

Meeting of Executive Members for City Strategy and Advisory Panel

10 December 2007

Report of the Director of City Strategy

2007/08 CITY STRATEGY CAPITAL PROGRAMME: MONITOR 2 REPORT

Summary

1. The purpose of this report is to set out progress to date on schemes in the City Strategy Capital Programme for 2007/08. It reports on budget spend to the end of October 2007, which is seven months into the capital programme year. It also gives an update on any scheme works that have occurred since the end of October to give a more accurate picture of progress, and any adjustments that need to be made. The report asks the Executive Member for City Strategy to approve the amendments to the 2007/08 budget as set out below.

Background

2. The City Strategy Capital Programme budget for 2007/08 was agreed by the Executive Member in March 2007. The programme was finalised on 16 July 2007 when the Executive Member was presented with the consolidated Capital Programme for 2007/08, which included all work that had been carried over from 2006/07.
3. Following minor programming changes at the first Monitoring Report in September, the current approved budget for the City Strategy Capital Programme for 2007/08 is **£9,672k**. This figure represents the budget available to spend and is therefore net of the overprogramming built into the Local Transport Plan (LTP) element of the programme. The overprogramming seeks to address the problem of schemes being delayed due to unforeseen circumstances arising.
4. The current approved City Strategy Capital Programme for 2007/08 has a value of **£10,331k**, which includes **£659k** of overprogramming.

City Strategy Capital Programme

5. The City Strategy Capital Programme is funded from the Local Transport Plan settlement, City of York Council capital resources, other government funding sources, and the private sector (including through section 106 agreements). The list of schemes set out below considers those with an element of LTP

funding first, followed by those funded entirely from other sources. The funding figures shown are those for 2007/08 only, and do not necessarily represent the full cost of the scheme.

6. The proposed funding alterations are shown in Annex 1, and the proposed full programme is shown in Annex 2.
7. The spend plus commitments for schemes within the City Strategy Capital Programme to the end of October was £3,592k. This figure represents 37% spend on the total budget allocation (i.e. the programme minus overprogramming). This is a slightly lower level of spend when compared to October 2006 (41%), however last year the completion of the James St Link Road scheme in November 2006 meant that the spend was higher than usual for this point in the year.
8. Each spending block is considered to give a more detailed picture of actual progress to date and to identify any slippage, savings and additional costs in the programme. Schemes are reported only where there are changes required to the programme or budget; other schemes are progressing as programmed and reported in the 2007/08 Budget Report. The full list of schemes is included in Annex 2.
9. Each main block within the LTP element of the programme has a budget figure allocated, which indicates the level of funding available, and a programme figure, which shows the value of all schemes being progressed. The level of overprogramming varies between blocks depending on the level of deliverability risk. The level of overprogramming allocated in the 2007/08 capital programme was lower than in previous years, due to the inclusion of several large schemes where completion was unlikely to be delayed during the year.
10. Schemes that are not completed in 2007/08, including the 'Reserve Schemes' listed in the programme, will be considered for inclusion in the 2008/09 capital programme.

Schemes Within the Local Transport Plan

OUTER RING ROAD AND JAMES ST LINK ROAD

Budget: £3,803k (£3,250k LTP, £553k s106)

Programme (including overprogramming): £3,953k

Spend to 31 October 2007: £1,642k

11. Moor Lane Roundabout - £3,150k. The scheme is progressing well, benefiting from the dry Autumn, with completion due in February 2008. Traffic on the Outer Ring Road will be diverted around the new roundabout in early December to allow the construction of the centre of the roundabout to be completed. There have been four major compensation events resulting from the contractor being delayed by land issues as well as prolonged heavy rain in June and July. These, together with other smaller events, have increased the current cost of the civils works from the tender figure of £1,990k to approximately £2,284k. To cater for these increases and maintain an appropriate contingency, it is proposed to increase the allocation for this scheme to £3,300k in 2007/08, and

increase the total scheme budget of £3,500k to £3,700k. This includes an allocation of £80k in 2008/09 and a further £13k in future years to cover the landscaping maintenance period.

