

[REDACTED]

From: [REDACTED]
Sent: 08 July 2011 17:14
To: Fairweather S (Sharon)
Cc: [REDACTED]
Subject: FW: FETA & TRBJB 2011 Spending Review Update
Attachments: FETA - final outturn update (with reduction in reserve) 2010_11 - 10 May 2011.obr;
RE: FETA Final Outturn Update 2010/11; FETA & TRBJB - SR2011 initial projections - 8 July 2011.obr; FETA & TRBJB - SR2011 initial projections - 8 July 2011.xls

Sharon,

With apologies for the delay in replying, I attach an updated spreadsheet in response to your e-mail below about the SR for FETA and TRBJB.

Using Spending Review returns from last year, I have sought to record all commitments, which I also now take to include FETA's Southern Anchorages Investigation and the Tay's Pier Collision protection project (recent submissions refer), whilst using the latest updated information for those projects. The Viaduct Bearings profile is my own estimate, made with reference to FETA's 2010/11 Quarter 4 return, attached.

Referring back to the 2010 SR return, I have included "resurface main span south" and "removal of Dropped Object Canopy" as these were previously flagged up as essential / important. I am not aware of any other committed - or essential - items for Tay.

For FETA and TRBJB, in 2013/14 for example, there are commitments of £8.1M, with potential essential works of £8.07M.

I was contacted late on Friday by [REDACTED] Engineer to the TRBJB, who has confirmed that the estimate for the Pier Collision Works has been revised down to **£19.1M** from £19.6M. I have included this change in the profile, with an explanation of the approach used. It is expected that this figure will fall still further because the design to be used has been agreed upon, but any final assurances on this will only be given over the next year or so.

Only once contact is made with FETA and TRBJB for this year's SR, will we have most up to date information.

This return has been agreed with Cameron Gair, other than a late correction to the Viaduct Bearings figure & the PCI change.

Spending Review returns for FETA and TRBJB will from now on be handled by the Bridges team, following the transfer of responsibility for FETA and TRBJB to them.

I hope this is helpful.

[REDACTED]



[REDACTED]

[REDACTED]

From: Fairweather S (Sharon)
Sent: 13 June 2011 21:19
To: Transport Scotland Directors
Cc: Middleton DF (David); PS/Transport Scotland; Shedden L (Lee) (TRANS); [REDACTED]
[REDACTED]
Subject: SR2011 - spend projections
Importance: High

Directors

As mentioned at recent Senior Management meetings, whilst we have yet to receive guidance from the centre on the processes to be followed, I would like to get started on this year's spending review work.

The purpose of this initial exercise is to establish our current base forecast for the next three years. This should not be seen as an opportunity to bid for a lot of additional funding but we do need to get a realistic picture of the potential costs we may be facing. The work that was undertaken for the spending review in 2010 should act as a good starting point, along with the work undertaken on manifesto commitments. To that end I would appreciate it if you could arrange for the completion of your relevant section of the attached spreadsheet.

The following should be noted in completing the worksheets:

- 1) Current expenditure - this should be the forward forecast of our current expenditure assuming no additional specific steps are taken with regards to new cost savings other than the follow-through effect of savings schemes already agreed or instigated in the current year. So where we have rising resource costs within current contracts (e.g. ferries / Scotrail franchise etc) these should be shown here. For capital spend this should be our (and where applicable our sponsored bodies) legally committed schemes only (as at the end of this financial year). (If it is helpful to break down some of the elements of spend, additional lines can be added.)
- 2) Essential new pressures - pressures which we know are unavoidable - this will principally relate to capital which is not yet legally committed but will be required e.g. essential maintenance for HIAL / FETA etc. and additional investment in the maintenance of the trunk road network.
- 3) Manifesto commitments - additional commitments which we know are political priorities not included within 1) and 2) above. There may be a degree of judgement required here, both in terms of scope and timing.

It is not necessary to provide detailed back-up to the figures, but use should be made of the comments sections to aid understanding of how the figures have been derived and key constraints / assumptions applied.

Please return completed spreadsheets to me by Friday 1st July.

Any queries, please do not hesitate to ask.

Thanks

Sharon

<< File: SR2011 Initial Projections v1 13 June 11.xls >>



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