

15 August 2014

To all members of the Strategy & Programmes Committee:-

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

Dear Member

Strategy & Programmes Committee – 22 August 2014

I request your attendance at a meeting of the Strathclyde Partnership for Transport's Strategy & Programmes Committee to be held at **11.00 am** on Friday, 22 August 2014 in the committee room, third floor, Consort House, 12 West George Street, Glasgow, for the purpose of considering the undernoted business.

Yours sincerely

Valerie Davidson
Secretary

direct dial: 0141 333 3130

Business

1. Apologies.
2. Declaration of Interest in terms of the Ethical Standards in Public Life etc (Scotland) Act – Members are asked at this stage to declare any interests they may have in any of the items on the agenda. Members making a declaration of interest are reminded of the requirement to disclose the existence and nature of that interest.
3. Minute of previous meeting (copy herewith).
4. Revenue monitoring as at 19 July 2014, period 4 - Report by Assistant Chief Executive (Business Support) (copy herewith).
5. Capital Programme Monitoring and Proposed Amendments as at 19 July 2014, Period 4 - Report by Assistant Chief Executive (Business Support) (copy herewith).
6. Transport for the Commonwealth Games 2014 – SPT Post-Games update - Report by Assistant Chief Executive (Operations) (copy herewith).

7. Rail Update in SPT area - Report by Assistant Chief Executive (Operations) (copy herewith).
8. Carbon Management - Progress Update - Report by Assistant Chief Executive (Operations) (copy herewith).
9. Department for Transport and Rail North consultation on the Northern Rail and TransPennine Express Franchises: SPT response - Report by Assistant Chief Executive (Operations) (copy herewith).

Contact officers:-

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Strathclyde Partnership for Transport

Minute of Strategy & Programmes Committee

13 June 2014

held in Consort House, Glasgow

contact officers:

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

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

Attending Valerie Davidson, Assistant Chief Executive (Business Support)/Secretary; Valerie A Bowen, Senior Committee Officer; Gordon MacLennan, Chief Executive; Eric Stewart, Assistant Chief Executive (Operations); Neil Wylie, Director of Finance and HR; Charlie Hoskins, Director of Projects and Bruce Kiloh, Head of Policy and Planning.

1. Apologies

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

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

The committee noted that there were no declarations of interest.

3. Minute of previous meeting

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

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

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

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

(1) informing members

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

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

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

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

13 June 2014

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

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

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

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

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

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

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

* ring-fenced grant funding

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

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

6. SPT responses to consultation documents

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

- (1) Scottish Government Review of Strategic Development Plans in Scotland; and
- (2) Glasgow City Centre Strategy 2014-2024 – Consultative Draft.

7. Active Travel – progress update

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

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



Revenue Monitoring Report – as at 19 July 2014, Period 4

Committee Strategy and Programmes

Date of meeting 22 August 2014

Date of report 13 August 2014

Report by Assistant Chief Executive (Business Support)

1. Object of report

To advise members of the committee of the revenue expenditure incurred as at the end of Period 4 (19 July 2014) and the projected outturn for the financial year.

2. Background

The Partnership core revenue budget for 2014/15 was set at £38.418m.

At Period 2, members were advised of a forecast break even outturn.

3. Current position

In 2014/15, significant variances have occurred as SPT continues to drive forward the savings programme. The main variances are detailed in Appendix 1.

Members will be aware and have previously agreed that the drive for savings and efficiencies must continue to ensure the future delivery of SPT services and aspirations for the capital plan (including the capital funding to the partner councils) and subway modernisation project. Within SPT all avenues are continuing to be investigated to ensure this is achieved – as a result variances at expenditure head levels are occurring. As the following paper identifies there is currently a shortfall of available capital funding to meet the non subway and local authority projects, and therefore considerable attention has been given to how this can be addressed within the available revenue resources. This approach is consistent with that adopted in 2012/13 and 2013/14.

The attached appendices identify total movements of £1.375m, and it is proposed to utilise all of this movement to support the non subway capital plan. There are clearly risks which need to be managed, including maintaining the level of subway income throughout the year but, as in 2013/14, it is considered reasonable to support the capital programme in this way and at this stage of the financial year.

Appendix 1 also details some significant variances as a result of the programme of support through Glasgow 2014 Ltd to the Commonwealth Games. SPT incurred costs across various expenditure heads in support of the games e.g. employee costs, electricity, bus operator payments etc. These costs are incorporated in the detailed revenue monitoring reports in Appendix 2. The net position in support of the Games is forecast to be largely break even once internal costs are finalised.

If the virement to support the capital programme is approved, this would result in a forecast break even outturn.

See Appendix 2 for a detailed budgetary control report.

4. Conclusions

Having taken account of all SPT service priorities across the revenue and capital programmes, a break even outturn is forecast.

5. Committee action

The committee is recommended to:

- Note the projected outturn position on the information available at the end of Period 4 and agree the proposed revenue contribution to capital.

6. Consequences

Policy consequences	<i>None</i>
Legal consequences	<i>None</i>
Financial consequences	<i>As outlined in the report</i>
Personnel consequences	<i>None</i>
Social Inclusion consequences	<i>None</i>
Risk consequences	<i>None</i>

Name Valerie Davidson

Title **Assistant Chief Executive
(Business Support)**

Name Gordon MacLennan

Title **Chief Executive**

For further information, please contact *Neil Wylie, Director of Finance & HR*, on 0141 333 3380.

Major forecast variances as at Period 4, 19 July 2014

Ref	Subjective Heading	Saving / (Overspend)	Variance Description
1	Subway income	£1,000,000	Patronage and income continue to perform strongly and grow in line with the second half of 2013/14.
2	Other income (cost recovery)	£1,000,000	Additional one-off income (matching related internal and external expenditure) generated from support to Glasgow 2014 Ltd across a number of operational areas throughout the duration of the Commonwealth Games. Costs were incurred by SPT across various expenditure heads over and above the specific items detailed below. These costs are incorporated in the detailed departmental revenue monitoring reports in Appendix 2.
3	Employee costs	£186,900	The forecast decrease reflects the forecast reduction in other employee costs as a result of the early redemption of historic Compensatory Added Years costs in 2012/13, vacancies in the establishment and a reduction in overtime costs as a result of revised shift and rota arrangements.
4	Other	£135,000	Savings in electricity, property insurance, interest received partially offset by increased transport and plant costs.
5	Other third party payments	(£496,900)	The forecast increase reflects the cost of tunnel infrastructure enabling works. This programme of works, consisting mainly of permanent way labour, is necessary to underpin scheduled subway infrastructure capital works.
6	Bus operator payments	(£250,000)	This forecast increase reflects the provision of contracted bus services to support the Commonwealth Games (see other income).
7	Other property costs	(£200,000)	This forecast increase reflects the provision of enhanced security services during the Commonwealth Games (see other income)
Net forecast saving / (overspend)		£1,375,000	
Proposed contribution to capital		(£1,375,000)	
Proposed net forecast saving / (overspend)		£0	



Committee Report by Division

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
Chief Executive								
Cabinet	177,264	189,919	12,655	7%	607,736	617,236	9,500	2%
Total Chief Executive	177,264	189,919	12,655	7%	607,736	617,236	9,500	2%
Operations								
Subway	218,537	806,837	588,299	73%	843,029	1,343,029	500,000	37%
Bus Operations	4,948,493	5,266,321	317,828	6%	17,115,545	17,115,545	-	0%
Projects	297,796	346,293	48,498	14%	1,081,954	1,125,454	43,500	4%
Health and Safety	42,591	43,941	1,350	3%	142,809	142,809	-	0%
Customer Standards	125,735	133,701	7,967	6%	434,530	434,530	-	0%
Total Operations	5,633,152	6,597,094	963,942	15%	19,617,867	20,161,367	543,500	3%
Business Support								
Finance & Human Resources	370,407	382,216	11,809	3%	1,242,203	1,242,203	-	0%
Information Technology	208,848	218,933	10,084	5%	699,131	711,531	12,400	2%
Communications	150,259	221,008	70,749	32%	703,275	718,275	15,000	2%
Legal Services	115,876	140,540	24,664	18%	426,753	456,753	30,000	7%
Business Support	82,584	115,438	32,854	28%	335,175	375,175	40,000	11%
Elected Members	13,757	24,748	10,990	44%	80,430	80,430	-	0%
Corporate	305,387	1,078,470	773,083	72%	2,780,429	3,505,029	724,600	21%
Total Business Support	1,247,119	2,181,353	934,234	43%	6,267,397	7,089,397	822,000	12%
Contribution to Subway Modernisation Fund	2,476,923	2,476,923	-	0%	8,050,000	8,050,000	-	0%
Contribution to Capital Funded from Revenue	769,231	769,231	(0)	(0%)	3,875,000	2,500,000	(1,375,000)	(55%)
Net Total	10,303,690	12,214,520	1,910,830	16%	38,418,000	38,418,000	-	0%



Revenue Monitoring Report

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	5,122,351	5,204,379	82,028	2%	16,798,832	16,914,232	115,400	1%	1
Overtime	174,581	209,631	35,050	17%	681,300	681,300	-	0%	
Other Employee Costs	1,444,518	1,607,700	163,182	10%	5,153,524	5,225,024	71,500	1%	1
Sub Total Employee Costs	6,741,450	7,021,709	280,259	4%	22,633,655	22,820,555	186,900	1%	
Property Costs									
Electricity	466,190	535,526	69,336	13%	1,690,460	1,740,460	50,000	3%	2
Repairs and Maintenance	129,307	181,046	51,739	29%	588,400	588,400	-	0%	2
Property Insurance	93,335	184,615	91,281	49%	515,000	600,000	85,000	14%	2
Other Property Costs	1,159,792	967,800	(191,992)	(20%)	3,345,350	3,145,350	(200,000)	(6%)	3
Sub Total Property Costs	1,848,624	1,868,988	20,364	1%	6,139,210	6,074,210	(65,000)	(1%)	
Supplies & Services	545,167	550,506	5,339	1%	1,789,145	1,789,145	-	0%	
Transport & Plant Costs	112,469	60,708	(51,762)	(85%)	247,300	197,300	(50,000)	(25%)	4
Third Party Payments									
Bus Operator Payments	4,180,047	3,883,969	(296,078)	(8%)	12,872,900	12,622,900	(250,000)	(2%)	5
Communications	59,219	130,154	70,935	55%	423,000	423,000	-	0%	2
Other Third Party Payments	1,263,702	1,258,557	(5,145)	(0%)	4,587,209	4,090,309	(496,900)	(12%)	6
Sub Total Third Party Payments	5,502,968	5,272,680	(230,288)	(4%)	17,883,109	17,136,209	(746,900)	(4%)	
Financing Costs									
Contribution to Subway Modernisation Fund	2,476,923	2,476,923	-	0%	8,050,000	8,050,000	-	0%	
Contribution to Capital Funded from Revenue	769,231	769,231	(0)	(0%)	3,875,000	2,500,000	(1,375,000)	(55%)	7
Sub Total Financing Costs	3,246,154	3,246,154	(0)	(0%)	11,925,000	10,550,000	(1,375,000)	(13%)	
TOTAL EXPENDITURE	17,996,831	18,020,744	23,913	0%	60,617,418	58,567,418	(2,050,000)	(4%)	
INCOME									
Subway Income	(4,979,434)	(4,303,696)	675,738	(16%)	(16,266,202)	(15,266,202)	1,000,000	(7%)	8
Bus Station Income	(748,449)	(815,238)	(66,789)	8%	(2,649,524)	(2,649,524)	-	0%	9
Agency Income - Agency Fee	(369,648)	(368,302)	1,347	(0%)	(1,196,980)	(1,196,980)	-	0%	
Interest Received	(161,685)	(98,462)	63,224	(64%)	(370,000)	(320,000)	50,000	(16%)	10
Other Income	(1,433,926)	(220,527)	1,213,399	(550%)	(1,716,712)	(716,712)	1,000,000	(140%)	11
TOTAL INCOME	(7,693,142)	(5,806,224)	1,886,918	(32%)	(22,199,418)	(20,149,418)	2,050,000	(10%)	
Net Total	10,303,690	12,214,520	1,910,830	16%	38,418,000	38,418,000	-	0%	

Notes

- Due to vacant posts in establishment. A number of these vacancies are currently within the recruitment process.
- Current position due to timing issues in respect of expenditure/budget phasing.
- Overspend as a result of enhanced security required during the Commonwealth Games. These costs will be fully reimbursed by Glasgow 2014 Ltd. See note 11.
- Overspend due to increased number of bus vehicle repairs.
- Year to date position reflects projected underspend reported to the Operations Committee offset by costs associated with the provision of buses for the Commonwealth Games. These costs will be fully reimbursed by Glasgow 2014 Ltd. See note 11.
- Outturn reflects projection of costs associated with tunnel infrastructure enabling works.
- Proposed contribution to support general capital programme.
- Over recovery of income achieved to P4. However consistency of income trends throughout the year still to be fully established.
- Under recovery to P4 mainly due to reduced departure charge and sales commission income.
- Due to close management of cash balances. However maintaining current interest rates remains a challenge.
- Includes income in relation to recovery of Commonwealth Games costs which will be reimbursed by Glasgow 2014 Ltd.



