
Decision Session – Cabinet Member for City Strategy

28 June 2011

Report of the Director of City Strategy

City Strategy Capital Programme – 2010/11 Outturn Report

Report Summary

1. The purpose of this report is to inform the Cabinet Member of the outturn position for schemes in the 2010/11 capital programme, including the budget spend to 31 March 2011, and the progress of schemes in the year.
2. The report also informs the Cabinet Member of any variations between the outturn and the budget, and seeks approval for funding to be carried forward to 2011/12 subject to the approval of the Executive.

Recommendations

3. The Cabinet Member is requested to:
 - i) Note the progress achieved in delivering schemes in the capital programme as indicated in the Annexes.
 - ii) Approved the proposed carryovers as outlined in paragraphs 25 to 30, subject to the approval of the Cabinet.

Reason: To enable the effective management and monitoring of the council's capital programme.

Background

4. The City Strategy Capital Programme is made up of the Planning & Transport, Economic Development, and Property Capital Programmes. The Accommodation Review and the Stadium schemes being progressed by the City Strategy Directorate are reported separately.
5. The Planning & Transport Capital Programme budget for 2010/11 was confirmed as £7,000k at Full Council on 25 February 2010, and was finalised on 6 July 2010 when the Cabinet Member was presented with the consolidated capital programme, which included all work that had carried over from 2009/10, and the changes to the programme following Government funding cuts announced in June 2010. A number of amendments to the programme were also made at the Monitor 1 and

Monitor 2 reports to Decision Session in September and December, and the Monitor 3 Capital Programme Report to the 15 February Executive meeting.

6. As a result of these adjustments, the current approved budget for the Planning & Transport Capital Programme for 2010/11 is **£5,926k**, which includes £2,236k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Regional Funding Allocation (RFA) Supplementary Grant, developer contributions, and other grant funding. This represents the budget available to spend, and is therefore net of the overprogramming built into the Local Transport Plan element of the programme, which is used to ensure the available funding is fully spent in each year.
7. The Planning & Transport Programme also includes £182k of funding from Council Resources for the maintenance of the City Walls.
8. The Property Capital Programme has a budget of £1,264k in 2010/11, which is funded from capital resources.
9. The Economic Development capital budget of £35k is also included within the overall City Strategy Capital Programme.
10. Table 1 shows the current approved capital programme.

Table 1: Current Approved Capital Programme

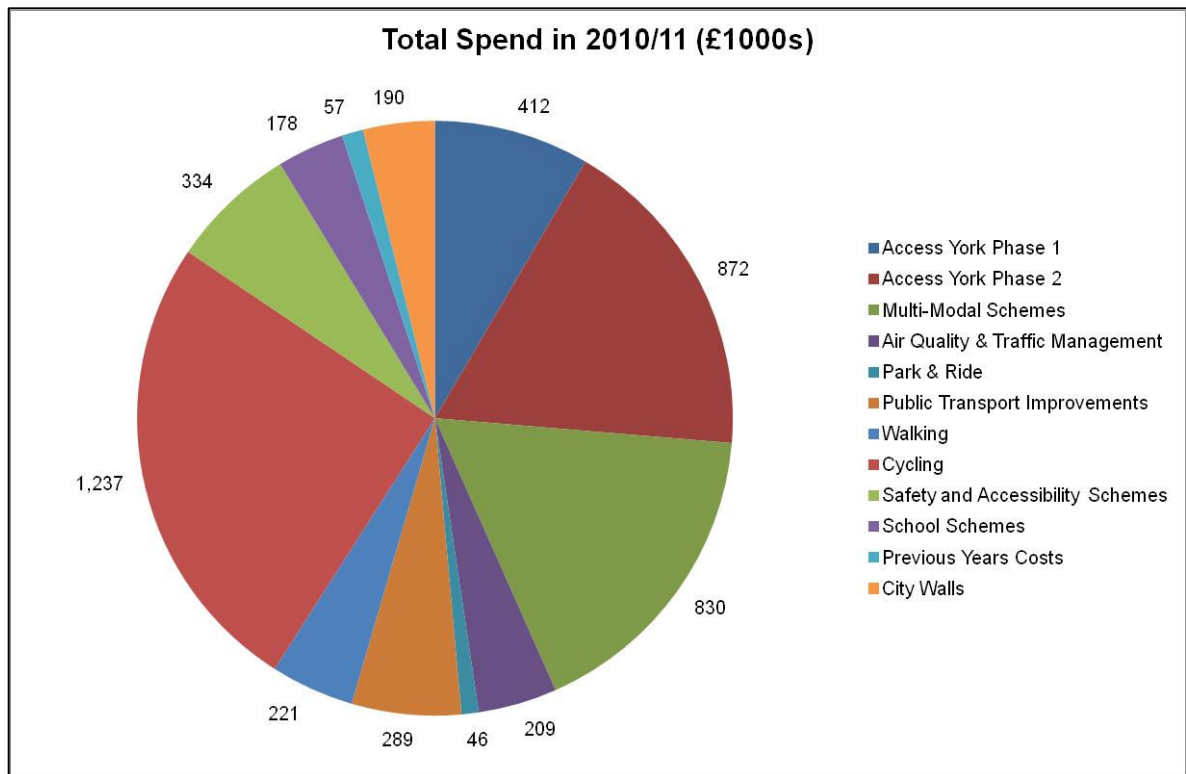
	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Original P & T Capital Programme	7,000	6,910	90
Transport Variations approved at July Decision Session	-1,144	-1,236	+92
Changes approved at September Decision Session	+20	+20	
Changes approved at December Decision Session	+110	+50	+60
Changes approved at Monitor 3 report	-60		-60
Current Approved P & T Capital Programme	5,926	5,744	182

