

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

**9 February 2017**

Report of the Corporate Director of Economy & Place

**Directorate of Economy & Place Capital Programme – 2016/17  
Monitor 2 Report**

**Summary**

1. The purpose of this report is to set out progress to date on schemes in the 2016/17 Directorate of Economy & Place Capital Programme, including budget spend to the end of December 2016.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

**Recommendations**

3. The Executive Member is requested to:
  - (i) Approve the amendments to the 2016/17 Directorate of Economy & Place Capital Programme set out in Annexes 1 and 2.
  - (ii) Note the reduction to the 2016/17 Directorate of Economy & Place Capital Programme and the movement of funding to 2017/18, subject to the approval of the Executive.

Reason: To enable the effective management and monitoring of the Directorate of Economy & Place Capital Programme.

**Background**

4. The Economy & Place 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 Executive Member at the April Decision Session meeting. The programme was finalised on 14 July 2016 when the Executive Member was

presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2015/16. Further amendments to the programme were made at the Monitor 1 report in October 2016.

5. The current approved budget for the Economy & Place capital programme is £7,151k, which includes the Integrated Transport and 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.
6. Table 1 shows the current approved capital programme.

**Table 1: 2016/17 Economy & Place Capital Programme**

	<b>Gross Budget</b>	<b>External Funding</b>	<b>Capital Receipts</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Transport Capital Programme	3,793	3,110	683
Variations approved at Consolidated Report	4,403	3,681	722
Variations approved at Monitor 1 Report	-1,045	-627	-418
<b>Current Approved Capital Programme</b>	<b>7,151</b>	<b>6,164</b>	<b>987</b>

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

7. The current spend and commitments to the end of December 2016 is £2,630k, which represents 37% of the current budget. This is in line with the anticipated spend profile, as the majority of the expenditure is programmed towards the latter part of the year.

### **Key Issues**

8. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the capital programme, which has allowed more accurate cost estimates to be prepared.

A review of the current programme has been carried out, which has identified a number of schemes where the allocations need to be amended to reflect scheme progress and estimated costs in 2016/17.

9. Additional funding has been received from the Monks Cross shopping centre for the installation of a smart ticket kiosk and real-time display, which will be added to the capital programme to allow the work to be progressed in 2016/17.
10. The allocations for the new bus shelter on Rougier Street, the council's contribution to the new section of road linking Layerthorpe to Heworth Green, the A19 Pinchpoint scheme, and the Scarborough Bridge Improvements scheme, will be reduced and the remaining funding slipped to 2017/18, as progress on these schemes has been delayed in 2016/17.
11. Funding for the installation of charging equipment for electric buses at Park & Ride sites, the installation of Rapid Charger Hubs across York, and the refit of school bus exhausts to reduce emissions will be slipped to 2017/18, as these schemes will not be progressed in 2016/17.
12. Further details on these changes are included in Annex 1 to this report, and the current budget and proposed adjustments are shown in Table 2.

**Table 2: Proposed Adjustments to 2016/17 Economy & Place Capital Programme**

	<b>Proposed 2016/17 Programme</b>	<b>Paragraph Ref</b>
	<b>£1,000s</b>	
<b>Current Approved Capital Programme</b>	<b>7,151</b>	<b>5</b>
<b><u>Adjustments:</u></b>		
Monks Cross Shopping Centre Income	+40	22
<b><u>Re-profiling:</u></b>		
P&R Ultra Low Emission Vehicle Infrastructure (Local Transport Plan grant)	-200	21
Rougier Street Bus Shelter (Better Bus Funding)	-212	23
James Street Link Road Phase 2 (Section 106 funding)	-290	24
Rapid Charger Hubs (Office of Low Emission Vehicles Grant Funding)	-100	25
A19 Pinchpoint Scheme Phase 2 (Local Transport Plan & DfT grant)	-1,063	26
School Bus Exhaust Refits (Clean Bus Technology grant)	-308	27
Scarborough Bridge Footbridge Improvements (CYC Resources)	-45	28
<b>Revised Capital Programme</b>	<b>4,973</b>	

### **Consultation**

13. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 25 February 2016. Although consultation is not undertaken for the capital programme on an annual basis, the programme follows the principles of the Council's Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

## **Options**

14. 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**

15. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
  - Funding for the Park & Ride Ultra Low Emission Vehicle Infrastructure slipped to 2017/18, as the scheme has been delayed following the extension of the Park & Ride contract with First York.
  - Addition of funding for public transport facilities at the Monks Cross shopping centre.
  - Reduced allocation for the Rougier Street Bus Shelter scheme, as the redevelopment work on Roman House will not be completed until summer 2017, preventing the installation of the new bus shelter in 2016/17.
  - Funding for the James Street Link Road Phase 2 scheme to be slipped to 2017/18, as the council's contribution to the scheme will not be required until the work on the new road is completed.
  - Funding for the Rapid Charger Hubs scheme slipped to 2017/18, as the power supply works planned for early 2017 will now be progressed in 2017/18.
  - Reduced allocation for the A19 Pinchpoint scheme (Phase 2), as feasibility and design for the scheme progressed more slowly than anticipated and will now be completed in early 2017/18.
  - Funding for the School Bus Exhaust Refits scheme slipped to 2017/18, as the conversion work to reduce emissions from school buses cannot be progressed until the new school transport contract has been awarded.
  - Reduced allocation for the Scarborough Bridge scheme, as the feasibility and design work being carried out by Network Rail will not be completed until early 2017/18.
  - Minor amendments to budgets for cycling schemes and safety schemes, following a review of cost estimates.