Committee Report by Directorate - Cabinet

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
EXPENDITURE								
Employee Costs								
Salaries	133,669	141,700	8,031	6%	452,524	460,524	8,000	2%
Other Employee Costs	42,042	43,296	1,254	3%	139,213	140,713	1,500	1%
Sub Total Employee Costs	175,711	184,996	9,285	5%	591,736	601,236	9,500	2%
Supplies & Services	370	1,538	1,168	76%	5,000	5,000	-	0%
Transport & Plant Costs	1,183	3,385	2,202	65%	11,000	11,000	-	0%
TOTAL EXPENDITURE	177,264	189,919	12,655	7%	607,736	617,236	9,500	2%
Net Total	177,264	189,919	12,655	7%	607,736	617,236	9,500	2%



Committee Report by Directorate - Subway

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	2,239,834	2,237,828	(2,006)	(0%)	7,272,940	7,272,940	-	0%	
Overtime	130,255	142,554	12,299	9%	461,400	463,300	1,900	0%	
Other Employee Costs	596,981	630,648	33,667	5%	2,049,607	2,049,607	-	0%	
Sub Total Employee Costs	2,967,070	3,011,030	43,960	1%	9,783,947	9,785,847	1,900	0%	
Property Costs									
Electricity	400,270	390,769	(9,501)	(2%)	1,270,000	1,270,000	-	0%	
Property Insurance	93,335	184,615	91,281	49%	515,000	600,000	85,000	14%	1
Other Property Costs	436,537	485,415	48,878	10%	1,577,600	1,577,600	-	0%	
Sub Total Property Costs	930,142	1,060,800	130,658	12%	3,362,600	3,447,600	85,000	2%	
Supplies & Services	658,223	410,185	(248,038)	(60%)	1,433,100	1,333,100	(100,000)	(8%)	2
Transport & Plant Costs	658	6,154	5,496	89%	20,000	20,000	-	0%	
Third Party Payments									
Bus Operator Payments	26,848	10,769	(16,078)	(149%)	35,000	35,000	-	0%	
Other Third Party Payments	615,030	611,595	(3,435)	(1%)	2,474,584	1,987,684	(486,900)	(24%)	3
Sub Total Third Party Payments	641,878	622,364	(19,513)	(3%)	2,509,584	2,022,684	(486,900)	(24%)	
TOTAL EXPENDITURE	5,197,971	5,110,533	(87,438)	(2%)	17,109,232	16,609,232	(500,000)	(3%)	
INCOME									
Subway Income	(4,979,434)	(4,303,696)	675,738	(16%)	(16,266,202)	(15,266,202)	1,000,000	(7%)	4
TOTAL INCOME	(4,979,434)	(4,303,696)	675,738	(16%)	(16,266,202)	(15,266,202)	1,000,000	(7%)	
Net Total	218,537	806,837	588,299	73%	843,029	1,343,029	500,000	37%	

Notes

1. Based on confirmed annual costs for insurance.
2. As a result of a bulk purchase of disposable tickets, costs associated with fleet enhancement works and timing issues in terms of capital recoveries.
3. Outturn reflects projection of costs associated with tunnel infrastructure enabling works.
4. Over recovery of income achieved to P4. However consistency of income trends throughout the year still to be fully established.



Committee Report by Directorate - Bus Operations

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	1,318,734	1,310,243	(8,491)	(1%)	4,258,291	4,258,291	-	0%	
Overtime	40,980	63,385	22,404	35%	206,000	206,000	-	0%	
Other Employee Costs	313,262	344,323	31,061	9%	1,119,048	1,119,048	-	0%	
Sub Total Employee Costs	1,672,976	1,717,950	44,974	3%	5,583,339	5,583,339	-	0%	
Property Costs									
Electricity	40,409	50,172	9,764	19%	163,060	163,060	-	0%	
Repairs and Maintenance	95,747	111,692	15,945	14%	363,000	363,000	-	0%	
Other Property Costs	362,336	366,385	4,048	1%	1,190,750	1,190,750	-	0%	
Sub Total Property Costs	498,493	528,249	29,757	6%	1,716,810	1,716,810	-	0%	
Supplies & Services	34,745	101,262	66,516	66%	279,100	329,100	50,000	15%	1
Transport & Plant Costs	109,035	41,046	(67,989)	(166%)	183,400	133,400	(50,000)	(37%)	2
Third Party Payments									
Bus Operator Payments	3,415,205	3,719,354	304,149	8%	12,087,900	12,087,900	-	0%	3
Communications	5,065	9,231	4,166	45%	30,000	30,000	-	0%	
Other Third Party Payments	23,379	25,077	1,698	7%	81,500	81,500	-	0%	
Sub Total Third Party Payments	3,443,649	3,753,662	310,013	8%	12,199,400	12,199,400	-	0%	
TOTAL EXPENDITURE	5,758,898	6,142,169	383,271	6%	19,962,049	19,962,049	-	0%	
INCOME									
Bus Station Income	(690,646)	(738,948)	(48,301)	7%	(2,401,580)	(2,401,580)	-	0%	4
Agency Income - Agency Fee	(119,758)	(136,900)	(17,141)	13%	(444,924)	(444,924)	-	0%	
TOTAL INCOME	(810,405)	(875,847)	(65,443)	7%	(2,846,504)	(2,846,504)	-	0%	
Net Total	4,948,493	5,266,321	317,828	6%	17,115,545	17,115,545	-	0%	

Notes

1. Current underspend due to close management of Bus Operations supplies and services costs.
2. Overspend due to increased number of bus vehicle repairs.
3. Year to date position reflects projected underspend reported to the Operations Committee. Outturn remains unchanged due to risks associated with fluctuations in the bus market.
4. Under recovery to P4 mainly due to reduced departure charge and sales commission income.



Committee Report by Directorate - Projects

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	414,374	450,764	36,389	8%	1,424,982	1,464,982	40,000	3%	1
Overtime	1,016	-	(1,016)		1,500	-	(1,500)		
Other Employee Costs	116,025	129,820	13,795	11%	406,915	421,915	15,000	4%	1
Sub Total Employee Costs	531,415	580,584	49,169	8%	1,833,397	1,886,897	53,500	3%	
Supplies & Services	(244,098)	(242,752)	1,346	(1%)	(788,943)	(788,943)	-	0%	
Transport & Plant Costs	504	2,308	1,804	78%	7,500	7,500	-	0%	
Third Party Payments									
Communications	325	6,154	5,829	95%	20,000	20,000	-	0%	
Other Third Party Payments	9,649	-	(9,649)		10,000	-	(10,000)		
Sub Total Third Party Payments	9,974	6,154	(3,821)	(62%)	30,000	20,000	(10,000)	(50%)	
TOTAL EXPENDITURE	297,796	346,293	48,498	14%	1,081,954	1,125,454	43,500	4%	
Net Total	297,796	346,293	48,498	14%	1,081,954	1,125,454	43,500	4%	

Notes

1. Due to vacant posts in current establishment.



Committee Report by Directorate - Health and Safety

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
EXPENDITURE								
Employee Costs								
Salaries	33,231	33,925	694	2%	110,256	110,256	-	0%
Other Employee Costs	9,221	9,770	550	6%	31,754	31,754	-	0%
Sub Total Employee Costs	42,451	43,695	1,244	3%	142,010	142,010	-	0%
Supplies & Services	140	185	45	24%	600	600	-	0%
Transport & Plant Costs	-	62	62	100%	200	200	-	0%
TOTAL EXPENDITURE	42,591	43,941	1,350	3%	142,809	142,809	-	0%
Net Total	42,591	43,941	1,350	3%	142,809	142,809	-	0%



Committee Report by Directorate - Customer Standards

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
EXPENDITURE								
Employee Costs								
Salaries	90,495	91,622	1,127	1%	297,772	297,772	-	0%
Overtime	1,859	3,077	1,218	40%	10,000	10,000	-	0%
Other Employee Costs	23,785	26,387	2,602	10%	85,758	85,758	-	0%
Sub Total Employee Costs	116,140	121,086	4,946	4%	393,530	393,530	-	0%
Property Costs								
Repairs and Maintenance	792	-	(792)		1,000	-	(1,000)	
Other Property Costs	2,297	3,077	780	25%	10,000	10,000	-	0%
Sub Total Property Costs	3,089	3,077	(12)	(0%)	11,000	10,000	(1,000)	(10%)
Supplies & Services	5,616	7,692	2,076	27%	24,000	25,000	1,000	4%
Transport & Plant Costs	-	308	308	100%	1,000	1,000	-	0%
Third Party Payments								
Other Third Party Payments	890	1,538	648	42%	5,000	5,000	-	0%
Sub Total Third Party Payments	890	1,538	648	42%	5,000	5,000	-	0%
TOTAL EXPENDITURE	125,735	133,701	7,967	6%	434,530	434,530	-	0%
Net Total	125,735	133,701	7,967	6%	434,530	434,530	-	0%



Committee Report by Directorate - Finance & Human Resources

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
EXPENDITURE								
Employee Costs								
Salaries	303,810	305,172	1,362	0%	991,810	991,810	-	0%
Overtime	146	-	(146)		200	-	(200)	
Other Employee Costs	80,589	83,625	3,036	4%	271,781	271,781	-	0%
Sub Total Employee Costs	384,545	388,797	4,252	1%	1,263,792	1,263,592	(200)	(0%)
Supplies & Services	(19,778)	(14,581)	5,197	(36%)	(47,589)	(47,389)	200	(0%)
Transport & Plant Costs	166	308	142	46%	1,000	1,000	-	0%
Third Party Payments								
Other Third Party Payments	5,474	7,692	2,218	29%	25,000	25,000	-	0%
Sub Total Third Party Payments	5,474	7,692	2,218	29%	25,000	25,000	-	0%
TOTAL EXPENDITURE	370,407	382,216	11,809	3%	1,242,203	1,242,203	-	0%
Net Total	370,407	382,216	11,809	3%	1,242,203	1,242,203	-	0%



Committee Report by Directorate - Information Technology

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
EXPENDITURE								
Employee Costs								
Salaries	164,390	170,200	5,810	3%	545,749	553,149	7,400	1%
Overtime	201	615	414	67%	2,000	2,000	-	0%
Other Employee Costs	43,688	47,194	3,507	7%	148,382	153,382	5,000	3%
Sub Total Employee Costs	208,279	218,009	9,731	4%	696,131	708,531	12,400	2%
Supplies & Services	465	615	151	25%	2,000	2,000	-	0%
Transport & Plant Costs	105	308	203	66%	1,000	1,000	-	0%
TOTAL EXPENDITURE	208,848	218,933	10,084	5%	699,131	711,531	12,400	2%
Net Total	208,848	218,933	10,084	5%	699,131	711,531	12,400	2%



Committee Report by Directorate - Communications

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	77,160	82,404	5,244	6%	257,814	267,814	10,000	4%	
Overtime	122	-	(122)		200	-	(200)		
Other Employee Costs	18,666	21,065	2,399	11%	63,461	68,461	5,000	7%	
Sub Total Employee Costs	95,949	103,469	7,521	7%	321,475	336,275	14,800	4%	
Supplies & Services	120	1,538	1,419	92%	4,800	5,000	200	4%	
Transport & Plant Costs	362	1,231	869	71%	4,000	4,000	-	0%	
Third Party Payments									
Communications	53,829	114,769	60,940	53%	373,000	373,000	-	0%	1
Sub Total Third Party Payments	53,829	114,769	60,940	53%	373,000	373,000	-	0%	
TOTAL EXPENDITURE	150,259	221,008	70,749	32%	703,275	718,275	15,000	2%	
Net Total	150,259	221,008	70,749	32%	703,275	718,275	15,000	2%	

Notes

1. Current position due to timing issues in respect of expenditure/budget phasing.



Committee Report by Directorate - Legal Services

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	90,181	107,633	17,453	16%	329,809	349,809	20,000	6%	1
Other Employee Costs	25,687	31,922	6,235	20%	93,745	103,745	10,000	10%	1
Sub Total Employee Costs	115,868	139,555	23,687	17%	423,554	453,554	30,000	7%	
Supplies & Services	-	769	769	100%	2,500	2,500	-	0%	
Transport & Plant Costs	8	215	207	96%	700	700	-	0%	
TOTAL EXPENDITURE	115,876	140,540	24,664	18%	426,753	456,753	30,000	7%	
Net Total	115,876	140,540	24,664	18%	426,753	456,753	30,000	7%	

Notes

1. Due to vacant posts in current establishment.



Committee Report by Directorate - Business Support

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	64,134	88,273	24,139	27%	256,886	286,886	30,000	10%	1
Other Employee Costs	16,221	24,551	8,329	34%	69,789	79,789	10,000	13%	1
Sub Total Employee Costs	80,355	112,823	32,468	29%	326,675	366,675	40,000	11%	
Supplies & Services	2,064	2,462	398	16%	8,000	8,000	-	0%	
Transport & Plant Costs	165	154	(12)	(8%)	500	500	-	0%	
TOTAL EXPENDITURE	82,584	115,438	32,854	28%	335,175	375,175	40,000	11%	
Net Total	82,584	115,438	32,854	28%	335,175	375,175	40,000	11%	

Notes

1. Due to vacant posts in current establishment.



Committee Report by Directorate - Elected Members

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget			
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %
EXPENDITURE								
Supplies & Services	13,423	18,902	5,479	29%	61,430	61,430	-	0%
Transport & Plant Costs	335	2,154	1,819	84%	7,000	7,000	-	0%
Third Party Payments								
Other Third Party Payments	-	3,692	3,692	100%	12,000	12,000	-	0%
Sub Total Third Party Payments	-	3,692	3,692	100%	12,000	12,000	-	0%
TOTAL EXPENDITURE	13,757	24,748	10,990	44%	80,430	80,430	-	0%
Net Total	13,757	24,748	10,990	44%	80,430	80,430	-	0%



