

Cabinet Member for Transport

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme – 2014/15 Consolidated Report

Summary

1. This report identifies the proposed changes to the 2014/15 City and Environmental Services Capital Programme to take account of carryover funding from 2013/14.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections, and provides details of the 2013/14 CES Capital Programme outturn.

Recommendations

3. The Cabinet Member is requested to:
 - i. Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
 - ii. Approve the increase to the 2014/15 CES capital programme budget, subject to the approval of the Cabinet.
 - iii. Note the outturn figures and scheme progress set out in Annexes 3 and 4 for the 2013/14 capital programme

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

Background

- The CES Transport Capital Programme budget for 2014/15 was confirmed as £7,637k at Full Council on 27 February 2014, and details of the programme were presented to the Cabinet Member at the April Decision Session meeting. The programme includes the Integrated Transport and CES Maintenance budgets, and includes £2,823k of Local Transport Plan funding, plus other funding from the Local Sustainable Transport Fund grant, the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
- Table 1 shows the current approved capital programme.

Table 1: Current Approved 2014/15 Capital Programme

	Gross Budget	External Funding*	Capital Receipts
	£1,000s	£1,000s	£1,000s
Planning & Transport Budget	7,637	7,262	375
Current Approved CES Capital Programme	7,637	7,262	375

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

- As stated in the 2014/15 Capital Programme Budget Report, this is a significantly lower level of funding than was available in 2013/14, due to the additional funding from the Department for Transport for the Access York Phase 1 scheme in 2013/14.
- A number of amendments need to be made to the current capital programme in order to take account of carryover funding and schemes from 2013/14, additional funding available in 2014/15, and changes to scheme budgets to reflect the latest cost estimates and delivery projections.
- Details of the 2013/14 Capital Programme outturn are provided in Annex 3 to this report, and Annex 4 shows the spend against each scheme during 2013/14, and the status of schemes at 31 March 2014. Key schemes progressed in 2013/14 include the Access York Phase 1 scheme, work to improve public transport interchanges in the city centre, and the new 20mph limit in the west of York.

Key Issues

9. Following a successful bid to the Department for Transport, the council has been awarded £99k grant funding from the Clean Bus Technology fund. It is proposed to add this funding to the 2014/15 capital programme to carry out work to reduce emissions from public transport.
10. A review of the Section 106 funding available for transport schemes has been carried out, and it is proposed to reduce the Section 106 funding allocation in the 2014/15 programme by £264k, as most of the available funding is committed to schemes planned for future years.
11. Due to delays to a number of schemes in the 2013/14 capital programme, there is £5.7m of funding to be carried forward to 2014/15. The majority of this funding is from underspends against the Access York scheme, which was delayed due to poor ground conditions and utility diversion work, and underspends against the Better Bus Area Fund programme, as several of the Better Bus schemes were delayed in 2013/14.
12. There were also underspends against the Local Transport Plan, the Local Sustainable Transport Fund, the A19 Pinchpoint scheme grant funding, and CYC Resources (for the City Walls Restoration and Alleygating schemes) in 2013/14, which have been carried forward to 2014/15 as detailed below.
13. The current budget and proposed adjustments are shown in Table 2.

CES Capital Programme	2014/15 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	7,637	
Adjustments:		
Section 106 Funding	-264	22
Grant Funding	+99	26
Reprofiling:		
Local Transport Plan - Other	+311	20
Local Transport Plan – Access York	+694	21
Access York Funding	+3,034	21
Local Sustainable Transport Fund	+465	23
Better Bus Area Fund	+986	24
Grant Funding – A19 Pinchpoint	+119	25
Grant Funding – OLEV Grant	+23	27
Grant Funding – Alley-gating	+10	27
CYC Funding – Pay on Exit Car Parking	+25	28
CYC Funding – City Walls	+50	28
CYC Funding – Alley-gating	+15	28
Revised CES Capital Programme	13,204	

14. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

15. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 27 February 2014. While consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows

the principles of the Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

16. The Cabinet Member has been presented with a number of amendments to the programme of works for approval. These amendments are required to ensure the schemes are deliverable within funding constraints, whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

17. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
 - Increased allocation for the Access York Phase 1 scheme to include carryover funding from 2013/14, due to delays to scheme progress in 2013/14.
 - Addition of grant funding from the Clean Bus Technology fund, following a successful bid to the Department for Transport.
 - Amendments to the Section 106 funding included in the programme following a review of available funding.
 - Amendments to the Better Bus Area Fund programme to include carryover funding from 2013/14, due to delays to the Interchange schemes and the Clarence Street bus priority scheme in 2013/14.
 - Amendments to the Local Sustainable Transport Fund programme to include carryover funding from 2013/14 due to delays to the Off-Bus Ticket Machines, the Haxby-Clifton Moor Cycle Route, and the Jockey Lane Cycle Route schemes.
 - Addition of carryover grant funding for the A19 Pinchpoint scheme, the installation of Rapid Charging Posts, and the Alleygating programme.
 - Addition of carryover CYC Resources funding for the Pay on Exit car parking scheme, the City Walls Restoration programme, and the Alleygating programme.