12. Hopgrove Roundabout - £483k. The Highways Agency are promoting this scheme which has a total estimated cost of approximately £7m with a contribution of £500k from the City of York Council if required. Owing to the moratorium on submission of new bids to the Regional Transport Board, pending the refresh of the entire regional programme in 2008, the Highways Agency are investigating alternative funding sources. It now appears that the £5m cap on Highways Agency Local Network Management Schemes (LNMS) can be raised for schemes where there is a good value for money case. It is understood that the Hopgrove scheme has the highest cost to benefit ratio of all of the LNMS schemes in the region and should therefore have a strong case for funding. The Highways Agency will be progressing the project through this route over the next few months with an anticipation that funding may be available for 2008/09. It is proposed to maintain the allocation pending confirmation of the delivery mechanism and to cover overprogramming across the programme.
13. Strensall Roundabout Left Turn Lane - £250k. The work to increase the capacity of the roundabout for left turning vehicles started on site 15 October, and should be completed in early December. This scheme has been combined with resurfacing of the entire roundabout funded by the structural maintenance block, in order to minimise disruption during the work.
14. James St Link Road Phase 2 - £20k. Progress on the development of this scheme, which is dependent on developments in the area, has been slower than anticipated therefore it is proposed to reduce the budget by £10k in 2007/08 and complete the study in 2008/09.

MULTI-MODAL SCHEMES

Budget: £50k (£26k LTP, £24k s106)

Programme (including overprogramming): £50k

Spend to 31 October 2007: £8k

15. Fulford Road Multi-Modal Scheme - £25k. Progress on the development of this scheme has been better than anticipated this year, therefore it is proposed to bring forward the allocation for further development from 2008/09. This will allow the momentum to be maintained and ensure that the scheme can progress on the ground next year. It is proposed to increase the allocation for this scheme to £100k for the further feasibility work required for this scheme.
16. The overall principles for improvements to the corridor were set out in the report to the City Strategy EMAP on 29 October. The panel agreed proposals that would form the basis of the improvement strategy for the corridor, and also agreed that these proposals should be further developed, consultation carried out, and the findings reported back to the panel in late spring 2008. The increased allocation is to allow this scheme to be developed as requested, with implementation of the measures expected in 2008/09.

17. Blossom St Multi-Modal Scheme - £25k. Due to lack of staff resources, it has not been possible to progress this scheme as much as expected in 2007/08. It is proposed to reduce the allocation for this scheme to £10k to accommodate the reduced amount of feasibility work that will be carried out this year.

AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT

Budget: £128k (£71k LTP, £57k s106)

Programme (including overprogramming): £128k

Spend to 31 October 2007: £42k

18. Tadcaster Road Widening at Sim Balk Lane Junction - £10k. This allocation was included in the programme to contribute to the cost of works at the junction as part of the York College development, which was completed early in the year. The cost of the work was lower than expected, so it is proposed to reduce the allocation for this scheme to £5k.

Major Scheme Bid

19. Regional Scheme Development & Strategy Modelling - £50k. It is proposed to use this allocation to undertake preparatory work for the preparation of the Major Scheme Bid identified in the second LTP to improve access to York. The main elements of the bid are to improve the Outer Ring Road, increase the capacity and distribution of the Park & Ride offer and provide bus priorities along key corridors. As part of this process the Outer Ring Road study approved by Members in 2005 will be refreshed to take account of changes since then such as the emergence of British Sugar as a potential development site.
20. Initial modelling work is being undertaken before the development of an Outline Business Case, which will be used to support a bid for funds from the Regional Funding Allocation. It is essential that a proposal is available to be submitted when the current regional programme is reviewed in early 2008/09. It is proposed that the bid will be presented for approval by Members before submission to the Regional Transport Board

PARK & RIDE

Budget: £160k (£100k LTP, £60k s106)

Programme (including overprogramming): £189k

Spend to 31 October 2007: £25k

21. Designer Outlet Park & Ride Office - £60k. It is proposed to reduce the allocation for this scheme in 2007/08 to £10k as the scheme was delayed to allow the Park & Ride service procurement to be completed. The Executive approved the inclusion of supervision at the Designer Outlet at the meeting on 23 October. Detailed discussions are currently underway with the Designer Outlet management and First York to develop the layout for the office before the submission of a planning application. It is anticipated that the office will be in place for the summer of 2008.

Public Transport Improvements

Budget: £519k (£364k LTP, £155k s106)

