

**Decision Session – Executive Member for
Transport & Planning**

14 July 2016

Report of the Director of City and Environmental Services

**City and Environmental Services Capital Programme – 2016/17
Consolidated Report**

Summary

1. This report identifies the proposed changes to the 2016/17 CES Transport Capital Programme to take account of carryover funding and schemes from 2015/16.

Recommendations

2. The Executive Member is asked to:
 - 1) Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
 - 2) Note the increase to the 2016/17 CES Transport Capital Programme budget, subject to the approval of the Executive.

Reason: To enable the effective management and monitoring of the Transport Capital Programme.

Background

3. The CES Transport Capital Programme budget for 2016/17 was confirmed as £3,793k at Full Council on 25 February 2016, 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 is funded through the Local Transport Plan (LTP) grant, the Better Bus grant, the Department for Transport's Local Pinch Point Funding (Tranche 3) grant, developer contributions, and council resources.

4. Table 1 shows the current approved capital programme

Table 1: Approved 2016/17 Transport Capital Programme

	Gross Budget	External Funding	Capital Receipts
	£1,000s	£1,000s	£1,000s
Transport Capital Programme	3,793	3,110	683
Current Approved CES Capital Programme	3,793	3,110	683

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

5. A number of amendments need to be made to the current capital programme in order to take account of carryover schemes and funding from 2015/16, and additional funding available in 2016/17.
6. Details of the 2015/16 Capital Programme outturn were presented to the Executive Member at the June Decision Session meeting.

Key Issues

7. Following a successful bid to the government's Office of Low Emission Vehicles, the council has been awarded £800k grant funding for the installation of rapid charger hubs around the outer ring road and city centre areas. This funding was received in March 2016, and it is proposed to add the funding to the capital programme to allow this work to be progressed in 2016/17.
8. Additional funding is also available from the Better Bus Area 2 grant for schemes to improve public transport in York; from the Economic Infrastructure Fund (EIF) for measures to improve the public realm in the Stonebow/ Peasholme Green area of the city centre; and from developer contributions to allow three schemes to be progressed following feasibility work carried out in 2015/16.
9. Due to delays to a number of schemes in the 2015/16 capital programme, there is £3,160k funding to be carried forward to 2016/17. This high level of underspend was due to delays in progressing some of the larger schemes in the programme; additional DfT funding being received too late in the year to deliver the schemes; and delivery of some schemes under budget.

10. The current budget and proposed adjustments are shown in Table 2.

Table 2: Proposed Adjustments to 2016/17 Transport Capital Programme

CES Capital Programme	Proposed 2016/17 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	3,793	
<u>Adjustments:</u>		
Office for Low Emission Vehicles (OLEV) Grant	+800	21
Section 106	+133	22
Better Bus Area 2	+136	23
Public Realm EIF	+175	25
<u>Re-profiling:</u>		
Local Transport Plan	+1,068	19
A19 Pinchpoint Grant	+113	20
Better Bus Area Fund	+473	23
Clean Bus Technology Grant	+784	24
CYC Funding – Highways	+417	26
CYC Funding – Scarborough Bridge	+305	26
Revised CES Capital Programme	8,197	

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

Options

12. The Executive 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

13. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
 - Addition of carryover funding for payment of the retention for the Access York project, and to fund any outstanding claims that are agreed in 2016/17.
 - Amendments to the Public Transport programme to include the 2016/17 Better Bus Area 2 grant and carryover funding from 2015/16, due to delays to several schemes in the programme.
 - Addition of carryover Clean Bus Technology grant funding for the conversion of tour buses to electric drive, and measures to reduce emissions from school buses.
 - Addition of OLEV grant funding for the provision of rapid charger hubs for electric vehicles.
 - Addition of carryover funding for the A19 Pinchpoint scheme.
 - Addition of funding from the council's Economic Infrastructure Fund for improvements to the city centre.
 - Addition of carryover LTP funding for traffic management schemes, pedestrian and cycling schemes, and safety and speed management schemes, which were not completed in 2015/16.
 - Addition of Section 106 funding to progress three pedestrian/ cycle schemes.
 - Addition of carryover CYC Resources funding for improvements to traffic signals across York, improvements to School Crossing Patrol equipment, and completion of the Vehicle Activated Signs review.

