None directly.</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 directly.</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>
Climate Change, Adaptation & Carbon consequences	<i>SPT's capital programme supports delivery of sustainable transport infrastructure to increase use of walking, wheeling and cycling and public transport and to support a reduction in total transport emissions.</i>

Name Lesley Aird
Title **Director of Finance & Corporate Support**

Name Valerie Davidson
Title **Chief Executive**

For further information, please contact *Stuart Paul, Head of Finance* at stuart.paul@spt.co.uk.



Capital Monitoring Report
For financial year 2024/2025 Period 10 ending 04 January 2025
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
Projects	1,381,000	0	1,381,000	156	1,000	844	109,687	112,000	2,313	2%	1,271,313
Property	50,000	0	50,000	0	0	0	440	1,000	560	56%	49,560
Digital	395,000	0	395,000	292	0	(292)	257,656	270,000	12,344	5%	137,344
Corporate	225,000	0	225,000	23,042	24,000	958	179,032	180,500	1,468	1%	45,968
Bus Operations	1,452,000	80,000	1,532,000	182,281	155,000	(27,281)	935,963	1,022,000	86,037	8%	596,037
Subway	28,060,000	6,621,000	34,681,000	1,463,944	1,489,600	25,656	17,974,457	18,183,700	209,243	1%	16,706,543
Local Authorities and Others	1,240,000	0	1,240,000	0	0	0	500,000	1,240,000	740,000	60%	740,000
People and Place Programme	0	4,662,120	4,662,120	90,925	90,925	0	1,432,121	1,432,121	0	0%	3,229,999
Total	32,803,000	11,363,120	44,166,120	1,760,640	1,760,525	(115)	21,389,357	22,441,321	1,051,964	5%	22,776,763

- 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



10048 - Smart & Integrated Ticketing
 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
379,000	0	379,000	156	1,000	844	70,610	72,000	1,390	2%	308,390
1,002,000	0	1,002,000	0	0	0	39,077	40,000	923	2%	962,923
1,381,000	0	1,381,000	156	1,000	844	109,687	112,000	2,313	2%	1,271,313



10416 - Property Improvements (including Accessibility)

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	0	0	440	1,000	560	56%	49,560
50,000	0	50,000	0	0	0	440	1,000	560	56%	49,560



10137 - Technical Refresh
 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
285,000	0	285,000	0	0	0	159,582	160,000	418	0%	125,418
110,000	0	110,000	292	0	(292)	98,074	110,000	11,926	11%	11,926
395,000	0	395,000	292	0	(292)	257,656	270,000	12,344	5%	137,344



10454 - Corporate System Improvements
 10619 - Workforce Systems Transformation

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
25,000	0	25,000	0	0	0	2,025	2,500	475	19%	22,975
200,000	0	200,000	23,042	24,000	958	177,007	178,000	993	1%	22,993
225,000	0	225,000	23,042	24,000	958	179,032	180,500	1,468	1%	45,968



10044 - Bus Stops and Shelters Upgrade Programme
 10052 - Purchase of Operational Vehicles
 10055 - Buchanan Bus Station Improvements
 10580 - Bus Station Improvements
 10588 - Bus Stop Asset Management System

	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
	300,000	0	300,000	51,396	25,000	(26,396)	161,550	225,000	63,450	28%	138,450
	0	80,000	80,000	0	0	0	76,273	80,000	3,727	5%	3,727
	1,120,000	0	1,120,000	130,885	130,000	(885)	682,350	700,000	17,650	3%	437,650
	20,000	0	20,000	0	0	0	4,930	5,000	70	1%	15,070
	12,000	0	12,000	0	0	0	10,860	12,000	1,140	10%	1,140
Total	1,452,000	80,000	1,532,000	182,281	155,000	(27,281)	935,963	1,022,000	86,037	8%	596,037