Programme (including overprogramming): £574k

Spend to 31 October 2007: £150k

22. Bus Location and Information Sub-System (BLISS) – Transponders for Leeds-Bradford Airport Coach - £14k. It is proposed to remove this allocation from the programme, as the contribution to First York for the transponders is no longer required.
23. Bus Stop and Shelter Programme - £40k. In order to fund the improvement works to the Osbaldwick Link Road bus shelter and the Merchantgate bus shelters, it is proposed to increase the budget for this scheme to £82k through the addition of Section 106 funding. The Osbaldwick Link Road work was completed in November, and the Merchantgate bus shelter work will be carried out in the new year.
24. A59/Beckfield Lane Improvements - £150k. It is proposed to reduce the allocation for this scheme to £30k and slip the remaining Section 106 funding to 2008/09, as progress on the design of the scheme has been slower than originally anticipated. The scheme will progress in 2008/09 to ensure the improved pedestrian and cycling crossings and traffic management facilities are in place prior to the new Manor School being completed.
25. Tram-Train Study - £25k. This element of the contribution to the tram-train study being led by Metro has been reduced (£30k available overall for tram train studies). Arups have been commissioned to undertake the study which examines options for running lighter tram/train vehicles on the Leeds/Harrogate/York line with a possible extension to Leeds Bradford Airport also being investigated.

WALKING

Budget: £291k

Programme (including overprogramming): £371k

Spend to 31 October 2007: £12k

26. Melrosegate/Fourth Avenue Pelican Crossing - £20k. It is proposed to increase the allocation for this scheme to £27k, following a recent cost estimate for the scheme. The total scheme cost is £37k, with the Heworth Ward Committee providing a £10k contribution towards the scheme.
27. Lendal Bridge Route – £130k. Progress on this scheme has been slower than anticipated due to the discovery of a number of services in the existing footway which can not be easily diverted. Alternative solutions to widening the footway in this area are being developed. It is not proposed to change the current allocation pending confirmation of the ultimate solution however there is a risk that delivery of the scheme will slip into 2008/09.

CYCLING

Budget: £380k (£332k LTP, £30k s106, £18k grant funding)

Programme (including overprogramming): £493k

Spend to 31 October 2007: £75k

28. Heslington Lane Cycle Route - £73k. This scheme was completed in September, and feasibility work for Phase 2 of the scheme (from the end of Phase 1 to Holmefield Avenue) is ongoing. It is proposed to increase the allocation for this scheme to £83k due to the increased scheme costs for Phase 1 of the scheme.
29. Links to Cycle Route through hospital grounds - £80k. It is proposed to reduce the allocation for this scheme to £50k, to allow the proposed cycle improvements at the southern end of the route to be developed and implemented in 2007/08. The links at the northern end of the route through the hospital grounds are expected to be implemented in 2008/09, pending progress on the section of the route that the hospital will be constructing.
30. City Centre Cycle Parking – Secure Parking - £70k. The allocation for match funding to Bikerescue for the conversion of the Lendal Bridge Sub-Station to a cycle parking facility is not required this year, so it is proposed to reduce the allocation for this scheme to £20k to fund the installation of new cycle parking in the city centre, and provide an allocation in 2008/09 for the secure parking at Lendal if required.
31. Archbishop Holgate's Safe Route to School - £112k. The construction of the new off-road cycle path along Hull Road (from Tang Hall Lane to Carlton Avenue) has been completed, and the toucan conversion will be completed by the end of 2007/08. The cost of the civils work was less than the original estimate, as the scheme did not require the relocation of the bus shelter and lighting columns as previously expected, so it is proposed to reduce the budget to £72k due to the reduced cost of the scheme.

DEVELOPMENT-LINKED SCHEMES

Budget: £176k (all s106 funding)

Programme (including overprogramming): £176k

Spend to 31 October 2007: £6k

32. No changes are proposed to the Development-Linked Schemes block at this stage in the year. The development of the Barbican to St George's Field Pedestrian Improvements is progressing well, and the outline design of the proposals is currently being developed in order to go out to consultation.

SAFETY SCHEMES

Budget: £402k (£357k LTP, £45k grant funding)

Programme (including overprogramming): £606k

Spend to 31 October 2007: £395k

33. A166/Murton Lane Junction - £276k. It is proposed to increase the allocation for this scheme to £290k in order to accommodate the cost of the measures recommended in the Stage 3 Safety Audit, and the slight increase in the final costs for the scheme.
34. Holtby/A166 Junction - £40k. Following the approval of the permanent closure of Panman Lane at the Officer in Consultation (OIC) meeting in July, this scheme has been implemented and is now almost complete, apart from minor

snagging issues. The cost of the scheme was lower than the original estimate, so it is proposed to reduce the allocation to £25k accordingly.