Committee Report by Directorate - Corporate

For Year 14/15 Period 4 ending 19-Jul-2014

	Year to Date				Annual Budget				Notes
	Actual	Budget	Variance	Variance %	Projected Outturn	Annual Budget	Variance	Variance %	
EXPENDITURE									
Employee Costs									
Salaries	192,340	184,615	(7,725)	(4%)	600,000	600,000	-	0%	1
Other Employee Costs	158,351	215,099	56,748	26%	674,071	699,071	25,000	4%	1
Sub Total Employee Costs	350,691	399,714	49,023	12%	1,274,071	1,299,071	25,000	2%	
Property Costs									
Electricity	25,511	94,585	69,074	73%	257,400	307,400	50,000	16%	2
Repairs and Maintenance	32,768	69,354	36,586	53%	224,400	225,400	1,000	0%	
Other Property Costs	358,621	112,923	(245,698)	(218%)	567,000	367,000	(200,000)	(54%)	3
Sub Total Property Costs	416,899	276,862	(140,038)	(51%)	1,048,800	899,800	(149,000)	(17%)	
Supplies & Services	93,878	262,691	168,813	64%	805,146	853,746	48,600	6%	4
Transport & Plant Costs	(51)	3,077	3,128	102%	10,000	10,000	-	0%	
Third Party Payments									
Bus Operator Payments	737,995	153,846	(584,148)	(380%)	750,000	500,000	(250,000)	(50%)	5
Other Third Party Payments	609,279	608,961	(318)	(0%)	1,979,124	1,979,124	-	0%	
Sub Total Third Party Payments	1,347,274	762,807	(584,466)	(77%)	2,729,124	2,479,124	(250,000)	(10%)	
Financing Costs									
Contribution to Subway Modernisation Fund	2,476,923	2,476,923	-	0%	8,050,000	8,050,000	-	0%	
Contribution to Capital Funded from Revenue	769,231	769,231	(0)	(0%)	3,875,000	2,500,000	(1,375,000)	(55%)	6
Sub Total Financing Costs	3,246,154	3,246,154	(0)	(0%)	11,925,000	10,550,000	(1,375,000)	(13%)	
TOTAL EXPENDITURE	5,454,844	4,951,305	(503,539)	(10%)	17,792,141	16,091,741	(1,700,400)	(11%)	
INCOME									
Agency Income - Agency Fee	(307,692)	(307,692)	(0)	0%	(1,000,000)	(1,000,000)	-	0%	
Interest Received	(161,685)	(98,462)	63,224	(64%)	(370,000)	(320,000)	50,000	(16%)	7
Other Income	(1,433,926)	(220,527)	1,213,399	(550%)	(1,716,712)	(716,712)	1,000,000	(140%)	8
TOTAL INCOME	(1,903,303)	(626,681)	1,276,623	(204%)	(3,086,712)	(2,036,712)	1,050,000	(52%)	
Net Total	3,551,541	4,324,624	773,083	18%	14,705,429	14,055,029	(650,400)	(5%)	

Notes

1. Reflects reduction in the number of displaced staff offset by additional staff costs during the Commonwealth Games. These costs will be fully reimbursed by the CG.
2. It is not anticipated that the full corporate allowance for electricity will be utilised based on confirmed contractual prices.
3. Overspend as a result of enhanced security required during the Commonwealth Games. These costs will be fully reimbursed by Glasgow 2014 Ltd. See note 8.
4. Current underspend due to close management of corporate supplies and services costs.
5. Actual costs to P4 associated with the provision of buses for the Commonwealth Games. These costs will be fully reimbursed by Glasgow 2014 Ltd. See note 8.
6. Proposed contribution to support general capital programme.
7. Due to close management of cash balances. However maintaining current interest rates remains a challenge.
8. Includes income in relation to recovery of Commonwealth Games costs which will be reimbursed by Glasgow 2014 Ltd.



Capital Programme Monitoring and Proposed Amendments Report as at 19 July 2014, Period 4

Committee Strategy & Programmes

Date of meeting 22 August 2014

Date of report 14 August 2014

Report by Assistant Chief Executive (Business Support)

1. Object of report

1.1 To provide a progress update on the 2014/15 capital programme.

2. Background

2.1 The 2014/15 capital budget was approved by the Partnership on 22 February 2014. Subsequently, additional funding has been secured from Glasgow City Council in support of the Glasgow Future Cities Transport Project and the purchase of electric buses. This is partially offset by a reduction in Scottish Government specific capital grants. Table 1 below provides a summary of the available capital funding for 2014/15.

Table 1: Available capital funding 2014/15

Ref	Category	Subway Mod £000's	Fastlink £000's	General Capital £000's	Total £000's
1	Scottish Government general capital grant	6,000*	-	16,500	22,500
2	Scottish Government specific capital grants	-	14,713*	450*	15,163
3	ERDF specific grants	600*	3,600*	12*	4,212
4	Other grants and contributions	-	-	568	568
5	Revenue contribution to the capital programme	-	-	2,500	2,500
6	Available capital funding 2014/15	6,600	18,313	20,030	44,943

* ring-fenced grant funding

- 2.2 Table 2 below provides a summary of the 2014/15 capital programme position as approved by the Strategy & Programmes Committee on 13 June 2014.

Table 2: 2014/15 Capital Programme position approved by the Strategy & Programmes Committee, 13 June 2014

Ref	Category	Subway Mod £000's	Fastlink £000's	General Capital £000's	Total £000's
1	Capital Programme as at 13 June 2014	29,091	18,313	26,136	73,540
2	Available capital funding 2014/15 (as at Table 1)	6,600	18,313	20,030	44,943
3	Funding swap	-5,000	-	-	-5,000
4	Projected subway modernisation fund utilisation	27,491	-	-	27,491
5	Projected variance	-	-	6,106	6,106
6	Projected variance of general capital as a percentage of funding			30%	

As reported to the Committee on 28 March 2014, funding valued at £5m was re-aligned from Scottish Government grant for Fastlink to support Subway Modernisation in 2013/14. As planned, this transaction has been reversed in 2014/15 to ensure funding for both Fastlink and Subway Modernisation is available when required.

As is normal the plan is set greater than the available funding to ensure that the plan delivery is maximised within the funding available and project delivery movements.

3. Actual spend to date

- 3.1 As at Period 4, ending 19 July 2014, the actual expenditure incurred on the SPT capital investment programme totals £6.894m compared to planned expenditure of £7.973m.
- 3.2 Appendix 1 provides detailed financial analysis of the individual projects within the capital programme, analysed by department.

4. Proposed amendments, programme delivery status and risk analysis

- 4.1 There are no proposed project amendments to the 2014/15 capital programme.
- 4.2 The available general capital funding for 2014/15 remains lower than in previous years. To mitigate against this and in recognition of continued project delivery, it is proposed to contribute £1.375m from revenue in support of the capital programme. The drive to generate one off and on-going revenue savings was previously identified as a means of funding both the Subway Modernisation project, and in 2012/13 and 2013/14, the non-subway projects to counter balance the reduction in general capital grant. It is proposed that this approach continues.

- 4.3 If the proposed funding amendment is approved by Committee then the impact on this year's programme will be as detailed in Table 3 below.

Table 3: Revised Capital Programme position, including proposed amendments

Ref	Category	Subway Mod £000's	Fastlink £000's	General Capital £000's	Total £000's
1	Capital Programme as at 13 June 2014	29,091	18,313	26,136	73,540
2	Available capital funding 2014/15 (as at Table 1)	6,600	18,313	20,030	44,943
3	Funding swap	-5,000	-	-	-5,000
4	Projected subway modernisation fund utilisation	27,491	-	-	27,491
5	Proposed revenue contribution to capital	-	-	1,375	1,375
6	Projected variance	-	-	4,731	4,731
7	Projected variance of general capital as a percentage of funding			22%	

- 4.4 Analysis of the capital programme as at period 4, ending 19 July 2014, indicates a potential risk to spend of minus £1.815m. For General Capital funding, once the risk value is taken into account, the projected variance reduces to £2.916m (or 14%).

5. Committee action

The Committee is recommended to:

- (a) note the financial performance of the 2014/15 capital programme as at Period 4, including the proposed funding amendment;
- (b) note that further work to quantify and manage risks, advance savings and re-phase existing projects is being undertaken to balance spend against budget.

6. Consequences

Policy consequences	<i>Dependent on particular scheme.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>The programme will be monitored closely to ensure borrowing decisions / utilisation of the Subway Modernisation Fund are made at the optimal time.</i>
Personnel consequences	<i>None.</i>

Social inclusion consequences *Dependent on particular scheme, each project will be reported on in terms of the social inclusion agenda.*

Risk consequences *Risk will be quantified and closely monitored during the course of the financial year.*

Name Valerie Davidson
Title **Assistant Chief Executive
(Business Support)**

Name Gordon Maclennan
Title **Chief Executive**

For further information on the physical delivery aspects of this report please contact Charles Hoskins, Director of Projects, on 0141 333 3285.

For more information on the financial aspects of this report please contact Neil Wylie, Director of Finance & HR on 0141 333 3380.



Capital Monitoring Report
For financial year 2014/15 Period 4 ending 19 July 2014
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
Subway Operations	2,975,000	450,000	3,425,000	338,376	196,000	(142,376)	757,571	780,500	22,929	3%	2,667,429
Bus Operations	3,310,000	200,000	3,510,000	86,215	120,000	33,785	405,335	447,000	41,665	9%	3,104,665
Projects	1,019,000	0	1,019,000	22,143	26,000	3,857	77,613	82,000	4,387	5%	941,387
Property	120,000	0	120,000	2,000	2,000	0	11,000	11,000	0	0%	109,000
Information Technology	370,000	17,000	387,000	14,202	5,000	(9,202)	18,707	19,000	293	2%	368,293
Corporate	160,000	75,000	235,000	8,973	11,000	2,027	29,879	44,000	14,121	32%	205,121
Subway Modernisation	30,091,000	(1,000,000)	29,091,000	623,926	728,000	104,074	2,695,065	2,931,000	235,935	8%	26,395,935
Customer Standards	80,000	0	80,000	0	0	0	560	1,000	440	44%	79,440
Local Authorities and Others	35,395,000	278,000	35,673,000	745,751	1,163,250	417,499	2,898,432	3,657,750	759,318	21%	32,774,568
Total	73,520,000	20,000	73,540,000	1,841,585	2,251,250	409,665	6,894,162	7,973,250	1,079,088	14%	66,645,838

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



Capital Monitoring Report
For financial year 2014/15 Period 4 ending 19 July 2014
Subway Operations

APPENDIX 1

10310 - Station Minor Works
 10311 - Broomloan Accommodation Improvements
 10353 - Maintenance Planning System Improvements
 10375 - Tunnel & Infrastructure Works
 10411 - Existing System Improvements
 10417 - Broomloan Depot Improvements
 10418 - Energy Efficient Lighting Improvements
 10419 - New and Enhanced Plant & Equipment

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	0	0	0		50,000
	375,000	0	375,000	85,238	54,000	(31,238)	406,119	375,000	(31,119)	(8)%	(31,119)
	25,000	0	25,000	0	0	0	0	0	0		25,000
	1,750,000	450,000	2,200,000	208,980	91,000	(117,980)	279,294	332,000	52,706	16%	1,920,706
	170,000	0	170,000	41,250	47,000	5,750	63,762	65,000	1,238	2%	106,238
	65,000	0	65,000	(989)	0	989	0	0	0		65,000
	210,000	0	210,000	0	0	0	0	0	0		210,000
	330,000	0	330,000	3,897	4,000	103	8,397	8,500	103	1%	321,603
Total	2,975,000	450,000	3,425,000	338,376	196,000	(142,376)	757,571	780,500	22,929	3%	2,667,429



Capital Monitoring Report
 For financial year 2014/15 Period 4 ending 19 July 2014
 Bus Operations

APPENDIX 1

10038 - Improved Interchanges for Access to Healthcare
 10044 - Bus Stops and Shelters Upgrade Programme
 10052 - Purchase of Buses and Operational Vehicles
 10244 - Expansion of Real Time Bus Information
 10366 - Bus Infrastructure Improvements
 10369 - Social Transport Shared Services

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
100,000	0	100,000	0	28,000	28,000	31,665	60,000	28,335	47%	68,335
1,500,000	0	1,500,000	86,215	86,000	(215)	113,796	114,000	204	0%	1,386,204
1,460,000	0	1,460,000	0	0	0	258,912	259,000	88	0%	1,201,088
200,000	0	200,000	0	6,000	6,000	961	14,000	13,039	93%	199,039
50,000	0	50,000	0	0	0	0	0	0		50,000
0	200,000	200,000	0	0	0	0	0	0		200,000
3,310,000	200,000	3,510,000	86,215	120,000	33,785	405,335	447,000	41,665	9%	3,104,665



- 10048 - Develop Integrated Ticketing (Smartcard)
- 10072 - Strategic Park & Ride Development (various sites)
- 10083 - Transport Planning Data Collection and Analysis
- 10356 - Govan Bus Station / Interchange
- 10371 - Clyde Gateway Sustainable Transport Project
- 10374 - SPT CCTV System Upgrade
- 10415 - Freight Route Development