Capital Monitoring Report
 For financial year 2024/2025 Period 10 ending 04 January 2025
 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	6,000,000	0	6,000,000	387,732	340,000	(47,732)	4,960,805	5,100,000	139,195	3%	1,039,195
10375 - Tunnel & Infrastructure Works	6,000,000	0	6,000,000	387,732	340,000	(47,732)	4,960,805	5,100,000	139,195	3%	1,039,195
Subway Modernisation	21,193,000	6,621,000	27,814,000	1,064,217	1,137,600	73,383	12,825,372	12,889,700	64,328	0%	14,988,628
10073 - Subway Modernisation Programme Support	345,000	(91,000)	254,000	17,791	24,000	6,209	174,479	179,000	4,521	3%	79,521
10302 - Rolling Stock & New System: Management & Specialist Support	1,743,000	(156,000)	1,587,000	74,782	142,000	67,218	1,054,223	1,114,000	59,777	5%	532,777
10505 - Rolling Stock & New System: Manufacture & Supply Agreement	19,105,000	6,868,000	25,973,000	971,644	971,600	(44)	11,596,671	11,596,700	29	0%	14,376,329
Subway Operations	867,000	0	867,000	11,995	12,000	5	188,280	194,000	5,720	3%	678,720
10310 - Station Minor Works	375,000	0	375,000	0	0	0	110,798	112,000	1,202	1%	264,202
10417 - Broomloan Depot Improvements	205,000	0	205,000	0	0	0	8,940	10,000	1,060	11%	196,060
10419 - New and Enhanced Plant & Equipment	120,000	0	120,000	11,995	12,000	5	11,995	12,000	5	0%	108,005
10552 - Secure Mobile Operational Communications System	167,000	0	167,000	0	0	0	56,548	60,000	3,452	6%	110,452
Total	28,060,000	6,621,000	34,681,000	1,463,944	1,489,600	25,656	17,974,457	18,183,700	209,243	1%	16,706,543



	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
East Ayrshire	800,000	0	800,000	0	0	0	400,000	800,000	400,000	50%	400,000
10458 - Bus Station Improvements	800,000	0	800,000	0	0	0	400,000	800,000	400,000	50%	400,000
Renfrewshire	165,000	0	165,000	0	0	0	100,000	165,000	65,000	39%	65,000
10585 - Linburn Bus Turning Loop	165,000	0	165,000	0	0	0	100,000	165,000	65,000	39%	65,000
West Dunbartonshire	275,000	0	275,000	0	0	0	0	275,000	275,000	100%	275,000
10578 - A8014 Kilbowie Road Bus Route Improvements	275,000	0	275,000	0	0	0	0	275,000	275,000	100%	275,000
Total	1,240,000	0	1,240,000	0	0	0	500,000	1,240,000	740,000	60%	740,000