35. Acomb Triangle LSS – £25k. Some of the measures proposed for Dijon Avenue as part of this Local Safety Scheme have been implemented as part of the new York High School Safety Zone, so it is proposed to reduce the allocation for this scheme to £15k.
36. Link Road/Haxby Road LSS - £3k. It is proposed to increase the allocation for this scheme to £15k to include the cost of resurfacing the roundabout as part of this Local Safety Scheme.
37. York Road Dunnington Traffic Signals - £25k. The original budget was included for the completion works to the scheme at the start of the year. Following a detailed Stage 3 Safety Audit essential additional works were identified therefore it is proposed to increase the allocation to £48k to cover the cost of the works and the additional staff time required. The cost is higher than expected due to the restricted working hours and the need for signal control at the junction during the safety audit works.
38. Wheldrake Lane/A19 Traffic Signals - £16k. It is proposed to increase the allocation for this scheme to £20k, due to the costs of the Stage 3 Safety Audit work being higher than originally expected.

SCHOOL SCHEMES

Budget: £224k

Programme (including overprogramming): £233k

Spend to 31 October 2007: £32k

39. Bishopthorpe Infants & Juniors SRS - £5k. It is proposed to reduce the allocation for this scheme to £1k, as the proposals are on hold pending the confirmation of the work planned for the 'Bishopthorpe Crossroads' project.
40. Carr Infants & Juniors SRS - £7k. This allocation was used to contribute to a maintenance scheme for footway improvements around the two schools. These works have been completed, and it is proposed to reduce the allocation to £4k due to the reduced cost of the works.
41. Clifton Green SRS - £14k. It is proposed to reduce the allocation for this scheme to £8k, due to the lower cost of the proposed footway improvements around the perimeter of the school.
42. Joseph Rowntree SRS - £14k. As the redevelopment of the school will be inside the current site, it is proposed to reduce the allocation for this scheme to £1k, as no changes to the current School Safety Zone are required.
43. Lowfield/Oaklands SRS - £14k. It is proposed to reduce the allocation for this scheme to £1k, as the required School Safety Zone work is being funded by Learning Culture and Children's Services (LCCS) as part of the York High School development.

44. Park Grove SRS - £7k. This allocation has been used to install new warning signs in the vicinity of the school. It is proposed to reduce the allocation for this scheme to £3k, as no further works are planned for this year.
45. Scarcroft SRS - £7k. It is proposed to reduce the allocation for this scheme to £1k, as further Safe Routes works are not required at present.
46. Dringhouses SRS - £10k. No further feasibility work for this scheme will be carried out this year, so it is proposed to reduce the allocation to £1k.
47. St Lawrence's School Cycle Parking - £13k. Due to the development of the Children's Centre at St Lawrence's Primary School, it will not be possible to install the cycle parking at St Lawrence's this year. It is proposed to reduce the allocation for this scheme to £1k, and defer the installation of the cycle parking until after completion of the Children's Centre in June 2008.

COSTS FROM PREVIOUS YEARS SCHEMES

Budget: £100k

Programme (including overprogramming): £100k

Spend to 31 October 2007: £89k

48. This budget covers minor completion works and retention monies associated with LTP schemes undertaken in previous years. There are no changes proposed to the allocation at this stage in the year.

Structural Maintenance

Carriageway Maintenance

Budget: £1,762k (£1,124k LTP, £25k s106, £613k CYC funding)

Spend to 31 October 2007: £828k

49. The recommendations in the 2007/08 City Strategy Finance and Performance Monitor 1 Report were approved at the City Strategy EMAP in September and included the proposed deferral of the following capital maintenance schemes to cover increased costs in the Revenue budget. As the budget position has not improved over the period it is now confirmed that the following schemes will be deferred to 2008/09:
 - Bishopthorpe Road (£45k)
 - Boroughbridge Road/Carr Lane (£50k)
 - Alcuin Avenue (£25k)
 - Haxby Road (£94k)
 - Halifax Way (£6k)
 - Drainage Schemes (£50k)
50. The £270k of savings from the deferment of these schemes will be used to support the revenue maintenance budget.
51. All other schemes in the carriageway maintenance block are progressing as planned.

Footway Maintenance

Budget: £863k (all CYC funding)

Spend to 31 October 2007: £145k

52. Leake St - £12k. Due to development issues at this location, it is proposed to defer this scheme to 2008/09, and remove the allocation from the programme.

Highway Drainage Maintenance

Budget: £100k (all CYC funding)

Spend to 31 October 2007: £0k

53. As mentioned previously, it is proposed to remove £50k of funding from the Highway Drainage Maintenance budget in order to address the overall City Strategy projected overspend. The planned work will be deferred to next year if funding is available.