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
420,000	0	420,000	20,143	23,000	2,857	54,497	58,000	3,503	6%	365,503
25,000	0	25,000	0	0	0	0	0	0		25,000
75,000	0	75,000	2,000	3,000	1,000	19,100	20,000	900	5%	55,900
400,000	0	400,000	0	0	0	4,016	4,000	(16)	0%	395,984
29,000	0	29,000	0	0	0	0	0	0		29,000
20,000	0	20,000	0	0	0	0	0	0		20,000
50,000	0	50,000	0	0	0	0	0	0		50,000
1,019,000	0	1,019,000	22,143	26,000	3,857	77,613	82,000	4,387	5%	941,387



10416 - Property 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
120,000	0	120,000	2,000	2,000	0	11,000	11,000	0	0%	109,000
120,000	0	120,000	2,000	2,000	0	11,000	11,000	0	0%	109,000



10137 - Technical Refresh
 10377 - Desktop Virtualisation
 10412 - Corporate Email System Improvements
 10413 - Database Infrastructure Build
 10414 - Geographical Information System Redevelopment

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
60,000	0	60,000	14,202	5,000	(9,202)	17,120	17,000	(120)	(1)%	42,880
90,000	17,000	107,000	0	0	0	1,587	2,000	413	21%	105,413
80,000	0	80,000	0	0	0	0	0	0		80,000
110,000	0	110,000	0	0	0	0	0	0		110,000
30,000	0	30,000	0	0	0	0	0	0		30,000
370,000	17,000	387,000	14,202	5,000	(9,202)	18,707	19,000	293	2%	368,293



10000 - Financial Management System Improvements
 10140 - Capitalised Salaries
 10141 - Human Resources 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
10,000	0	10,000	0	0	0	0	0	0		10,000
150,000	0	150,000	8,973	11,000	2,027	29,879	44,000	14,121	32%	120,121
0	75,000	75,000	0	0	0	0	0	0		75,000
160,000	75,000	235,000	8,973	11,000	2,027	29,879	44,000	14,121	32%	205,121



10020 - Escalator Upgrade and Refurbishment
 10022 - Station Improvements
 10073 - Subway Modernisation
 10302 - New Trains (Rolling Stock, Signalling, Control & Comms)
 10370 - Infrastructure Asset Renewal

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
	1,500,000	0	1,500,000	1,986	4,000	2,014	103,992	149,000	45,008	30%	1,396,008
	6,300,000	0	6,300,000	540,799	550,000	9,201	2,021,553	2,050,000	28,447	1%	4,278,447
	600,000	0	600,000	19,748	45,000	25,252	66,917	180,000	113,083	63%	533,083
	16,391,000	0	16,391,000	92,086	40,000	(52,086)	212,343	160,000	(52,343)	(33)%	16,178,657
	5,300,000	(1,000,000)	4,300,000	(30,693)	89,000	119,693	290,258	392,000	101,742	26%	4,009,742
Total	30,091,000	(1,000,000)	29,091,000	623,926	728,000	104,074	2,695,065	2,931,000	235,935	8%	26,395,935



10365 - Advertising / Public Art Installations

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
80,000	0	80,000	0	0	0	560	1,000	440	44%	79,440
80,000	0	80,000	0	0	0	560	1,000	440	44%	79,440



	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	400,000	0	400,000	0	30,000	30,000	18,000	110,000	92,000	84%	382,000
10252 - Bus Infrastructure Upgrades in Helensburgh Area	100,000	0	100,000	0	10,000	10,000	5,000	20,000	15,000	75%	95,000
10357 - Helensburgh and Lomond Cycleways	200,000	0	200,000	0	0	0	5,000	30,000	25,000	83%	195,000
10379 - Bus Turning Circle at Rest And Be Thankful	100,000	0	100,000	0	20,000	20,000	8,000	60,000	52,000	87%	92,000
East Ayrshire	833,000	23,000	856,000	(4,079)	17,000	21,079	5,921	55,000	49,079	89%	850,079
10087 - Kilmara Park & Ride Extension	150,000	0	150,000	921	10,000	9,079	921	10,000	9,079	91%	149,079
10088 - A70 and A71 Route Improvements	500,000	0	500,000	(10,000)	5,000	15,000	0	20,000	20,000	100%	500,000
10315 - Quality Bus Infrastructure Improvements	50,000	0	50,000	2,000	0	(2,000)	2,000	0	(2,000)		48,000
10348 - Make It Kilmarnock Transport Study	0	23,000	23,000	3,000	0	(3,000)	3,000	23,000	20,000	87%	20,000
10420 - A76 Corridor Multi-Modal Transport Study	20,000	0	20,000	0	2,000	2,000	0	2,000	2,000	100%	20,000
10421 - Walking and Cycling Improvements (Galston to Newmilns)	113,000	0	113,000	0	0	0	0	0	0		113,000
East Dunbartonshire	590,000	70,000	660,000	4,000	15,000	11,000	11,000	18,000	7,000	39%	649,000
10090 - A803 Corridor Improvements	0	70,000	70,000	0	0	0	0	0	0		70,000
10254 - A81 Route Corridor Improvements	340,000	0	340,000	4,000	7,000	3,000	5,000	7,000	2,000	29%	335,000
10317 - Walking and Cycling Off-Road Network Improvements	150,000	0	150,000	0	0	0	5,000	0	(5,000)		145,000
10422 - Bus Infrastructure Improvements	100,000	0	100,000	0	8,000	8,000	1,000	11,000	10,000	91%	99,000
East Renfrewshire	450,000	20,000	470,000	0	0	0	10,000	20,000	10,000	50%	460,000
10092 - Pedestrian and Cycling Improvements	300,000	0	300,000	0	0	0	0	0	0		300,000
10093 - Bus Infrastructure Improvements	150,000	0	150,000	0	0	0	0	0	0		150,000
10285 - Neilston Park & Ride	0	20,000	20,000	0	0	0	10,000	20,000	10,000	50%	10,000
Glasgow	20,388,000	100,000	20,488,000	629,902	649,750	19,848	2,500,852	2,583,250	82,398	3%	17,987,148
10095 - Bus Termini Development Glasgow	150,000	0	150,000	0	1,250	1,250	2,500	6,250	3,750	60%	147,500
10101 - North East Bus Routes Improvements	150,000	0	150,000	1,000	2,500	1,500	8,000	10,000	2,000	20%	142,000
10164 - Fastlink Core Scheme	18,313,000	0	18,313,000	617,902	625,000	7,098	2,227,352	2,250,000	22,648	1%	16,085,648
10319 - City Centre High Access Kerbs	100,000	0	100,000	1,000	2,500	1,500	5,000	10,000	5,000	50%	95,000
10373 - Partick Bus Station Redevelopment	50,000	0	50,000	0	0	0	0	5,000	5,000	100%	50,000
10383 - Bus Corridor Enhancements Pollokshaws Road	250,000	0	250,000	(5,000)	2,000	7,000	0	8,000	8,000	100%	250,000
10386 - Cycling and Walking Routes To Cathkin	100,000	0	100,000	2,000	2,000	0	4,000	6,000	2,000	33%	96,000
10387 - Stirling Road Bus Hub	50,000	0	50,000	2,000	2,500	500	7,000	10,000	3,000	30%	43,000
10423 - Bus Route Signal Upgrades (Tweedsmuir Road)	200,000	0	200,000	5,000	2,000	(3,000)	8,000	8,000	0	0%	192,000
10424 - City-wide Bus Stop Enhancements	50,000	0	50,000	0	0	0	0	10,000	10,000	100%	50,000
10425 - Drumchapel Bus Corridor Improvements	150,000	0	150,000	1,000	2,500	1,500	4,000	10,000	6,000	60%	146,000
10426 - Pollok Bus Corridor Improvements	250,000	0	250,000	0	5,000	5,000	2,500	15,000	12,500	83%	247,500
10427 - Tradeston Cycling Scheme	250,000	0	250,000	5,000	2,500	(2,500)	7,500	10,000	2,500	25%	242,500
10428 - Green Bus Fund Initiatives	225,000	0	225,000	0	0	0	225,000	225,000	0	0%	0
10429 - Robroyston Park & Ride	100,000	100,000	200,000	0	0	0	0	0	0		200,000
Inverclyde	167,000	40,000	207,000	5,000	70,000	65,000	5,000	70,000	65,000	93%	202,000
10256 - Quality Bus Corridor Improvements	35,000	0	35,000	5,000	20,000	15,000	5,000	20,000	15,000	75%	30,000
10388 - Extension of National Cycle Route N753 to Inverkip	90,000	0	90,000	0	30,000	30,000	0	30,000	30,000	100%	90,000
10389 - National Cycle Route N753 Inverkip to Wemyss Bay	10,000	40,000	50,000	0	0	0	0	0	0		50,000
10430 - Bus Priority Signals (SQP) Greenock	22,000	0	22,000	0	20,000	20,000	0	20,000	20,000	100%	22,000
10431 - Central Greenock Green Link	10,000	0	10,000	0	0	0	0	0	0		10,000
North Ayrshire	2,810,000	0	2,810,000	0	26,000	26,000	6,000	26,000	20,000	77%	2,804,000
10257 - Bus Corridor Improvements	70,000	0	70,000	0	26,000	26,000	4,000	26,000	22,000	85%	66,000
10355 - Irvine Station Park & Ride	900,000	0	900,000	0	0	0	0	0	0		900,000
10432 - Smart Ticketing Feasibility	30,000	0	30,000	0	0	0	0	0	0		30,000
10433 - Walking and Cycling Improvements (Fairlie)	200,000	0	200,000	0	0	0	0	0	0		200,000
10434 - Brodick Ferry Terminal Improved Bus Interchange Facilities	10,000	0	10,000	0	0	0	2,000	0	(2,000)		8,000
10435 - Purchase of Buses for Arran Subsidised Services	1,600,000	0	1,600,000	0	0	0	0	0	0		1,600,000
North Lanarkshire	4,022,000	0	4,022,000	76,928	145,500	68,573	203,653	351,000	147,348	42%	3,818,348
10111 - A71 Junction Improvements	750,000	0	750,000	0	0	0	0	0	0		750,000
10112 - Ravenscraig Access Strategy	210,000	0	210,000	33,000	16,000	(17,000)	48,000	64,000	16,000	25%	162,000
10292 - A73 Corridor Improvements	25,000	0	25,000	2,000	0	(2,000)	10,000	0	(10,000)		15,000



	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
10326 - Central Way Cumbernauld Bus Stances	100,000	0	100,000	0	0	0	0	0	0		100,000
10358 - Cycle Route Improvements Within Airdrie Area	200,000	0	200,000	10,000	10,000	0	20,000	30,000	10,000	33%	180,000
10394 - Blairhill Station Park & Ride	1,000,000	0	1,000,000	0	10,000	10,000	50,000	40,000	(10,000)	(25)%	950,000
10397 - Newhouse Car Share Facility Extension	315,000	0	315,000	5,000	0	(5,000)	5,725	0	(5,725)		309,275
10398 - Potential New Stations (STAG assessments)	50,000	0	50,000	9,928	2,500	(7,428)	19,928	5,000	(14,928)	(299)%	30,073
10399 - Wishaw Station Park & Ride	315,000	0	315,000	0	55,000	55,000	15,000	75,000	60,000	80%	300,000
10436 - Glasgow Road / New Edinburgh Road Junction Improvements	42,000	0	42,000	7,000	12,000	5,000	10,000	27,000	17,000	63%	32,000
10437 - Walking and Cycling Improvements (Plains)	115,000	0	115,000	10,000	40,000	30,000	25,000	110,000	85,000	77%	90,000
10438 - North Lanarkshire Connector	900,000	0	900,000	0	0	0	0	0	0		900,000
Renfrewshire	2,210,000	0	2,210,000	3,000	54,000	51,000	36,000	86,000	50,000	58%	2,174,000
10260 - Bus Route Enhancements (SQP)	150,000	0	150,000	1,000	0	(1,000)	6,000	4,500	(1,500)	(33)%	144,000
10263 - Paisley Central Bus Hub	450,000	0	450,000	0	0	0	0	0	0		450,000
10329 - Fastlink Extension to Renfrewshire	160,000	0	160,000	0	0	0	0	0	0		160,000
10401 - Renfrewshire Bus Corridor Improvements	175,000	0	175,000	2,000	54,000	52,000	30,000	81,500	51,500	63%	145,000
10439 - A8 Junction Improvements Inchinnan	250,000	0	250,000	0	0	0	0	0	0		250,000
10440 - Cycling Improvements (NCR7 Elderslie Gap)	40,000	0	40,000	0	0	0	0	0	0		40,000
10441 - Johnstone Station Park & Ride	985,000	0	985,000	0	0	0	0	0	0		985,000
South Ayrshire	534,000	0	534,000	10,000	10,000	0	32,000	39,000	7,000	18%	502,000
10121 - Ayrshire / Prestwick SQP Infrastructure Improvements	120,000	0	120,000	2,000	10,000	8,000	20,000	20,000	0	0%	100,000
10403 - Improve Traffic Management System Ayr Prestwick (UTC system)	65,000	0	65,000	0	0	0	0	0	0		65,000
10442 - A70 Ayr to Coylton Cycle Link Phases 2 and 3	212,000	0	212,000	5,000	0	(5,000)	7,000	12,000	5,000	42%	205,000
10443 - Walking and Cycling Improvements (Carrick Glen to Ayr / Ails)	137,000	0	137,000	3,000	0	(3,000)	5,000	7,000	2,000	29%	132,000
South Lanarkshire	2,055,000	25,000	2,080,000	20,000	42,500	22,500	32,500	67,500	35,000	52%	2,047,500
10124 - Bus Infrastructure Improvements QBC (various routes)	100,000	0	100,000	0	0	0	0	0	0		100,000
10125 - National Strategic Cycle Routes	550,000	0	550,000	0	25,000	25,000	12,500	50,000	37,500	75%	537,500
10126 - Route Action Plans (various routes)	350,000	0	350,000	15,000	0	(15,000)	15,000	0	(15,000)		335,000
10330 - Hamilton SQP Preparatory Measures	300,000	0	300,000	0	0	0	0	0	0		300,000
10332 - Bus Route Congestion Reduction Measures	250,000	0	250,000	0	5,000	5,000	0	5,000	5,000	100%	250,000
10349 - A70 Prettsmill Bridge	0	25,000	25,000	5,000	12,500	7,500	5,000	12,500	7,500	60%	20,000
10404 - Blantyre Park & Ride Extension	325,000	0	325,000	0	0	0	0	0	0		325,000
10405 - Carstairs Park & Ride	150,000	0	150,000	0	0	0	0	0	0		150,000
10444 - East Kilbride Station Park & Ride Extension	30,000	0	30,000	0	0	0	0	0	0		30,000
West Dunbartonshire	936,000	0	936,000	1,000	103,500	102,500	37,506	232,000	194,494	84%	898,494
10130 - Bus Infrastructure Improvements	280,000	0	280,000	0	31,500	31,500	35,506	126,000	90,494	72%	244,494
10339 - Church Street Roundabout Improvements	370,000	0	370,000	0	0	0	0	0	0		370,000
10445 - Balloch Station Park & Ride	5,000	0	5,000	0	0	0	0	0	0		5,000
10446 - Bus Route Signal Upgrades (A814 Duntocher Road)	50,000	0	50,000	0	0	0	0	0	0		50,000
10447 - Clydebank North Circular Cycling Route (Phase 3)	33,000	0	33,000	0	0	0	1,000	1,000	0	0%	32,000
10448 - Dumbarton Town Centre Transport Improvements	176,000	0	176,000	0	72,000	72,000	0	104,000	104,000	100%	176,000
10449 - Walking and Cycling Improvements (Dumbarton to Jamestown)	22,000	0	22,000	1,000	0	(1,000)	1,000	1,000	0	0%	21,000
Total	35,395,000	278,000	35,673,000	745,751	1,163,250	417,499	2,898,432	3,657,750	759,318	21%	32,774,568