	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	0	97,750	97,750	0	0	0	0	0	0		97,750
10620 - Helensburgh and Lomond Active Travel Project (Option 2 - 1 D)	0	97,750	97,750	0	0	0	0	0	0		97,750
Ayrshire Roads Alliance	0	200,000	200,000	0	0	0	0	0	0		200,000
10621 - Ayrshire Link	0	200,000	200,000	0	0	0	0	0	0		200,000
Cycling Scotland	0	1,210,500	1,210,500	90,925	90,925	0	787,842	787,842	0	0%	422,658
10622 - Access to Bikes and Cycle Parking for Schools and Young Peop	0	444,000	444,000	0	0	0	305,120	305,120	0	0%	138,880
10623 - Access to Bikes Programme	0	208,500	208,500	0	0	0	80,344	80,344	0	0%	128,156
10624 - Cycle Storage Programme	0	187,500	187,500	14,361	14,361	0	173,134	173,134	0	0%	14,366
10625 - Expanding Staff Capacity on Active Travel	0	183,000	183,000	22,860	22,860	0	160,276	160,276	0	0%	22,724
10626 - Workplace Cycle Parking Programme	0	187,500	187,500	53,704	53,704	0	68,968	68,968	0	0%	118,532
Cycling UK	0	1,230,943	1,230,943	0	0	0	226,886	226,886	0	0%	1,004,057
10627 - Cycle Access Fund (CAF)	0	1,169,119	1,169,119	0	0	0	206,914	206,914	0	0%	962,205
10628 - Inverclyde Bothy	0	61,824	61,824	0	0	0	19,972	19,972	0	0%	41,852
East Dunbartonshire	0	50,000	50,000	0	0	0	0	0	0		50,000
10629 - Access to Bikes	0	50,000	50,000	0	0	0	0	0	0		50,000
Glasgow	0	233,648	233,648	0	0	0	0	0	0		233,648
10630 - Bike for Good: Acces to Bikes	0	64,000	64,000	0	0	0	0	0	0		64,000
10631 - Bike for Good: Promoting Safe Cycling	0	5,710	5,710	0	0	0	0	0	0		5,710
10632 - Bike for Good: Training and Employability	0	25,200	25,200	0	0	0	0	0	0		25,200
10633 - Play Together on Pedals	0	121,738	121,738	0	0	0	0	0	0		121,738
10634 - Training & Bike Repair Programme by Drumchapel Cycle Hub	0	17,000	17,000	0	0	0	0	0	0		17,000
Living Streets	0	173,586	173,586	0	0	0	0	0	0		173,586
10635 - WOW and Living Streets Walking Programme	0	173,586	173,586	0	0	0	0	0	0		173,586
North Lanarkshire	0	102,000	102,000	0	0	0	0	0	0		102,000
10636 - North Lanarkshire Active Travel Hubs	0	102,000	102,000	0	0	0	0	0	0		102,000
Paths for All	0	466,200	466,200	0	0	0	67,017	67,017	0	0%	399,183
10637 - People and Places Secondary School Walking Programme	0	311,000	311,000	0	0	0	46,492	46,492	0	0%	264,508
10638 - People and Place Workplace Walking Programme	0	155,200	155,200	0	0	0	20,526	20,526	0	0%	134,674
Renfrewshire	0	72,031	72,031	0	0	0	0	0	0		72,031
10639 - Cycle and Scooter Parking	0	72,031	72,031	0	0	0	0	0	0		72,031
Scottish Cycling	0	586,757	586,757	0	0	0	295,059	295,059	0	0%	291,698
10641 - Rock Up & Ride (Adaptive Bikes Library)	0	82,400	82,400	0	0	0	66,036	66,036	0	0%	16,364
10642 - Rock Up & Ride (Childrens)	0	345,748	345,748	0	0	0	157,841	157,841	0	0%	187,907
10643 - Rock Up & Ride (Communities)	0	158,609	158,609	0	0	0	71,183	71,183	0	0%	87,427
South Lanarkshire	0	45,500	45,500	0	0	0	45,500	45,500	0	0%	0
10644 - Beat the Street	0	45,500	45,500	0	0	0	45,500	45,500	0	0%	0



Capital Monitoring Report
 For financial year 2024/2025 Period 10 ending 04 January 2025
 People and Place Programme

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
SPT	0	91,464	91,464	0	0	0	0	0	0		91,464
10646 - Active Travel Hubs	0	91,464	91,464	0	0	0	0	0	0		91,464
Sustrans	0	32,741	32,741	0	0	0	9,816	9,816	0	0%	22,925
10647 - I Bike Schools	0	32,741	32,741	0	0	0	9,816	9,816	0	0%	22,925
West Dunbartonshire	0	69,000	69,000	0	0	0	0	0	0		69,000
10648 - Love to Ride	0	21,200	21,200	0	0	0	0	0	0		21,200
10649 - Revision & Assessment of Core Paths Around Schools	0	47,800	47,800	0	0	0	0	0	0		47,800
Total	0	4,662,120	4,662,120	90,925	90,925	0	1,432,121	1,432,121	0	0%	3,229,999

Prudential and Treasury Indicators	2023/2024 Actual £000	2024/2025 Forecast Note (1) £000	2024/2025 Period 10 Actual £000
Prudential Indicators			
Capital Expenditure	42,412	32,803	21,389
Capital Financing Requirement (CFR)	0	0	0
Actual External Debt	0	0	0
Operational Boundary for External Debt	50,000	50,000	50,000
Authorised Limit for External Debt	55,000	55,000	55,000
Ratio of financing costs to net revenue stream	0%	0%	0%
Ratio of net income from service investments to net revenue stream	2%	2%	2%
Treasury Indicators			
Liability Benchmark ^{Note (2)}	(186,896)	(146,517)	(158,173)
Principal sums invested > 365 days ^{Note (3)}			
- Actual	0	50,000	0
- Authorised Limit	50,000	50,000	50,000

Note (1) Information extracted from the Annual Treasury Management Strategy 2024/2025.

Note (2) The Liability Benchmark is calculated as SPT's gross loan debt less treasury management investments at the last financial year-end, projected into the future and based on its approved prudential borrowing, planned minimum revenue provision and any other major cash flows forecast. Since SPT is currently debt-free, the Liability Benchmark has a negative value, representing the treasury management investments.