Lighting

Budget: £80k

Spend to 31 October 2007: £22k

54. No changes are proposed to the schemes included in the Lighting block at this stage of the year.

Bridges

Budget: £350k (£11k LTP, £339k CYC funding)

Spend to 31 October 2007: £2k

55. Clifton Bridge - £300k. The development of a combined parapet strengthening and cycling scheme for Clifton Bridge has taken longer than originally anticipated but is now progressing well. The bridge maintenance work is now planned to start in 2008/09 to link in with the proposed Clifton Bridge cycle improvements scheme. To accommodate the longer development period it is proposed to reduce the allocation for 2007/08 to £50k and fund the scheme over two years.

City Walls Maintenance

Budget: £284k (all CYC funding)

Spend to 31 October 2007: £109k

56. No changes are planned to the schemes in the City Walls block at this stage of the year. The Robin Hood Tower work has been completed, and the City Walls Railings work is expected to start soon and will be completed in 2007/08.

Elvington Flood Defences

Budget: £20k (all CYC funding)

Spend to 31 October 2007: £9k

57. No changes are planned to the schemes in the Elvington Flood Defences block at this stage of the year. The civils work for the flood defences has been completed.

Schemes Transferred from Revenue

58. New Allocation – As identified in the carriageway maintenance section, it is proposed to use the deferral of £270k of schemes in the maintenance programme to support the Revenue Budget.

Consultation

59. Consultation was undertaken on the LTP strategy, and detailed consultation is undertaken on each scheme where appropriate during the design period and before construction.

Options

60. Members have been presented with a number of amendments to the capital programme for approval, which are required to ensure that schemes are deliverable within funding constraints while enabling the objectives of the approved Local Transport Plan to be met.

Analysis

61. Most of the schemes within the capital programme are on schedule to achieve their programme of works and spend by the end of the financial year. The current spend achieved to date is slightly lower than the spend at this time last year owing to the later delivery of the main elements of the programme, however it is anticipated that the allocation will be fully spent within the year.
62. The budget changes proposed in this report will reduce the amount of overprogramming on the LTP sections of the programme to approximately £400k which is anticipated to be adequate to ensure full spend by the end of the financial year.

Corporate Priorities

63. The City Strategy Capital Programme supports the sustainable city element of the Corporate Strategy.

Increase the use of public and other environmentally friendly modes of transport

Implications

64. The Financial Implications of the report are identified in a separate section below.
- **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 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

65. The LTP allocation for 2007/08 was confirmed by the Government Office for Yorkshire and the Humber on 18 December 2006. The City Strategy Capital Programme budget was agreed by Budget Council as part of the overall CYC Capital Programme on 21 February 2007. The programme was amended to include carryovers from the 2006/07 capital programme in the City Strategy Consolidated Capital Programme agreed at the July EMAP. Following alterations agreed in the first monitoring report at the September EMAP, the overall capital programme (net of overprogramming) was **£9,672k**, and was funded as follows:

	£000s
LTP Settlement	5,560
De-Trunked Road Capital Grant	750
Road Safety Grant	45
Developer Contributions	1,080
CYC Resources	1,719
CYC Prudential Borrowing	500
Government Grants	18
Total	9,672

66. If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2007/08 would be **£9,967k** including overprogramming. The overprogramming would decrease from **£659k** to **£433k** (compared to £158k at this stage in 2006/07).
67. The proposed changes to the budget as outlined above would decrease the City Strategy Capital Programme budget to **£9,534k**, which would be funded as follows:

	£000s	£000s
LTP Settlement		5,560
De-Trunked Road Capital Grant		750
Road Safety Grant		45
Developer Contributions	-138	942
CYC Resources		1,719
CYC Prudential Borrowing		500
Government Grants		18
Total		9,534

Risk Management

68. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.

69. In compliance with the Council's risk management strategy the main risks that have been identified in this report are those which could lead to the inability to meet business objectives leading to financial loss, damage to the Council's image and reputation and failure to meet stakeholders' expectations.
70. Measured in terms of impact and likelihood, the risk score for all risks has been assessed at less than 16, This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

71. The Executive Member for City Strategy is recommended to:

- Approve the adjustments set out in Annexes 1 and 2

Reason: To manage the Capital Programme effectively

Contact Details

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Report Approved Date 23/11/07

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

Proposed 2007/08 City Strategy Capital Programme – 26 March 2007

City Strategy Capital Programme 2006/07 – Outturn Report – 6 June 2007

City Strategy Capital Programme 2007/08 – Consolidated Report – 16 July 2007

City Strategy Capital Programme 2007/08 – Monitor 1 Report – 10 September 2007

Annexes

Annex 1: Summary of Key Changes Required

Annex 2: Current and Proposed Budgets for 2007/08 Capital Programme