Committee report

**Transport for the Commonwealth Games 2014 – SPT post-Games update**

Committee Strategy and Programmes

Date of meeting 22 August 2014

Date of report 4 August 2014

Report by Assistant Chief Executive (Operations)**1. Object of report**

To update the Committee on the critical role played by SPT in ensuring transport for the Games was a success.

2. Background

2.1 Further to earlier reports, it was considered appropriate to provide a brief update on transport for the Games and the resultant lead role played by SPT.

2.2 To provide a sense of scale, it is worth noting some of the emerging facts and figures regarding the Games, for example:

- 1.2 million tickets sold, making Glasgow 2014 Scotland's most successful sports event ever;
- 171,000 spectators at the Rugby Sevens at Ibrox over the weekend of 26/27 July – a record-breaking number for the sport;
- 300,000 visitors to Games Live Sites at Glasgow Green, Merchant City and Kelvingrove;
- Over 50,000 people attended the Triathlon event at Strathclyde Country Park in Motherwell;
- Over the 'Super Weekend' of 26/27 July, in total 700,000 people visited Glasgow to attend an event or enjoy the Games atmosphere; and,
- Outside the sporting and live events, regarding retail, footfall across Scotland was up 13.8% compared with previous year, and Glasgow was up 21.9% over the same period.

3. Update

3.1 As both the Games drew nearer and during the Games, SPT senior officers and operational staff had to intervene to take the lead in delivery and incident resolution in many areas, specifically in relation to management and direction of bus operations at venues and elsewhere, shuttle buses, accessibility vehicles, and co-ordination of contingency. In addition, thanks to SPT, operational issues regarding park and ride shuttles were resolved swiftly, and SPT was commended for its performance in securing contingency rail replacement vehicles as necessary during the Games. Letters of thanks received from Transport Scotland, Glasgow City Council and

Glasgow Chamber of Commerce are proof of the fact that, without SPT's crucial intervention, transport for the Games could have been significantly less successful than it was.

3.2 Emerging statistics relating to SPT's performance include:

- Subway patronage up 100% compared with the same period in 2013-14.
- 210,000 Subway journeys were made using a free spectator ticket.
- On the first weekend of the Games, Subway carried 210,000 journeys.
- Subway carried 33,000 workforce and volunteer journeys.
- 3,000 shuttle bus trips between Buchanan Bus Station and Games venues, estimated to be carrying around 250,000 people

3.3 The anticipated pivotal role Buchanan Bus Station was expected to play in transport for the Games was borne out in reality, and the performance of staff in customer facing and operational roles, as well as those behind the scenes, was of an exceptionally high standard. The extensive experience built up over many years in dealing with major events (e.g. T in the Park) proved to be vital in Scotland's biggest bus station playing its part in the success of the Games.

3.4 The Subway performed faultlessly during the Games, with patronage up 350,000, very positive customer feedback received and no major issues reported regarding the trains, stations, and ticketing. This success is testament to the significant work undertaken by Subway staff in ensuring operational readiness, and the provision of an exceptionally high standard, professional service during the Games.

3.5 Members will be aware that SPT seconded officers to the Games in the months leading up to the event and during it, in relation to workforce transport planning, communications and the Games Transport Co-ordination Centre (TCC), and feedback received has acknowledged their vital contribution to the success of the Games.

3.6 Notwithstanding the above, it is 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 preparing for the biggest event ever held in Scotland. Officers will engage with partners regarding lessons learned from the reality of delivering transport for the Games to ensure that this is taken account of in future.

3.7 It should also be noted that, while 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.

3.8 In addition, public reaction to SPT's performance was overwhelmingly positive, and we have received many complimentary communications from members of the public either through social media, email or indeed, during Games time, direct to our customer-facing members of staff.

3.9 Furthermore, a key aspect of the Games was delivering a lasting legacy, and again officers will work with partners to both assess and ensure that the legacy of the Games delivers positive results for the people and communities of the west of Scotland for many years to come.

3.10 More detail on SPT's performance in relation to the Games is attached at Appendix 1.

4. Conclusions

The Games was a once in a generation opportunity to showcase Glasgow and the west of Scotland to a worldwide audience. An effective and efficient transport system was a key success factor in that and, in the reality of the operation of the Games, SPT played the critical role in ensuring its delivery. Officers will update the Committee as necessary in future regarding the legacy and lessons learned from the Games.

5. Committee action

The Committee is requested to note the contents of this report.

6. Consequences

Policy consequences	<i>In line with the Regional Transport Strategy.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>SPT has received payment from the Games for the majority of services rendered and officers will continue to closedown any outstanding invoices as soon as possible, including those issued during the Games for additional support required at short notice.</i>
Personnel consequences	<i>None.</i>
Social Inclusion consequences	<i>Ensuring a lasting legacy for the Games, particularly in the east end of Glasgow, is a key priority for all partners.</i>
Risk consequences	<i>None.</i>

Name Eric Stewart
Title Assistant Chief Executive

Name Gordon MacLennan
Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740 or *Martin Breen, Planning and Projects Officer* on 0141 333 3741.

APPENDIX 1

COMMONWEALTH GAMES 2014 – SPT UPDATE – AUGUST 2014

Workstream	SPT role/responsibility	SPT Update
<i>Operational Readiness</i>		
Subway Operational Plan	Ensuring operational plan in place for Subway and for Games ticket holders, spectators, visitors and existing customers.	<p>Subway patronage up 350,000 over Games period in comparison with previous year. During 'Super weekend' (26/27 July) an additional 165,000 passengers were carried.</p> <p>Subway performed exceptionally well during Games. There were no issues with train failures, smartcard ticketing, or any other incident during the Games, despite running an enhanced service frequency throughout the Games and extended opening hours at weekends.</p>
Bus Operational Plan	Same as above for SPT bus assets.	<p>SPT role increased significantly immediately before and during Games.</p> <p>Additional support was provided for shuttle buses, accessibility vehicles and management and direction of bus operations at venues and elsewhere as required.</p> <p>SPT played the key role in incident resolution, for example in relation to park and ride shuttles.</p>
Additional bus resources during incidents	SPT to co-ordinate on behalf of Games partners	<p>SPT role increased significantly immediately before and during Games.</p> <p>Additional support was provided for co-ordination of contingency.</p>
<i>Project Delivery</i>		
Kelvinhall station refurbishment	Ensuring station refurbished.	Complete. No issues reported during Games time. During Games time, Kelvinhall station carried double its usual

		<p>passenger numbers for the period.</p> <p>For information, Kelvinbridge station, a key station for the Lawn Bowls and live events at Kelvingrove, carried double its usual passenger numbers for the period. Similarly, Cessnock, the main station for accessing the BBC live site at Pacific Quay saw its patronage increase by 2.5 times during Games time.</p>
Ibrox station refurbishment	Ensuring station refurbished.	Complete. No issues reported during Games time. During Games time, Ibrox carried 4.5 times its usual passenger numbers for the period.
Station refresh	Ensuring other stations are refreshed.	Complete. No issues reported during Games time.
Subway smartcard ticketing	Subway smartcard operational.	Complete. No issues reported during Games time.
Dalmarnock station refurbishment	Project delivered by Transport Scotland and Network Rail. Project funders: SPT, Clyde Gateway URC, Glasgow City Council and European Regional Development Fund.	Complete. Initial reports show that Dalmarnock station carried the equivalent of 1.5 times its annual patronage in the 10 days of the Games.
<i>Transport Planning Advice and Support</i>		
Games Family Bus Procurement	Provision of advice.	Additional advice provided during Games time regarding Games Family bus transport.
Funded Public Transport Negotiations (reimbursement to operators for providing extra Games services)	Facilitation through Zonecard Forum.	Reimbursement to operators in process.
Travel Demand Management	Provision of advice.	Communications support provided during Games.
Accessible Transport	Provision of advice.	Additional support and direction provided during Games.

Venue Transport Planning/'Last Mile' planning	Provision of advice.	Additional support and direction provided during Games.
Security	Working with Police Scotland to ensure Subway and Bus operational assets have appropriate security for CG2014.	No significant security issues reported during Games.
Emergency planning	Working with OC, COBRA, Scottish Ministers, Police Scotland and transport providers.	No significant emergency events during Games.
Transport Co-ordination Centre	Provision of advice.	SPT officers were seconded to TCC for duration of Games.
Communications	Provision of advice. Sharing/co-ordinating SPT effective communication tools and established media platforms	SPT officer seconded to provide Communications support during Games.

Appendix 1

RAIL PROJECTS/INITIATIVES/SERVICES IN THE SPT AREA

General Station Enhancements

ScotRail have been awarded £3 million in 14/15 to deliver a number of station infrastructure enhancements across the Scottish rail network. The funding has been identified through an emerging SG underspend. TS is seeking expressions of interest in the fund and officers will liaise with ScotRail to identify opportunities in the west of Scotland.

Access for All

Milliken Park - ScotRail has completed work to make the station fully accessible by installing a compliant ramp to the Glasgow bound platform previously accessed only via steps.

Newton Station – Works have been completed to make Newton station fully accessible by installing a new footbridge and lifts. The underpass entrance is currently being upgraded as well. The works were completed prior to the Commonwealth Games.

Shotts station – now fully accessible by installing compliant ramps to both platforms. This £2m Access for All upgrade is the first on this route.

Blairhill Station – Access for All funding has been made available to improve accessibility at the station. Network Rail is progressing with the feasibility work.

Hamilton Central Station – The Department for Transport and Transport Scotland has confirmed that Access for All funding has been made available to improve accessibility at the station. Network Rail is progressing with the development work. SPT liaising with partners to seek to improve interchange between bus and rail.

Cumbernauld Station - A compliant ramp will be installed later this year.

ScotRail will continue to deliver a wide range of minor access improvements through 2014 at numerous stations in the SPT area. The works which are funded through the Access for All Small Schemes programme include items such as automatic doors at station entrances or ticket halls and variable height ticket counters.

Park and Ride

Greenock Central - Station car park extension options have been produced. Final option assessment underway.

Blairhill - Expansion of park and ride capacity by the redevelopment of the former school site adjacent to the station is underway.

Neilston - Work completed to deliver a 45 space park and ride site using land south of the rail line. ERC progressed project through design and planning stages.

Johnstone - Decked car park extension proposals are being progressed by First ScotRail.

Signalling / Track / Station Improvements

Greenock Central - Progressing an outline design for a new crossover and turnback signal and bi-directional signalling between Greenock Central and Greenock West. The outline design is planned to be completed by October 2014.

Milngavie – Extension of platforms to allow 9-cars to be stabled. Outline design is on-going and due for completion by the end of March 2014.

Johnstone – Kilwinning - Network Rail GRIP stage 3 feasibility is on-going and is undertaking development work to look at raising the linespeed between Johnstone and Kilwinning to 100 mph.

Carstairs - Network Rail GRIP stage 3 feasibility is underway with development work for a linespeed increase as part of the planned signalling & track renewals commencing in 2016/17.

Motherwell – SPT funded refurbishment of footbridge as well as new shelter on platform 2 complete. SPT is liaising with operators in order to make a bid for funding under the Scottish Stations Fund to improve facilities for all users at Motherwell.