	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Original Property Capital Programme	1,336		1,336
Property Variations approved at July Decision Session	+677		+677
Changes approved at September Decision Session	+77		+77
Changes approved at December Decision Session	-60		-60
Changes approved at Monitor 3 report	-766		-766
Current Approved Property Capital Programme	1,264		1,264
Original Economic Development Capital Programme	93		93
Changes approved at December Decision Session	-58		-58
Current Economic Development Capital Programme	35		35
Current Approved City Strategy Capital Programme	7,225	5,744	1,481

*External funding refers to government grants, non government grants, other contributions, developer contributions and supported capital expenditure.

Summary of Key Issues

11. Against the approved **Planning & Transport** budget of £5,926k in 2010/11, there is an outturn of £4,875k, a net underspend of £1,051k (18%). This is a relatively high level of underspend compared to previous years, and is principally caused by the delays to the A19 Roundabout Improvements scheme, the delay in the delivery by East Coast of the Station access ramps and the lower cost of several of the larger cycling schemes in the programme.
12. In previous years additional resources may have been introduced to speed up delivery on other schemes and deliver full spend. This was not considered appropriate for 2010/11 as it would have increased the impact of the already substantial reduction in budget in the following year.
13. The following graph shows the total spend in the 2010/11 capital programme for each block within the programme.



14. Over 90 schemes have been progressed in the year ranging from £2k to £1.2m in value, with 24 schemes accounting for approximately 84% of the programme. For many schemes feasibility studies and other preparatory works had to be undertaken within the year, leading to an expectation that many of the projects would be delivered towards the end of the year. Despite the poor weather in December, many of the schemes on the ground were substantially complete at the end of March.

15. A substantial amount of work has been progressed in the year including the following larger schemes:

- New traffic signals at the Blossom Street/Queen Street/ Micklegate/ Nunnery Lane junction, including a new pedestrian crossing across Blossom Street; advanced green signal for cyclists at Queen Street, and amendments to the road layout to improve the left turn from Blossom Street to Queen Street.
- Completion of the improvements to Fulford Road between Hospital Fields Road and Heslington Lane, including new on-road and off-road cycle facilities and bus priorities.
- Improvements along Fishergate between Cemetery Road and Fishergate School, including two new zebra crossings, footway widening, and a new 20mph limit.
- Construction of a secure cycle parking facility at the former electricity sub-station by Lendal Bridge.
- Construction of new cycle facilities along the three missing sections of the orbital cycle route in the James Street, Kingsway North and Hob Moor areas.

- New cycle facilities on Wigginton Road between Clarence Street and Vyner Street.
- New right turn lane and pedestrian refuge island constructed at the A19/ Main Street Deighton junction.

16. The outturn figures and proposed changes to the approved budget are indicated in Table 2 below. Additional information regarding progress on individual schemes is provided in the Annexes to the report.