Council Plan

18. The CES Capital Programme supports the following:
- Get York moving: improvements to the city's transport network, through the schemes included in the capital programme, will contribute to the aim of providing an effective transport system that lets people and vehicles move efficiently around the city and promotes modal shift.
 - Protect the environment: encouraging the use of public transport and other sustainable modes of transport will contribute to cutting carbon emissions and improving air quality.

Implications

19. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – There are no Human Resources implications.
 - (c) **Equalities** – There are no Equalities implications.
 - (d) **Legal** – There are no Legal implications.
 - (e) **Crime and Disorder** – There are no Crime & Disorder implications.
 - (f) **Information Technology (IT)** – There are no IT implications.
 - (g) **Property** – There are no Property implications
 - (h) **Other** – There are no other implications

Financial Implications

20. The total underspend against the Local Transport Plan allocation in 2013/14 was £1,005k, which included £694k allocated for the Access York scheme (see below) and £311k of funding for other schemes. It is proposed to carry the £311k funding forward to 2014/15 for the VMS Upgrade scheme, the Electric Vehicle Rapid Charging Posts scheme, and the Pay on Exit car parking scheme in 2014/15, following delays to these schemes in 2013/14.
21. The total underspend against the Access York Phase 1 scheme in 2013/14 was £3,728k, as progress on the scheme was delayed in 2013/14. It is proposed to carry this funding forward to 2014/15 to fund the completion of the Access York

scheme. The carryover funding includes Local Transport Plan (£694k), Economic Infrastructure Fund (£2,919k), Section 106 funding (£10k), and CYC Resources funding (£105k).

22. It is proposed to remove £264k of section 106 (s106) funding from the 2014/15 programme, following a review of available Section 106 for transport schemes. The remaining section 106 funding has been allocated for the Clifton Moor Pedestrian and Cycling scheme, and the new footbridge over the River Foss at Earswick.
23. It is proposed to increase the Local Sustainable Transport Fund allocation by £465k to include funding carried forward from 2013/14 to fund the Off-Bus Ticket Machines, the Haxby to Clifton Moor cycle route, and the Jockey Lane cycle route schemes, due to delays to these schemes in 2013/14.
24. It is proposed to increase the Better Bus Area Fund (BBAF) allocation by £986k to include funding carried over from 2013/14, due to underspends against a number of BBAF schemes in the year, including delays to the Clarence Street bus priority scheme, delays to the Rougier Street Interchange scheme, and delays to the Exhibition Square improvements being progressed as part of the Reinvigorate York programme.
25. As feasibility and design work on the A19 Pinchpoint scheme was delayed in 2013/14, it is proposed to add the £119k carryover funding to the 2014/15 programme. The allocation in 2014/15 for the scheme also includes match-funding from the Local Transport Plan grant.
26. Following a successful bid to the Department for Transport, it is proposed to add £99k grant funding from the Clean Bus Technology fund to the 2014/15 programme for work to reduce emissions from public transport.
27. The remaining grant funding for the Electric Vehicle Rapid Charging Points and the Alleygating scheme will also be carried forward to 2014/15 to allow work on these schemes to be completed.
28. Funding from CYC Resources will be carried forward to 2014/15 to fund completion of the Pay on Exit car parking

scheme, the City Walls Restoration scheme, and the programme of Alleygating across the city.

29. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2014/15 would be **£13,558k** including overprogramming. The overprogramming would increase to **£354k**, which is considered appropriate for the level of funding available (excluding the Access York budgets) at this stage in the year. The budget would increase to **£13,204k**, and would be funded as follows:

Table 3: Revised 2014/15 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan – Other	1,750	+311	2,061
Local Transport Plan – Access York	573	+694	1,267
CYC LTP Top-up Funding	500	-	500
Section 106 Funding	300	-264	36
Access York – EIF Funding	331	+2,919	3,250
Access York – Section 106 Funding	100	+10	110
Access York – CYC Funding	948	+105	1,053
Local Sustainable Transport Fund	182	+465	647
Better Bus Area Fund – DfT	-	+314	314
Better Bus Area Fund – EIF	798	+672	1,470
A19 Pinchpoint Grant Funding	1,780	+119	1,899
Grant Funding (OLEV)	-	+23	23
Grant Funding – Clean Bus Technology	-	+99	99
Grant Funding (Alleygating)	-	+10	10
CYC Funding (Pay on Exit car parking)	-	+25	25
CYC Funding (City Walls)	290	+50	340
CYC Funding (Alleygating)	85	+15	100
Total Budget	7,637	5,567	13,204

Risk Management

30. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.
31. A risk/contingency allocation has been included in the budget for the completion of the Access York scheme. The risk allowance and overall cost forecast will be regularly reviewed throughout the main contract.

Contact Details

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	Report Approved	√	Date 3 October 2014
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected:		All	✓
For further information please contact the author of the report			

Background Papers:

CES 2014/15 Capital Programme: Budget Report – 10 April 2014

Annexes

Annex 1: 2014/15 Consolidated Report – Amendments to Programme

Annex 2: Current and Proposed Budgets

Annex 3: 2014/15 Consolidated Report – Details of 2013/14 Outturn

Annex 4: 2013/14 Capital Programme Outturn