Paisley Gilmour Street– Repainting and signage of stairs has been agreed

Fleet Refurbishment

Class 318 units are currently being refurbished.

Electrification Programme

Shotts line electrification – electrification of the line between Holytown and Midcalder Junction is planned for completion by 2019. Route clearance works are planned to commence later this year.

Rutherglen East/Central S&C Remodel

Network Rail is developing options to remodel the track layout at Rutherglen East/Central to provide faster crossover speeds and West Coast Main Line linespeeds. Feasibility works should be completed later in the year. Network Rail is working with the stakeholders to identify and agree funding to deliver the project.

Park and Ride in the SPT area

Projects being taken forward in 2014-15 as follows:

- Blairhill
- Kilmaurs
- Robroyston (design) (in conjunction with new station)
- Irvine (extension)
- Wishaw
- Johnstone (extension)
- Blantyre (additional car park)
- Carstairs Junction
- East Kilbride Station (extension)
- Balloch (feasibility)

Appendix 2

ANNEX B - CREATION OF COMMUNITY RAIL PARTNERSHIPS (CRPs) IN SCOTLAND – DRAFT APPLICATION FORM

SUPPORTING EVIDENCE

Name of proposed CRP

WORKING TITLE Anniesland to Queen Street (via Maryhill)

Route/Area to be covered

Anniesland to Queen Street (via Maryhill)

DETAILS OF SUPPORT

1. Name of Regional Transport Partnership and contact details (please tick as appropriate)

Regional Transport Partnerships

SPT

Allan Comrie, Senior Transport Planner allan.comrie@spt.co.uk

Supporting evidence to be attached - (written evidence of support)

2. Name of Railway organisation and contact details (tick as appropriate)

ScotRail

John Yellowlees, ScotRail External Communications,
john.yellowlees@firstgroup.com

Network Rail

Audrey Laidlaw, audrey.laidlaw@networkrail.co.uk

Supporting evidence to be - (written evidence of support)

SPT

SPT welcomes and supports this application. The establishment of an urban based Community Rail Partnership is both innovative and realistic in terms of raising the profile of this line. The aspiration to grow the commuter, occasional and leisure patronage markets is laudable and accords with SPT and local authority aspirations for greater usage of the public transport network as well as utilising walking and cycling networks to, and from, these stations. As stated in the application the line will become more important as the redevelopment of adjacent lines, as well as Queen Street High Level station, proceed. The aspirations stated for the line are attainable and seek to embed the railway within the communities along its entire length. The further stated aspiration to grow patronage should be encouraged and should be welcomed by the new ScotRail franchisee.

ScotRail - John Yellowlees

Network Rail – Audrey Laidlaw

PROPOSALS AND PLANS FOR THE COMMUNITY AND THE RAILWAY

Introduction

In the last 20 years, community rail has developed in England and Wales and there have been some astounding successes which has created to a general appreciation that the concept actually works ultimately leading to increased use, reduced cost and greater community involvement in local and rural railway lines.

Brief overview of line and area covered by the CRP

The Glasgow to Anniesland line is a Suburban line within the Glasgow City Council area in the North West of Glasgow. It has some of the most deprived areas in Scotland. The line recently commenced Sunday services which will provide added benefit to the area. Another benefit that the line has is that there are also trains connecting into Glasgow on other lines through Anniesland. This will be important during the time of the Glasgow Queen Street upgrade should there be a need to disrupt services during the upgrading of Queen Street station. A CRP will be able to assist during the Queen Street upgrade by giving the rail operator and Network Rail a channel of communication with local communities.

The stations covered by the CRP are:

Glasgow Queen Street; Ashfield; Possilpark and Parkhouse; Gilshochill; Summerston; Maryhill; Kelvindale; Anniesland



The aim will be to ensure the activities and projects of the CRP link to relevant plans from SPT, the Glasgow City Council and any other relevant regional and local plans.

Aims and Objectives of the CRP

- To raise awareness of the train line thereby encouraging the continuing increase in usage
- Developing the individual stations as transport hubs and encouraging the use of pedestrian and bike routes and linkages to other forms of public transport
- To help to signpost facilities and businesses located in the vicinity of individual train stations
- To link the communities along the line and break down barriers between them
- To further investigate and promote the visitor potential of the line including linkages to the Forth and Clyde canal and historic buildings
- To provide a link for the community to the rail operator and Network Rail

List of the Community Groups/Organisations supporting the application

The following community groups have indicated support:

ng Homes, Cadder Housing Association, Depot Arts, John Paul Academy, Parkhouse Community Council, Kelvindale Community Council, Re-start NHS. In addition the local MP, constituency MSP and 5 local councillors as well as a regional MSP for Glasgow.

In addition it is hoped that it will be possible to have the support of Glasgow City Council, British Transport Police, Police Scotland, Glasgow Community and Safety Services, Scottish Natural Heritage and the Commonwealth War Graves Commission, GHA and British Waterways.

Pre-Designation

1. Agree title of line; agree the start and end point.
Anniesland to Queen Street via Maryhill
2. Establish potential infrastructure of proposed CRP, with idea of who might be on the CRP Board
The Board shall include representatives of organisations, housing associations, community councils and other groups and individuals with an interest in the train line and elected members from the communities on the train line route as well as station adopters

The Board will establish regular contact with all community groups and organisations in its area and seek feedback on proposals from them

Post Designation:

The information below is a starting point of ideas and concepts that will be further enhanced and planned over the coming months as the CRP develops.

1	To raise awareness of the train line thereby encouraging the continuing increase in usage. This could include the development of mini timetables for each station, engaging with the local schools to have the students create posters around and at the stations.
2	Developing the individual stations as transport hubs. This includes encouraging the use of pedestrian and bike routes; promoting linkages with other public transport options and to look at possible car parking

	opportunities to discourage commuter parking in local streets while at the same time encouraging people to leave their car at home.
3	To look for ways in which local schools can be encouraged to consider including advice to students about the safe use of public transport and bike safe areas. The schools and potentially the college could engage with the CRP to develop project ideas in the area.
4	To give local communities the opportunity to be involved in discussions about the operation of the line and service improvements and to look for further opportunities to promote further service improvements and to act as an interface between the community and the rail network
5	To help to signpost facilities and businesses located in the vicinity of individual train stations and to link the communities along the line and break down barriers between them. To promote the Communities along the train line and the Forth and Clyde canal as destinations as well as other facilities and locations e.g. Possil Loch SSSI, Lambhill Stables, Maryhill Burgh Hall, Western Necropolis (site of Commonwealth War Graves), the Antonine Wall, Cadder Community Centre, Possil Point, the Disability Community, John Paul Academy, Clevedon Secondary School, St Agnes's Church (designed by the architect Pugin) local shops and businesses.
6	To encourage the adoption of individual train stations continuing the good work of NHS Restart and to encourage the imaginative use of train stations to enhance community ownership for the good of local people and commuters.
7	To undertake individual station audits to identify the aspects of the stations that are working well, where there are issues and possible further improvements which the CRP could work with the train operator to rectify/improve. Those involved with the CRP's establishment are aware that the collection of information and the identification of specific issues does not mean that improvements will occur immediately but that by having the information it can assist the CRP to identify areas of greatest need and the potential to work with partners to develop solutions and apply for funding where possible. Areas already identified are the need to improve the accessibility of the line, stations and trains to ensure access for disabled people and parents with buggies particularly at Gilshochill. A possible drop off point at Kelvindale has also been highlighted.

Please note:

Proposals suggested above must be shared with the appropriate Regional Transport Partnership and Railway organisation who are asked to support the application.

Appendix 3

ANNEX B - CREATION OF COMMUNITY RAIL PARTNERSHIPS (CRPs) IN SCOTLAND – DRAFT APPLICATION FORM

SUPPORTING EVIDENCE

Name of proposed CRP

WORKING TITLE

South West Glasgow Community Rail Partnership

Route/Area to be covered

GLASGOW CENTRAL TO BARRHEAD

Stations include:

Crossmyloof, Pollokshaws West, Kennishead, Priesthill and Darnley, Nitshill and Barrhead

DETAILS OF SUPPORT

1. Name of Regional Transport Partnership and contact details (please tick as appropriate)

Regional Transport Partnerships

SPT

Allan Comrie

Senior Transport Planner allan.comrie@spt.co.uk

X

Supporting evidence to be attached - (written evidence of support)

2. Name of Railway organisation and contact details (tick as appropriate)

ScotRail

John Yellowlees, ScotRail External Communications,

john.yellowlees@firstgroup.com

X

Network Rail

Fraser Durie, Community Rail, Tel: 01904 383003

fraser.durie@networkrail.co.uk

X

Supporting evidence to be - (written evidence of support)

SPT

SPT is supportive of the proposed establishment of the SW Glasgow CRP. We acknowledge that the CRP would, particularly in the first instance, act as an umbrella organisation to effectively link the communities which are in turn linked by the railway. This is particularly relevant to this line as an urban/suburban part of the rail network. It also effectively acknowledges differing needs within the adjacent communities which good access to the widest possible services can, in part, help to address. SPT notes that each community based around a station has an aspiration

for its area and collectively these aspirations should result in a greater awareness of the railway as a local asset as well as an important link for these communities to jobs, education, health facilities, etc. It is also important that diverse uses for the rail services, as well as links to adjacent facilities, can be found – including access to Pollok Park as well as walking and cycling to/from the railway.

Future aspirations for service enhancements - specifically Sunday services - are noted.

ScotRail John Yellowlees

Network Rail Fraser Durie

List of Community Groups, Organisations and Station Adopter supporting the application

Urban Roots

South West Community Cycles

Win Project

St Vincent Primary School

Shawlands Academy

Glasgow Museum Resource Centre

Glasgow and South West Railway Association

Barrhead High School

Sustainable Housing

British Transport Police

Work has commenced to increase involvement by Community Councils along the line. This is being undertaken with support officers from the Glasgow City Council.

PROPOSALS AND PLANS FOR THE COMMUNITY AND THE RAILWAY

Introduction

In the last 20 years, community rail has developed in England and Wales and there have been some astounding successes which has created a general appreciation that the concept works ultimately leading to increased use, reduced cost and greater community involvement in and around local and rural railway lines.

The Glasgow to Barrhead Line would be a first in community rail being an urban CRP and one in a relatively deprived area. It would be a pioneering project and seek to draw the interests of the many diverse groups of communities served by the line. There is already interest with the adoption of stations at Barrhead, Pollokshaws West and Crossmyloof and this can be built upon to create something quite special in this area of South West Glasgow.

Along the line there are many deprived communities. Their needs are complex and far-reaching but one positive approach to support the communities can be achieved by underlining connections and accessible linkages.

A CRP is a Grass-roots' organisations and a bridge between the railway & local community. It can involve many community organisations and individuals who have a collective vision for the line. Whilst positive rail outcomes are key outcomes, non-rail outcomes including social, educational and environmental outcomes are also important.

A specific strength of the line is the presence of community activists with a focus on sustainable transport and supporting communities in deprived areas. The line can be the fundamental asset to build from and create a strong presence of positive community action, aligning with priorities in Health, Environment, Social Cohesion and Promotion of area attractions/services.

Pre-Designation

3. Agree title of line; agree the start and end point.
 - a. Title and stations as outlined above.

4. Establish potential infrastructure of proposed CRP, with idea of who might be on the CRP Board
 - a. The CRP would be set up simply to begin with using an umbrella organisation to hold funding. It may in time evolve into a Company Limited by Guarantee or seek Charity status
 - b. Representatives from a cross section of the communities along the line would be sought for the CRP Board. A representative from SPT, Network Rail, ScotRail, Glasgow City Council and East Renfrewshire would be encouraged to attend the meetings as an observer/adviser

5. Agree the content of the application
 - a. The list of projects and initiatives included below are an indication of the types of initiatives that have been suggested in discussions and may be expanded/changed over time

Agenda 7

Post Designation: The list below provides an indication of the types of activities likely to be undertaken by the South West Glasgow CRP. An action planning session is being held on 19 June 2014 to further develop the ideas and concepts outlined below.