Note (3) Investments taken out during the financial year for a period greater than 365 days.

Proposed Amendments to the 2024/2025 Capital Programme

Ref	Department	Capital Project	Project Description	2024/2025 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
1	Projects	Smart & Integrated Ticketing (10048)	<p>The progression of smartcard technology and upgrade of the ticketing systems operated by SPT.</p> <p>There are two main workstreams in 2024/2025, implementation of the Smart ZoneCard and introduction of contactless payment at Subway entry gates.</p>	-£204,000			<p>Implementation of the Smart ZoneCard has been completed in 2024/2025.</p> <p>Development work continues to upgrade the Subway ticketing system to accept contactless payments at the entry gates.</p> <p>The delivery programme forecast for 2024/2025 has been updated to reflect the latest schedule agreed with the contractor.</p> <p>The updated programme reflects milestone payments moving from 2024/2025 into 2025/2026.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £379,000.</p> <p>Proposed total 2024/2025 budget of £175,000.</p>

Ref	Department	Capital Project	Project Description	2024/2025 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
2	Projects	Corporate Security Systems Replacement (including CCTV) (10374)	<p>The replacement of all existing security equipment, used across the SPT property estate, on a phased basis. Includes CCTV cameras, digital recorders, depot PIDS system, access control systems, customer help points, monitoring equipment and all associated infrastructure required.</p> <p>This project is being delivered by the Hitachi Rail - Stadler joint venture.</p> <p>The new CCTV system has been commissioned at the various bus stations, 131 St Vincent Street and Seaward Street storage facility.</p>	-£962,000			<p>Work on the Subway CCTV and access systems continues. Installation of new cameras and driver despatch screens in stations that are required for the new trains has been completed.</p> <p>The delivery programme forecast for 2024/2025 has been updated to reflect the latest schedule agreed with the joint venture.</p> <p>The updated programme reflects milestone payments moving from 2023/2024 and 2024/2025 into 2025/2026.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £1,002,000 and Category 2 allocation of £75,000.</p> <p>Proposed total 2024/2025 budget of £40,000.</p>
3	Property	Property Improvements (including Accessibility) (10416)	The design and construction of access improvements to SPT's headquarters building.	-£40,000			<p>A structural survey has been carried out and detailed design work is continuing in 2024/2025 to develop the optimum solution.</p> <p>However, the construction works will not now commence until 2025/2026.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £50,000 and Category 2 allocation of £50,000.</p> <p>Proposed total 2024/2025 budget of £10,000.</p>

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4	Digital	Public Wifi and Cellular Network Connectivity (10571)	The purchase and installation of communications equipment to provide public WiFi and 4G cellular connectivity, across SPT's subway and bus stations.	+£30,000			<p>The installation works are ongoing and expected to be fully completed in early 2025/2026.</p> <p>There have been unforeseen costs for enabling works at subway and bus stations.</p> <p>Consequently, expenditure in 2024/2025 will be higher than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £110,000.</p> <p>Proposed total 2024/2025 budget of £140,000.</p>
5	Corporate	Workforce Systems Transformation (10619)	<p>SPT's current Human Resources, Payroll, Rostering and Time & Attendance systems have not been updated for several years.</p> <p>This project will transform these workforce systems to: improve overall functionality; provide a better experience for users; streamline processes; provide a greater level of service; and provide enhanced data management and reporting.</p>	+£55,000			<p>Following approval by the Operations Committee on 23 August 2024, contracts have been awarded to Midland HR for an HR / Payroll System and to UKG for a Rostering & Scheduling System.</p> <p>The procurement phase was completed sooner than had been expected and therefore it has become possible to carry out more implementation work in 2024/2025 than had been planned.</p> <p>Consequently, expenditure in 2024/2025 will be higher than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £200,000.</p> <p>Proposed total 2024/2025 budget of £255,000.</p>