## **Council Plan**

16. The Plan is built around 3 key priorities:
  - **A Prosperous City for All.**
  - **A Focus on Frontline Services.**
  - **A Council That Listens To Residents.**
17. The 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.
18. 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.
19. 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**

20. The following implications have been considered:
  - **Financial** See below
  - **Human Resources (HR)** There are no HR 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**

21. It is proposed to slip £200k LTP grant funding for the Park & Ride Ultra Low Emission Vehicle Infrastructure scheme to 2017/18, as the installation of charging equipment for electric buses at Park & Ride sites has been delayed following the extension of the Park & Ride contract with First York, and no work will be carried out in 2016/17.
22. It is proposed to add £40k funding from the Monks Cross shopping centre to the 2016/17 capital programme for the installation of a smart ticket kiosk and a real-time display at the shopping centre.
23. It is proposed to slip £212k Better Bus Funding for the Rougier Street bus shelter to 2017/18, as the new bus shelter cannot be installed until the developer has finished work on Roman House, which will now be completed in summer 2017.
24. As the new section of the James Street Link Road (from Layerthorpe to Heworth Green) will not be completed until the end of 2016/17, it is proposed to slip £290k of Section 106 funding for the council's contribution to the scheme to 2017/18.
25. It is proposed to slip £100k Office of Low Emission Vehicles (OLEV) grant funding for the installation of rapid charging points across York to 2017/18, as the proposed power supply works planned for early 2017 will now be progressed in 2017/18.
26. The A19 Pinchpoint scheme is mainly funded by a grant from the Department for Transport, with a contribution from the council's Local Transport Plan (LTP) funding. As feasibility and design for Phase 2 of the scheme is ongoing and the scheme will be progressed in 2017/18, it is proposed to slip £300k LTP grant funding and £763k DfT grant funding to 2017/18.
27. It is proposed to slip £308k of Clean Bus Technology grant funding to 2017/18, as the work to reduce emissions from school buses cannot start until the new school transport contract has been awarded.

28. Following revised timescales for the development of the Scarborough Bridge footbridge improvements scheme, it is proposed to slip £45k CYC Resources funding to 2017/18, as the feasibility and detailed design being carried out by Network Rail will be completed in early 2017/18.
29. A number of minor changes are also detailed in Annex 1 to this report, which involve the reallocation of funding between schemes with no change to the overall capital programme budget.
30. Details of the full programme and the spend to 31 December 2016 are shown in Annex 2 to this report.
31. If the proposed changes in this report are accepted, the total value of the Economy & Place Capital Programme in 2016/17 would be **£5,129k** including overprogramming. The overprogramming would remain at £156k, which is considered appropriate for the level of funding available at this stage in the year. The budget would be reduced to **£4,973k**, and would be funded as shown in Table 3.



**Table 3: Current & Proposed Budget**

<b>2016/17 Economy &amp; Place Capital Programme</b>	<b>Current Budget</b>	<b>Proposed Alteration</b>	<b>Proposed Budget</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Local Transport Plan	2,988	-500	2,488
A19 Pinchpoint Grant (DfT)	763	-763	0
OLEV Go Ultra Low Grant (DfT)	100	-100	0
Section 106	505	-290	215
Better Bus Area Fund	713	-212	501
Better Bus Area 2	136	-	136
Clean Bus Technology Grant (DfT)	784	-308	476
Hungate & Peasholme Public Realm	175	-	175
CYC Resources – Highways	417	-	417
CYC Resources – Scarborough Bridge	220	-45	175
CYC Resources – City Walls	350	-	350
Other Funding	-	40	40
<b>Total Budget</b>	<b>7,151</b>	<b>-2,178</b>	<b>4,973</b>

**Risk Management**

32. 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

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report:**

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Corporate Director – Economy & Place

**Report  
Approved**

**Date**

**Specialist Implications Officer(s)** None

**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

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9035&Ver=4>

CES 2015/16 Capital Programme Outturn Report – 9 June 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9464&Ver=4>

CES 2016/17 Capital Programme Consolidated Report – 14 July 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9465&Ver=4>

E&P 2016/17 Capital Programme Monitor 1 Report – 13 October 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9478&Ver=4>

**Annexes**

Annex 1: 2016/17 E&P Capital Programme Monitor 2 Report –  
Amendments to Programme

Annex 2: 2016/17 E&P Capital Programme Monitor 2 Report – Current  
& Proposed Budgets