1	<p>Prepare Flyers and/or giveaways and issue within the area advertising the line. This will be accompanied by local press releases and awareness raising. Responsible: Timelines: Funding: Apply to ACORP Small Grants Fund</p>
2	<p>New/recent Station Adopters for: Priesthill and Darnley - South West Community Cycles Nitshill - collaboration organised through Urban Roots Kennishead - collaboration organised through Win Project and St Vincents Primary School Crossmyloof – currently adopted by Shawlands Academy Pollokshaws West- currently adopted by SWCC Barrhead - previously adopted by Barrhead High School</p> <p>Funding: Once confirmed via J Yellowlees, ScotRail will reimburse planting costs to adopter (on production of receipts).</p>
3	<p>Work to ensure garden in Nitshill is refurbished and revamped in the best possible way to appropriately commemorate the Great War hero and VC recipient. Responsible: Urban Roots and Glasgow Museum Resource Centre with support from Louis Wall / Station Gardener and volunteers Timelines: Spring 2014 Funding: ScotRail and Railways Heritage, as necessary</p>
4	<p>Annual Santa drop where the public are invited to donate gifts to a central location at Pollokshaws West Station. These gifts will then be re-distributed to under-privileged children in the surrounding area (via a recognised charity) Responsible: A Tannahill Timelines: December 2014, building on success of 2013 project and adjusting any organisational factors based on previous experience. Funding: Cost neutral Pollokshaws West Railway Station, Doors Open Day 15-21 September 2014, annual event in partnership with Glasgow Building Preservation Trust. Funding: SWCC, as necessary.</p>
5	<p>Working with St Vincents Primary School, identifying small link projects that the children can be involved with beyond station adoption. For example poster competition or mural art work for Kennishead station. Or, arranging a session with a representative of ScotRail or Network Rail to discuss the importance of safety around the railway; or a workshop for the children to assist with timetable reading. This project could involve the children travelling to Pollokshaws West station (with free passes) to utilise the education centre / meeting space there. Once a format was established, this type of initiative could be rolled out to other schools along the line who wanted to take part.</p>

	<p>Responsible: B Tracey, St Vincents Primary School/A Tannahill Timelines: Funding: ScotRail. Apply to ACORP Small Grants Fund if any project materials were needed. E.g. Hi-vis jackets for children, prizes for best poster etc.</p>
6	<p>Making Nitshill a community hub with an enhanced approach to station adoption including planting dye plants to link with historical textiles information at the Glasgow Museums Resource Centre, supported by flyers/information boards explaining the link. This would be in collaboration with colour expert Kathy Beckett.</p> <p>Creation of an edible herb garden Veg-bombing, with a vegetable barra on a Saturday where commuters can buy produce that is cheaper than any local supermarket. Responsible: Urban Roots and Glasgow Museums Resource Centre Timelines: Funding:</p>
7	<p>Approach Glasgow City Council re. the feasibility of a 'motor service' within Pollok Park to/from Pollokshaws West station and to/from Pollok House and/or the Burrell Collection/building. This 'motor service' could easily be a battery powered vehicle - more environmentally friendly - and may only be required on Saturdays & Sundays in spring, summer & early autumn. Leaflets and posters could be made available for collection and/or display at all stations on the line, designed to promote interest and awareness plus attendance at a major attraction on the south-side of Glasgow as well as emphasising the green agenda in the area.</p> <p>Responsible: Cllr David McDonald is on the board of Pollock House and is willing to assist the CRP to investigate options Timelines: One year Funding: Glasgow City Council, possibly applying for grants in support of environmental changes</p>
8	<p>Press for Sunday services from Kennishead, Priesthill & Darnley and Nitshill. The CRP should try to influence decision making long term. This change to the timetable would seek to create social equality and be of significant benefit to those communities served by the railway line (and would further encourage a reduction in car use).</p> <p>Responsible: Timelines: Funding:</p>
9	<p>Review of area signage to ensure it is fit for purpose and concisely directs people to the areas of interest, walking and cycling routes and other services available e.g. Pollok Park, the 'green triangle' of the 3 community gardens in the Nitshill area. Also emphasising access to fundamental services including how a rail user might travel by train to their local sports centre, library, swimming pool, church etc.</p> <p>Signage could be created to ensure that the advertising of events programmes and workshops of the social enterprises along the line and the Glasgow Museum Resource Centre are fully promoted and are safely displayed at stations.</p> <p>Responsible:</p>

	<p>Timelines: Funding:</p>
10	<p>Creation of local archive area (possibly within PW station buildings or café) where contributors invited to share images and historical pictures relating specifically to the station(s) or the line. The display images already available could be mounted and text added to show visitors a glimpse of the recent history of the line in the first instance. This could be adapted and added to, as visitor feedback became available. There are drawings of Pollokshaws viaduct over the River White Cart, and the original Kennishead station. Also slides of Kennishead, the Busby Junction signal box at the junction for East Kilbride, and the former main building at Barrhead.</p> <p>Responsible: Stuart Rankin already has several images for use and these could easily be used to kick-start the display. Further archive drawings which become available from a private collection can also be scanned and offered for rotating display at a suitable time. Timelines: As volunteer input allows. Funding: Apply to ACORP Small Grants Fund for mounts or printing costs</p>
11	<p>Maximise the involvement from the staff resource based at the Glasgow Museum Resource Centre (n=100) in terms of idea development, utilising the stations for display, individual involvement, advertising and networking.</p> <p>This is a group that are keen to promote their own facility and enhance visitor numbers using innovative methods. Some members also live locally and could input significantly to any project that would enhance the train service and overall community buy in.</p> <p>There is also a need to improve the links to the resource centre through improvements to the station and tunnel walkway. This will need to be investigated further.</p> <p>Responsible: Timelines: Funding:</p>
12	<p>Monitor the Glasgow City Council alternative plans for encouraging visitors to the Pollok Park area once the Burrell Collection is closed for refurbishment. There could be a real opportunity for a CRP to be at the forefront of any action plan to ensure the area is still attractive to visitors.</p> <p>Responsible: Timelines: Funding:</p>
	<p>Other ideas that have been discussed through the meetings/communication to establish the CRP which would be considered are:</p> <ul style="list-style-type: none"> • Rail Safety for School pupils • Station Specific timetables • Signage at stations – directing to local sights/services • Promotion of walking/cycling opportunities to other country parks in the area

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Please note:

Proposals suggested above must be shared with the appropriate Regional Transport Partnership and Railway organisation who are asked to support the application.

Version History:

Final 16/06/2014

4th draft A Filby 15/04/2014

3rd draft A Filby 05/03/2014

2nd draft ATan 25/02/2014



Carbon Management - progress update

Committee Strategy and Programmes

Date of meeting 22 August 2014

Date of report 24 July 2014

Report by Assistant Chief Executive (Operations)

1. Object of report

The object of this report is to:

- Inform the Committee of SPT's progress on carbon management; and
- Inform the Committee of an internal review to be undertaken regarding SPT's Carbon Management Plan objectives, actions and target, in light of changes to emissions factors at UK national level.

2. Background

- 2.1 Members will recall from last year's report¹ that the Climate Change (Scotland) Act 2009 set a target of reducing emissions by 80% by 2050 with an interim target of 42% reduction by 2020. This provides a focus for all organisations in Scotland, including SPT, to work towards. To support and assist in this regard, SPT has an Environmental Policy and supporting Carbon Management Plan (CMP), adopted in 2008, which has a target to reduce SPT emissions by 20% by 2015 from 2008/09 levels.
- 2.2 SPT's Carbon Management Plan was developed with assistance from the Carbon Trust. In 2012, the Carbon Trust approached SPT to take part in the Carbon Management Revisited (CMR) programme, which would allow organisations like SPT to undertake a review of progress to date and build in lessons learned in order to update the actions necessary to achieve the organisational target. The outcomes of the CMR work were an updated and revised set of objectives and actions for SPT's CMP which were approved by Committee in June 2013².
- 2.3 Furthermore, SPT is subject to the UK Government's Carbon Reduction Commitment Energy Efficiency Scheme (CRC) which places financial penalties on organisations should they not reduce their carbon emissions.

3. Outline of proposals

¹ See previous Committee paper http://www.spt.co.uk/documents/sp140613_agenda6.pdf

² See section 3 of the paper in the above footnote.

- 3.1 SPT progress towards the 2015 target by 2013/14 has been very good, achieving a 16.5% reduction on 2008/09 levels. This equates to a total reduction of 1,611 tonnes of CO₂ over that period. In order to reach the target by 2015, this would have meant a further reduction of 3.5%, a challenging but achievable reduction. SPT's plans for investment and delivery regarding carbon management in our revised CMP were focused on delivering this outcome.
- 3.2 However, since that time, the UK Government's Department of Energy and Climate Change (DECC) and Department of Environment, Food and Rural Affairs (DEFRA) have revised the electricity emissions factors – used to calculate tonnes of CO₂ generated - and announced that this factor will go up by 10% for 2014/15. Their reasons for doing this were that the generation of electricity is more carbon intensive than previous years.
- 3.3 This revised electricity emissions factor for 2014/15 impacts on SPT more than most other public sector organisations as a significant proportion – around 90% - of our carbon footprint relates to electricity consumption. If the 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 will be very difficult to achieve.
- 3.4 Given the above revisions by the UK Government, and the impact it has had on the likelihood of SPT achieving its target, it is proposed that officers undertake a further internal review of SPT's Carbon Management Plan target and actions. Options in this regard may include an extension of the timeline for the target or indeed a change in the target figure. For actions, officers will review these to ensure that efforts are focused on those initiatives which will deliver the most carbon reductions, provide most financial efficiencies and are most cost effective to deliver.
- 3.5 Notwithstanding the above, it is important to note the good work undertaken by SPT in achieving a 16.5% reduction by 2013/14:

Achievements since 2008/09

- Voltage Optimisation at Buchanan Bus Station
 - LED/lighting upgrade at Buchanan Bus Station
 - Subway station lighting upgrade programme
 - Tunnel LED lighting rollout programme
 - Managed print service at Consort House to reduce unnecessary printing
 - IT software upgrade to reduce out of hours consumption on computers
 - Lighting controls at Shields Road Park & Ride
 - Using renewable energy generation from solar PV at Buchanan Bus Station
 - Limiting heat loss and installing energy efficient heaters at Broomloan depot
 - New increased efficiency gas boilers at Consort House
 - Controlled timing of lights at East Kilbride Bus Station
- 3.6 Regarding the CRC, the costs to SPT associated with CRC were £55,000 in 2011/12, £56,000 in 2012/13, £53,000 in 2013/14, and are expected to be in the region of £68,000 in 2014/15. The main reason for this predicted significant increase in 2014/15 is that the cost per tonne of CO₂ in the CRC is being increased by the UK Government from £12 to £16, an increase of 33%. This significant increase adds further impetus to the internal review recommended above, as it is clear that it is in SPT's interests, both financially and environmentally, to reduce emissions.

4. Conclusions

SPT remains fully committed to reducing its carbon emissions in support of achieving the Scottish Government's target. However, in light of the changes introduced by DECC/DEFRA, it is recommended that there be an internal review of SPT's objectives, actions and target. This will be presented for Committee approval in due course.

5. Committee action

The Committee is recommended to:

- Note the contents of this report; and,
- Note that officers will undertake an internal review of SPT's Carbon Management Plan objectives, actions and target in light of changes to emissions factors at UK national level.

6. Consequences

Policy consequences	<i>In line with UK/Scottish national policy and the Regional Transport Strategy.</i>
Legal consequences	<i>SPT is subject to the requirements of the CRC.</i>
Financial consequences	<i>Carbon Management projects and initiatives will be contained within SPT capital and revenue budget. External funding will be sought where necessary.</i>
Personnel consequences	<i>None.</i>
Social inclusion consequences	<i>None.</i>
Risk consequences	<i>There is a significant risk that SPT will not achieve its 2015 target due to changed external factors and therefore an internal review is will be undertaken to mitigate this.</i>

Name Eric Stewart
Title Assistant Chief Executive
(Operations)

Name Gordon MacIennan
Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.



Department for Transport and Rail North consultation on the Northern Rail and TransPennine Express Franchises: SPT response

Committee Strategy and Programmes

Date of meeting 22 August 2014

Date of report 24 July 2014

Report by Assistant Chief Executive (Operations)

1. Object of report

To recommend approval of SPT's response to the Department for Transport (DfT) and Rail North's¹ consultation on the Northern Rail and TransPennine Express (TPE) Franchises. The draft response is attached at Appendix 2 and SPT's response was submitted as draft within deadline subject to Committee approval.

2. Background

- 2.1 The Northern and TPE rail franchises primarily cover the whole of the north of England, while TPE's services on the West Coast Main Line also extend into Scotland to Glasgow and Edinburgh. A map showing the extent of Northern/TPE services is attached at Appendix 1. The two franchises serve a population of 15 million, including the five key centres of Leeds, Manchester, Liverpool, Newcastle and Sheffield, as well as those in Scotland. Currently, the franchises are operated by First/Keolis Transpennine Ltd (trading as First TransPennine Express) and Northern Rail Ltd (a joint venture between Serco Group plc and Abellio). Both franchises are due for renewal in 2016, and will remain separate in future, but since there is significant geographical overlap between the two, it was decided that a single consultation exercise be undertaken.
- 2.2 The consultation is being undertaken as a joint initiative between the DfT and Rail North. This joint initiative arose from a commitment by the UK Government to implement an appropriate form of rail decentralisation where they thought it sensible to do so. In light of this, in late 2013, the local authorities of the north of England – under the umbrella name, Rail North – approached the UK Government with a proposal to devolve the Northern Rail and TPE franchises. Subsequently, the Secretary of State for Transport and leaders of Rail North agreed on an initial partnership structure to take forward devolved decision-making on rail services in the North of England, this being viewed as the most appropriate way forward to manage the risks associated with a project of this scale.

¹ Rail North is a partnership of local authorities in the North of England. See www.railnorth.org for more information.

- 2.3 In January 2014, the Secretary of State and the leaders of the Rail North authorities confirmed further details of the partnership². This includes: collaborative development of the Northern and TransPennine Express franchises, with the DfT's Rail Executive in the lead and the Secretary of State retaining ultimate responsibility for all design and procurement decisions; formalisation of the Rail North decision-making structures, including establishment of a formal Leaders' Committee and a Special Purpose Vehicle (SPV) called Rail North Ltd; and, development of an integrated partnership structure between the Rail Executive and Rail North Ltd which would be capable of managing the franchises on behalf of the Secretary of State once they had been let, providing a single interface with each franchisee.