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6	Corporate	Web Forms and Customer Service Hub (new)	<p>Implementation of a new software solution to provide web forms and a customer service hub through SPT's website and by email.</p> <p>The first phase of the project will focus on the Contact Centre and thereafter the software solution may be rolled out to the wider organisation.</p>	+£40,000			<p>Funding is requested in 2024/2025 to accelerate the implementation of this software.</p> <p>Through this system implementation, SPT seeks to improve the overall customer experience and also drive internal efficiencies.</p>	<p>New project.</p> <p>Proposed total 2024/2025 budget of £40,000.</p>
7	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 2024/2025 to carry out the replacement of the existing roofs.</p>	-£200,000			<p>The roof replacement programme is on-going and expected to complete within 2024/2025.</p> <p>Following a detailed survey, it was determined that the existing structure of the bus stances couldn't support the weight of a green roof system, resulting in a reduction in the scope of the works being undertaken.</p> <p>The reduction in expenditure has been partially off-set by minor property improvements within the concourse building.</p> <p>Consequently, expenditure in 2024/2025 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £1,120,000 and Category 2 allocation of £400,000.</p> <p>Proposed total 2024/2025 budget of £920,000.</p>

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8	Bus Operations	Bus Stop Asset Management System (10588)	The implementation of a software tool to track and manage the bus stop infrastructure maintained and upgraded by SPT across the Strathclyde region.	+£8,000			<p>The software implementation took longer than expected resulting in additional specialist support being required.</p> <p>Consequently, expenditure in 2024/2025 will be higher than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £12,000.</p> <p>Proposed total 2024/2025 budget of £20,000.</p>
9	Subway Infrastructure	Tunnel & Infrastructure Works (10375)	<p>On-going 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>	+£900,000			<p>There has been an increase in the scope of works anticipated being delivered in 2024/2025, including: the tunnel lining improvements call-off contract; ramps & turnouts retaining wall improvement works; substation mitre relay replacement; and negative feeder cable replacement.</p> <p>The increase in expenditure against these workstreams has been mitigated by a decrease in expenditure against other workstreams, as outlined below.</p> <p>The contract for the depot protection system will commence in late 2024/2025 but has been delayed due to the procurement process taking longer than expected.</p> <p>Works within the Subway tunnels involving track geometry optimisation and</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £6,000,000 and Category 2 allocation of £3,583,000.</p> <p>Proposed total 2024/2025 budget of £6,900,000.</p>

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							<p>lighting enhancements have been re-phased over a longer period of time, in order to reduce the operational risks whilst access is restricted by Modernisation train and system testing.</p> <p>Consequently, expenditure in 2024/2025 will be higher than originally anticipated.</p> <p>There is an increase in the transfer required from the Subway Infrastructure Fund.</p>	
10	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 13 December 2024, progress continues to be made across all Subway Modernisation workstreams, most notably with the completion of the introduction to passenger service of the new train fleet running on the existing signalling system, the completion of 'fault free running' tests and subsequent formal acceptance of the first sixteen trains, and the continued installation of</p>	+£213,000			<p>The delivery programme forecast for 2024/2025 has been updated to reflect the latest schedule agreed with the joint venture.</p> <p>The updated programme reflects milestone payments moving from 2023/2024 into 2024/2025, as well as from 2024/2025 into future years.</p> <p>These changes will be accommodated within the available funding.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £25,973,000.</p> <p>Proposed total 2024/2025 budget of £26,186,000.</p>

Ref	Department	Capital Project	Project Description	2024/2025 Category 1 Budget Implication	Partnership Approval Required ('P')	Grant Fund to Local Authority / Other Bodies	Justification	Status
			hardware in preparation for the introduction of the new signalling and telecommunications systems. spt.co.uk/media/x2iifnax/p131224_agenda8.pdf					
11	Subway Operations	Station Minor Works (10310)	Minor property improvement works at the subway stations, including car parks.	-£75,000			<p>Station electrical control panel upgrades have been re-phased into 2025/2026 to ensure alignment with Modernisation activities.</p> <p>The reduction in expenditure has been partially off-set by an increase in expenditure on other workstreams, in particular the replacement of a flat-roof at West Street Station.</p> <p>Consequently, expenditure in 2024/2025 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £375,000 and Category 2 allocation of £850,000.</p> <p>Proposed total 2024/2025 budget of £300,000.</p>