Council Plan

14. The Council Plan has three key priorities:
 - **A Prosperous City For All.**
 - **A Focus On Frontline Services.**
 - **A Council That Listens To Residents**
15. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents.

The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

16. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
17. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

18. The following implications have been considered.
 - **Financial:** See below.
 - **Human Resources (HR):** There are no Human Resources implications.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.
 - **Information Technology (IT):** There are no IT implications.
 - **Property:** There are no Property implications.
 - **Other:** There are no other implications.

Financial Implications

19. The total underspend against the Local Transport Plan (LTP) allocation in 2015/16 was £1,068k, which included £150k for the A19 Pinchpoint scheme and £97k for the Access York scheme, plus funding for schemes in the local safety schemes and speed management programmes. It is proposed to add this carryover funding to the 2016/17 capital programme to implement these schemes that were not completed in 2015/16, and to use the remaining funding to reduce the overprogramming from £360k to £129k.

20. It is proposed to add £113k DfT Pinchpoint grant funding to the 2016/17 capital programme to fund the proposed improvements for outbound traffic on the A19 (South).
21. Following a successful bid to the Office of Low Emission Vehicles, it is proposed to add £800k grant funding to the 2016/17 capital programme to fund the installation of new rapid charging points across York.
22. It is proposed to increase the Section 106 allocation by £133k to fund the implementation of three pedestrian/ cycle schemes required as planning obligations in 2016/17, following feasibility work on these schemes in 2015/16.
23. It is proposed to increase the Better Bus Area Fund allocation by £473k to include funding carried over from 2015/16, including funding for the Clarence Street bus priority scheme and improvements at Park & Ride sites. The 2016/17 Better Bus Area grant funding has also been added to the programme to fund schemes to improve public transport across the city.
24. The Clean Bus Technology grant funding for the conversion of tour buses to electric drive and work to reduce emissions from school buses will be carried forward and added to the 2016/17 capital programme to allow these two schemes to be progressed.
25. Funding previously approved by the Executive has been allocated from the council's Economic Infrastructure Fund for improvements to the public realm in the Stonebow/ Peasholme Green area.
26. It is proposed to carry forward funding from CYC Resources to continue the programme of improvements to pinchpoints on the bus network, upgrades to traffic signals across the city, and to fund the council's contribution to the Scarborough Bridge footbridge scheme.
27. If the proposed changes in this report are accepted, the CES Transport Capital Programme budget in 2016/17 would be **£8,197k** and would be funded as shown in Table 3:

Table 3: Proposed 2016/17 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan	1,920	1,068	2,988
A19 Pinchpoint Grant (DfT)	650	113	763
OLEV Go Ultra Low Grant (DfT)	-	800	800
Section 106	300	133	433
Better Bus Area Fund	240	473	713
Better Bus Area 2	-	136	136
Clean Bus Technology Grant (DfT)	-	784	784
Public Realm (EIF)	-	175	175
CYC Resources – Highways	-	417	417
CYC Resources – Scarborough Bridge	333	305	638
CYC Resources – City Walls	350	-	350
Total Budget	3,793	4,404	8,197

Risk Management

28. 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. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks.

Contact Details

Author:

Tony Clarke
Head of Transport
City & Environmental
Services
Tel No. 01904 551641

**Chief Officer Responsible for the
report:**

Neil Ferris
Director – City and Environmental
Services

**Report
Approved**

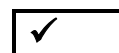


Date 5 July 2016

Specialist Implications Officer(s)

Wards Affected:

All



For further information please contact the author of the report

Background Papers:

CES 2016/17 Capital Programme Budget Report – 14 April 2016
CES 2015/16 Capital Programme Outturn Report – 9 June 2016

Annexes

Annex 1: 2016/17 CES Capital Programme Consolidated Report –
Amendments to Programme
Annex 2: 2016/17 CES Capital Programme Consolidated Report –
Current & Proposed Budgets