3. Outline of proposals

- 3.1 The objectives for both franchises are attached at Appendix 1 and a copy of the full consultation document can be viewed on the UK Government's website.³ SPT's draft response is attached at Appendix 2. Our response naturally focuses on the TPE elements of the consultation as the Northern Rail franchise does not directly impact on the west of Scotland. The key points of our response are noted in the following paragraphs.
- 3.2 In principle, SPT welcomes the approach adopted by the DfT and Rail North regarding moves towards a decentralised approach to both franchises, which will create greater local involvement and democratic accountability, and, in turn, hopefully improved services and infrastructure for communities in the north of England and in Scotland. We are guided that Transport Scotland is an 'observer' in the refranchising process and while this is welcome, we believe that this status should be upgraded to a more formal, directly involved footing. Indeed, there is an argument for greater involvement of the relevant Regional Transport Partnerships and local authorities of Scotland in the TPE refranchising and management process.
- 3.3 In amplification of this, SPT would highlight that the importance of the cross-border connections provided by the TPE franchise could have greater recognition within the consultation and refranchising process. These services are vitally important for the economies of both the north of England and the towns and cities served in Scotland. For example, while the north of England is mentioned in the objectives for the TPE franchise, Scotland is not. This oversight is a fundamental error and, while acknowledging the obvious importance of the north of England for the TPE, the Scottish connections are just as important for communities and business on both sides of the border.
- 3.4 It is vital that the above points are taken into account in developing the TPE franchise as, if they are not, an unintended consequence may be that the scenario may arise whereby the future operator – in both their bid and throughout their franchise operation – naturally focuses on services in the north of England as that was what the tender process prescribed them to do. This situation would be entirely unacceptable for Scotland and a remedy for this potential scenario should be sought now, not before it is too late.
- 3.5 Regarding the technical detail of the TPE franchise, SPT believes that a minimum service frequency should be set for smaller stations on the line – in the SPT area, Motherwell and Carstairs – to ensure vital services are maintained for communities along the line. Furthermore, we highlight that the new franchise should strive for a

² Further information on the partnership between the DfT and Rail North can be found here: <http://www.railnorth.org/about/rail-north-dft-partnership/>

³ See https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/320806/northern-transpennine-consultation.pdf

journey time of 3 hours or better between Glasgow/Edinburgh and Manchester and that the 2-hourly frequency to both Glasgow and Edinburgh should be maintained.

4. Conclusions

SPT's response to the DfT and Rail North's consultation, while welcoming of the principle of a decentralised, regional/local approach, reflects significant concerns about the lack of recognition of the Scottish aspects of the TPE refranchise. Officers will seek to engage with the DfT and Rail North to ensure that greater recognition of this is secured in the refranchising process, thereby protecting and enhancing service and infrastructure opportunities for the west of Scotland.

5. Committee action

The Committee is recommended to:

- Note the contents of this report; and
- Approve the response at Appendix 2 for submission to the DfT and Rail North.

6. Consequences

Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>None.</i>
Personnel consequences	<i>None.</i>
Social Inclusion consequences	<i>Protecting and enhancing connections to the north of England from communities in the west of Scotland is vital in addressing social and economic exclusion.</i>
Risk consequences	<i>None.</i>

Name Eric Stewart

Title Assistant Chief Executive
(Operations)

Name Gordon Maclellan

Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.

Appendix 2

Franchise objectives

Northern	TPE
Help the economy of the north of England thrive by offering good quality rail services for travellers across the region, with service levels that are appropriate to demand and provide sufficient passenger capacity, all while working within the affordability constraints on public funding	Help the economy of the north of England to thrive by offering competitive inter-regional rail services between urban centres, providing sufficient passenger capacity and expanding rail's mode share
Realise the benefits from rail investment in the north of England, ensuring the successful delivery of journey time, frequency, reliability and connectivity benefits for passengers	Realise the benefits from rail investment in the north of England, ensuring the successful delivery of journey time, frequency, reliability and connectivity benefits for passengers
Deliver excellence in customer service through all aspects of the passenger journey, including consistently high standards of performance and efficiency in the operation of train services	Deliver excellence in customer service through all aspects of the passenger journey, including consistently high standards of performance and efficiency in the operation of train services
Secure efficiencies in operation of the franchise through innovative and transformational approaches to operations, retailing and customer service, and at a whole-industry level by working in partnership across the rail industry	Secure whole industry efficiencies and help reduce overall industry costs by working in partnership across the rail industry
Support local communities to help deliver local transport integration, local regeneration and investment at and around stations	Support local communities to help deliver local transport integration, local regeneration and investment at and around stations
Improve social and environmental sustainability to reduce carbon emissions, use resources efficiently and build skills and capability within the business and supply chain	Improve social and environmental sustainability to reduce carbon emissions, using resources efficiently, and building skills and capability within the business and the supply chain

Appendix 3

DRAFT

TPE/Northern consultation

Response by Strathclyde Partnership for Transport (SPT)

About SPT

Strathclyde Partnership for Transport is the Regional Transport Partnership for the west of Scotland, established by the Transport (Scotland) Act 2005. SPT is a partnership of 12 councils and has a range of planning, operational and project delivery responsibilities. For planning, SPT prepares the statutory Regional Transport Strategy, which guides transport development and investment in our area. Operationally, SPT runs the Subway and various bus stations across the region, including Scotland's biggest, Buchanan Bus Station. SPT also provides support for socially necessary and demand responsive bus services. Regarding project delivery, SPT's key current initiatives are: Subway Modernisation, a circa £290m programme of improvements across the Subway network, Fastlink, a high quality bus system between the centre of Glasgow and the New South Glasgow Hospitals campus; and the Bramble Smartcard, already delivered on the Subway, and we are looking to roll out this out across other modes over coming years.

Specifically for rail, SPT works with industry partners and councils to deliver improvements across the network in the west of Scotland, including park and rides (e.g. Croy, the biggest in Scotland), new stations (we are in the process of working with partners to deliver a new rail station at Robroyston in Glasgow), and redevelopments (SPT was a partner in the refurbishment of Dalarnock station). SPT also works with partners to seek service, integration and infrastructure improvements across the network. For example, we are working with ScotRail to improve the integration between the bus and rail stations at Hamilton Interchange. Furthermore, SPT chairs the West of Scotland Rail Forum, members of which include Transport Scotland, Network Rail, ScotRail and the Association of Community Rail Partnerships.

More information on SPT is available at www.spt.co.uk.

Key Points

In principle, SPT welcomes the approach adopted by the DfT and Rail North regarding moves towards a decentralised approach to both franchises, which will create greater local involvement and democratic accountability, and, in turn, hopefully improved services and infrastructure for communities in the north of England and in Scotland. We are guided that Transport Scotland is an 'observer' in the refranchising process and while this is welcome, we believe that this status should be upgraded to a more formal, involved footing. Indeed, there is an argument for greater involvement of the relevant Regional Transport Partnerships and local authorities of Scotland in the TPE refranchising and management process.

In amplification of this, SPT would highlight that the importance of the cross-border connections provided by the TPE franchise could have greater recognition within the consultation and refranchising process. These services are vitally important for the economies of both the north of England and the towns and cities served in Scotland. For example, while the north of England is mentioned in the objectives for the TPE franchise, Scotland is not. This oversight is a fundamental error and, while acknowledging the obvious importance of the north of England for the TPE, the Scottish connections are just as important for communities and business on both sides of the border.

It is vital that the above points are taken into account in developing the TPE refranchise as, if they are not, an unintended consequence may be that the scenario may arise whereby the future operator – in both their bid and throughout their franchise operation – naturally focuses on services in the north of England as that was what the tender process prescribed them to do. This situation would be entirely unacceptable for Scotland and a remedy for this potential scenario should be sought now, not before it is too late.

Regarding the technical detail of the TPE franchise, the key points SPT would wish to make are that an objective of the new franchise should be to achieve a Glasgow/Edinburgh – Manchester journey time of 3 hours or better, and that a 2 hourly frequency to both Glasgow and Edinburgh should be maintained. Opportunities to explore direct trains from Glasgow and Edinburgh to Liverpool should also be explored.

SPT further believes that a minimum service frequency should be set for stations on the line – in the SPT area, Motherwell and Carstairs – to ensure vital services are maintained for communities along the line. There is also further opportunity to develop Motherwell station, as it is a key station for travellers from North and South Lanarkshire, and from the south and east Glasgow area.

We would make the following comments and responses on both the Consultation document as well as the specific questions asked (as the Northern franchise does not directly serve Scotland, our comments are limited to TPE).

General Comments:

P9: (14) Interface (as well as timing and other potential constraints) with ScotRail services should also be a consideration as regards the ScotRail franchise but also operationally, potentially at Carstairs and Motherwell.

P11: Tab 1.1 Franchise objectives – TPE – Help the economies of the north of England, *and central the central belt and southern parts of Scotland*

P19: Tab 2.1 Scotrail routes – not just Carlisle-Dumfries-Glasgow but also the Glasgow-Carstairs-Edinburgh-N. Berwick, and the Argyle Line and lines into Glasgow.

P25: 2.39 Community Rail – reference should be made in this section to Community Rail Partnerships in Scotland.

P68: 7.11-7.14 Smart and Integrated Ticketing – reference should be made within this section to the moves to adopt smartcard in Scotland, specifically SPT's ITSO-compliant Subway smartcard (launched in late 2013) which we are currently working on to roll-out to other modes, including rail and thereby potentially including the TPE.

Responses to Questions:

FID 1: The TPE is vital for maintaining and growing the economies of the areas it serves; for our area, the links to Glasgow and North Lanarkshire are important for developing mutually beneficial business opportunities in the north of England. Furthermore, faster journey times, higher quality (and faster) trains, and attractive pricing will all have an impact on demand for travel on the TPE. The attractiveness of Manchester Airport will be a key factor. It should also be noted that air travel accounted for circa 170k journeys in 2013 between Gla/Ed – Manchester – up around 12k from the previous year.

DTD 1: Motherwell Station requires improvement given the number of operators, and the catchment. The current station requires to be upgraded to become an attractive hub station for the large surrounding conurbation

DTD 2: Scottish Stations Fund should be applied to for part funding of improvements at Motherwell. Partners could include SPT, operators and councils. This should be encouraged to contribute to improvements at Motherwell.

TPE1: While flexibility in the specification is welcome as it allows bidders to exercise their commercial instinct to develop the service, the unintended consequence could be that ‘smaller’ stations (e.g. Motherwell, Carstairs, Lockerbie, Penrith, Oxenholme) could lose service levels. SPT would suggest that minimum service levels could be set at these locations to ensure that smaller communities (with wider catchments in some cases, like Motherwell) can access fast services to major population centres.

TPE 2: There should be efforts within in the new franchise to improve arrival and departure times from Glasgow, Edinburgh and other stations in Scotland. The current arrangements are unsatisfactory for they business user – the last southbound departure from Glasgow to Manchester is currently 1706hrs – and these must be improved in the new franchise.

NTP 3: An increase in services to/from Liverpool from west central Scotland would be welcome.

NW 1: Regarding re-mapping and the transfer of Blackpool, Windermere and Barrow-in-Furness services to the Northern Rail franchise, SPT would agree that these services have perhaps more in common with the Northern Rail type franchise but would seek to ensure that connections, through-ticketing (including smart-ticketing options) as well as special offers etc. are not adversely impacted by the split of franchise responsibilities.

NW 2: As regards connections for Windermere and Barrow we would suggest that all reasonable steps are taken to ensure reasonable connection times can be achieved. This should be supported by the highest possible standard passenger information systems for all operators (incl. Northern, TPE, Virgin etc.) in order to best inform and facilitate all passenger connection opportunities.

NW 3: As regards equalisation of Preston-Glasgow/Edinburgh services on the WCML we would note that the market on the WCML serves west central Scotland from points in South East and Central England as well as from NW England – and is both a mature and growing market. The rail market between south east England to Edinburgh is already substantially met by ECML services. Equalisation of Preston-Edinburgh/Glasgow services would appear to be “robbing Peter to pay Paul” without substantial commercial evidence that the NW England to Edinburgh market has latent or unmet demand. Preferable alternative options which, in SPT’s opinion, could be considered might be to split trains at Carlisle or, perhaps more efficiently, at Carstairs, to serve both Scottish conurbations. A speculative timetable alteration could adversely impact on the efficiency and attractiveness of both Virgin WCML, and TPE services. A better indication of demand will become apparent when TPE trips are accelerated, using Class 350 performance standards.

OTH1:

Rolling Stock – Capacity on existing TPE services is limited, and whilst it has increased recently with new longer electric units, the capacity is still substantially lower than comparable long distance rail operators provide. If the TPE service is to be considered truly Inter-City Express it should have units which can substantially fulfil such a purpose. The current rolling stock is more akin to a regional express service and whilst calls at more local stations have an important role to play in the services provided within the TPE franchise there are a substantial number of long distance journeys (c. 50-100 miles) undertaken on the routes provide. There is potentially a contradiction in being local as well as long-distance express, but new and more appropriate rolling stock, or combinations of rolling stock, should better serve the current, as well as generate on increasing, market.

Stations – Potentially operation of Lockerbie station could be included within the terms of the TPE franchise but SPT does not have a strong view regarding this.

Capacity and Crowding – As per Rolling Stock comments above – SPT would re-iterate the need for additional capacity – not just to improve the travelling experience for current users, but also to grow the market without the need to potentially charge premium fares as a form of demand management.

Interface with other Franchise operators – Given the distances and time involved on many TPE trips a degree of flexibility should be built into the franchise to permit joint ticketing opportunities to be available when operational issues arise. Whilst being mindful of the implications for passengers

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and other operators, the use of smart-card ticketing etc. should enable proper auditing of any ticketing flexibility either on an ad-hoc or emergency basis or as part of a more regulated arrangement.

Longer term implications for High Speed rail service – The proposed TPE franchise period will expire prior to any High Speed services being initiated.