Table 2: Outturn and Variation to Future Budgets

Gross City Strategy Capital Programme	2010/11	Variation to 2011/12 Budget	Paragraph Ref
	£000s	£000s	
Current Approved Capital Programme	5,926		
Adjustments:			
Developer Contributions	-350	0	28
Grant Funding	-40	0	29
Reprofiling:			
CYC Funding – City Walls	+8	-8	30
RFA Funding	-669	+669	27
Outturn	4,875	+661	

Scheme Specific Analysis

17. Details of the progress on all schemes in the Planning & Transport Capital Programme can be found in Annexes 1 and 2. The spend against each scheme is compared to the programme allocations, which included overprogramming of £197k across the whole programme; i.e. there would have been an overspend of £197k if the outturn of all schemes was equal to the programme allocations.

Consultation

18. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework and was agreed by the council on 25 February 2010. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Corporate Priorities

19. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.

20. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the Corporate Strategy.
21. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
22. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the improvements to the Park & Ride service will assist the economy by reducing the impact of congestion.
23. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

Implications

24. The report has the following implications:
- **Financial** – See below
 - **Human Resources (HR)** – There are no HR implications in 2010/11, but it is anticipated that there will need to be significant staff reductions in 2011/12 due to the substantially lower Integrated Transport budget.
 - **Equalities** – There are no equalities implications
 - **Legal** – There are no legal implications
 - **Crime and Disorder** – There are no crime and disorder implications
 - **Information Technology (IT)** – There are no IT implications
 - **Property** – There are no property implications
 - **Other** – There are no other implications

Financial Implications

25. The approved 2010/11 Planning & Transport capital programme budget was £5,926k. The actual spend in the year was £4,875k, an underspend of £1,051k (18%). Note: There is a variation between the outturn in this report and the outturn figures reported for capital at a corporate level. This is because some of the more resource intensive activities in the programme have been funded from the s106 account and legitimately appear in the corporate revenue outturn.
26. The proposed funding sources for the budget, subject to approval by the Executive, are shown in the following table.

Planning & Transport Capital Programme	Budget	Outturn	Variation
	£000s	£000s	£000s
LTP Settlement	2,236	2,236	0
Regional Funding Allocation	1,680	1,011	-669
Developer Contributions	650	300	-350
Cycling City Grant	1,055	1,055	0
CYC Resources – City Walls	182	190	+8
Other Grant Funding	123	83	-40
Total	5,926	4,875	-1,051

27. It is proposed to carryover the unused Regional Funding Allocation (£669k) into 2011/12. This will be used to fund the remainder of the contribution to the access ramps to the station and the completion of the A19 Roundabout Improvement scheme. Both schemes are planned to be finished in June 2011.
28. It is proposed to return the unused s106 funds (£350k) to the s106 account for use in future years.
29. The grant funding provided was from a variety of sources, including contributions from Ward Committees and Parish Councils. However, the amount of Freeflow funding available to support the Urban Traffic Management & Control programme was lower than originally expected.
30. It is proposed to reduce the 2011/12 City Walls budget allocation at the Consolidated Report stage to fund the slight overspend on the City Walls budget in 2010/11.
31. Details of the schemes in the **Property Capital Programme** and their outturn are included in Annex 3. It is proposed to carry forward the underspent funds from 2010/11 to the 2011/12 Property Capital Programme.

Property Capital Programme	Budget	Outturn	Variation
	£000s	£000s	£000s
Total	1,264	1,061	-203

32. The Economic Development capital programme provided £35k of CYC funding for the new Visit York Tourist Information Centre on Museum Street, which was opened in May 2010.

Risk Management

33. There are no anticipated risks associated with the recommendations in this report. The report is a record of achievements of the year and the proposed method of funding.

Author:

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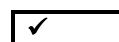
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Report Approved**Date**

16 June 2011

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Specialist Implications Officer(s) N/A**Wards Affected:** List wards or tick box to indicate all**All****For further information please contact the author of the report****Background Papers**

City Strategy Capital Programme: 2010/11 Budget Report – 2 March 2010
City Strategy Capital Programme: 2009/10 Outturn Report – 1 June 2010
City Strategy Capital Programme: 2010/11 Consolidated Report – 6 July 2010
City Strategy Capital Programme: 2010/11 Monitor 1 Report – 7 September 2010
City Strategy Capital Programme: 2010/11 Monitor 2 Report – 7 December 2010

Annexes

Annex 1: 2010/11 City Strategy Capital Programme Scheme Progress Report
Annex 2: City Strategy Capital Programme Outturn Spreadsheet
Annex 3: Property Capital Programme Scheme Progress Report