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12	Subway Operations	Broomloan Depot Improvements (10417)	Improvement works at the Broomloan depot buildings and within the yards, falling out-with the scope of the Subway Modernisation and Subway Infrastructure programmes.	-£145,000			<p>Fit-out of the IT server room in the new Operations Control Centre building has been re-phased into 2025/2026 to ensure alignment with Modernisation activities and eventual handover of the building to SPT.</p> <p>Installation of barriers around new equipment within the maintenance and rail sheds has also been re-phased into 2025/2026 to ensure alignment with Modernisation activities.</p> <p>Consequently, expenditure in 2024/2025 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £205,000.</p> <p>Proposed total 2024/2025 budget of £60,000.</p>
13	Subway Operations	New and Enhanced Plant & Equipment (10419)	The purchase and enhancement of various items of plant & equipment to meet operational requirements in the Subway.	-£100,000			<p>Following a review of operational requirements, the programme to refurbish / upgrade the maintenance wagons and trackmobile has been re-phased into future years.</p> <p>Consequently, expenditure in 2024/2025 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £120,000 and Category 2 allocation of £500,000.</p> <p>Proposed total 2024/2025 budget of £20,000.</p>

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14	Subway Operations	Secure Mobile Operational Communications System (10552)	<p>The purchase and installation of a new secure mobile communications system for Subway Operations, which must be capable of being used underground.</p> <p>Additionally, any modifications required to the existing equipment during the transitional period.</p>	-£50,000			<p>Installation of control panel equipment in the new Operations Control Centre building is expected to commence in 2024/2025 and complete in 2025/2026.</p> <p>Work progresses in 2024/2025 to develop the requirements for the new system. However, the detailed design work on the preferred solution will not now commence until 2025/2026.</p> <p>Consequently, expenditure in 2024/2025 will be lower than originally anticipated.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes Category 1 allocation of £167,000 and Category 2 allocation of £100,000.</p> <p>Proposed total 2024/2025 budget of £117,000.</p>
15	People and Place Programme	North Lanarkshire Active Travel Hubs (10636)	To introduce active travel infrastructure and cycle storage at North Lanarkshire Council office and community hub locations which will offer information and sheltered secure cycle storage for building users to introduce travel by active means.	+£30,000		North Lanarkshire Council	<p>Digital signs have been able to be installed at three of the five active travel hub sites utilising the existing budget. The Council has requested additional funding in 2024/2025 to enable the remaining two sites to be enhanced with digital signage and bring them up to the same spec as those already equipped with the digital signs.</p> <p>This change will be accommodated within the available funding for People and Place Programme.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes allocation of £102,000.</p> <p>Proposed total 2024/2025 budget of £132,000.</p>

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16	People and Place Programme	Rock Up & Ride (Communities) (10643)	The project engages with communities across Scotland which face the biggest barriers to cycling, to improve access to bikes and increase cycling usage as a mode of transport.	+£15,000		Scottish Cycling	<p>Scottish Cycling have requested additional funding in 2024/2025 to further support the monitoring and evaluation of the programme. The funding will be utilised to develop an online dashboard which will allow Scottish Cycling to monitor and make data-based decisions on the programme moving forward. This work will also benefit SPT's decision making process for future People and Place Programme delivery.</p> <p>This change will be accommodated within the available funding for People and Place Programme.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes allocation of £158,609.</p> <p>Proposed total 2024/2025 budget of £173,609.</p>
17	People and Place Programme	Active Travel Hubs (10646)	Enhancements at SPT's subway stations that would make it easier for people to walk, wheel and cycle for the beginning and end of their journey, utilising SPT locations to make multi-modal trips.	-£64,464			<p>The delivery of the programme has not been possible this year and has been re-phased into future years.</p> <p>This change will be accommodated within the available funding for People and Place Programme.</p>	<p>Budget amendment.</p> <p>2024/2025 programme includes allocation of £91,464.</p> <p>Proposed total 2024/2025 budget of £27,000.</p>

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18	People and Place Programme	Education and Young People (new)	The programme delivers initiatives across the region aimed at school settings that encourage a mode shift to active travel for journeys to and from school.	+£19,464		Sustrans	<p>Sustrans have requested additional funding in 2024/2025 to support the delivery of a Schools and Education Active Travel Data Dashboard for the SPT region. The purpose of the dashboard is to display the past, current and future potential for active travel in schools across the region to identify opportunities for the greatest improvements.</p> <p>This change will be accommodated within the available funding for People and Place Programme.</p>	<p>New project.</p> <p>2024/2025 programme includes capital allocation of £0.</p> <p>Proposed total 2024/2025 capital budget of £19,464.</p>

Total proposed amendments to capital programme	-£530,000
Total proposed changes in funding	+£873,000
Net change in capital funding requirement	-£1,403,000