
**Meeting of Executive Members for City Strategy and
the Advisory Panel**

17 July 2006

Report of the Director of City Strategy

**CITY STRATEGY CAPITAL PROGRAMME 2006/07 –
CONSOLIDATED TO INCLUDE CARRY-OVERS FROM 2005/06**

Summary

1. The purpose of this report is to consolidate the 2006/07 programme to include the carry-over schemes that were not completed in 2005/06, and to make adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asks the Executive Member for City Strategy to approve the amendments to the 2006/07 budget as set out below.
2. The Planning and Transport Capital Programme has been renamed as the City Strategy Capital Programme to reflect the new Council structure.

Background

3. The City Strategy Capital Programme budget for 2006/07 of **£10,464k** was agreed by the Executive Member in April 2006, and includes the Local Transport Plan Capital Programme allocation of **£6,378k**, and other elements allocated funds through the Council's budget process. These figures do not include overprogramming, which was set at **£1,900k** (including £270k of structural maintenance reserve schemes) in the 2006/07 budget report.
4. The 2005/06 Planning and Transport Capital Programme contained a level of overprogramming of **£3,358k** at consolidated report stage of 2005/06 to give some flexibility in the programme should slippage in some schemes occur. Because of this it was never intended, nor indeed would it have been possible, to deliver all the schemes programmed in 2005/06. The full programme agreed at Quarter 3 by Members in February 2006 for 2005/06 was **£10,504k** with a budget of **£10,104k**. There was therefore **£400k** worth of work outstanding that could not have been funded by the LTP in 2005/06.
5. For this reason it was necessary when planning the 2006/07 programme in early 2006 to take account of schemes that we already knew would slip from 2005/06.
6. The provisional outturn report for 2005/06 was agreed by the Executive Member in June 2006. After including the accruals for schemes undertaken at

the end of the year but not paid for until 2006/07, there was an overspend on the LTP funded schemes of £197k, which was funded through the use of developer contributions for part of the Malton Road Bus Priorities schemes.

7. There was an underspend on the non LTP funded programme of £30.6k, which it is proposed to carry forward into 2006/07 together with £25k of funding for Special Bridge Maintenance slipped at Quarter 2.
8. There are a number of schemes which were included in the 2005/06 programme which were not as complete as originally anticipated when the 2006/07 programme was prepared. An allowance for the completion of these schemes needs to be made in the 2006/07 programme, and the proposals are detailed in this report.
9. In addition there are a number of schemes which it is proposed to bring forward into the programme from future years to enable preliminary design work to be undertaken, and allow flexibility in the programme should progress on other schemes be slower than anticipated. These include improvements to the Blossom St/Queen Street junction for pedestrians, cyclists and public transport, and preliminary design works for a funding bid for the items included in the LTP strategy but not possible to fund from the current LTP settlement.

Carryovers into 2006/07

10. Known slippage in 2005/06 arising from previous monitoring reports or late changes in the programme were included in the 2006/07 programme when it was presented for Members consideration in April 2006. An indicative figure (**£100k**) for further carry-over due to remaining overprogramming was also included.
11. An important part of capital programme management is to ensure that any underspends or overspends within particular schemes or spending blocks at outturn are considered and the 2006/07 budget adjusted accordingly. Following the final outturn, the carry-overs can now be built in to the existing approved programme for 2006/07.
12. Whether funding is carried over from 2005/06 to 2006/07 is based on the following principles:
 - In some cases, where we reported slippage in the Q3 monitoring report (February 2006), sufficient funding had already been allocated in the 2006/07 programme - therefore any underspend in 2005/06 is not required to carry-over to 2006/07 (e.g. Kathryn Avenue Signals).
 - Where work has been accelerated the value of the work is added to the 2006/07 allocation for that programme area (e.g. Archbishop Holgate's School Safe Routes to School Phase 2 and 3).
 - There are also some schemes where additional money is required to complete the scheme in 2006/07. In this case the amount of money

required to complete the scheme has been added to the programme (e.g. Huntington Road Signals, Dales Lane Footway).

13. Annex 1 to this report summarises the key changes required to the 2006/07 capital programme to accommodate carry-overs and adjustments. Annex 2 indicates the current and proposed budgets for each scheme within the programme.
14. Members will be given an update on progress in delivering the 2006/07 capital programme in the first quarter budget monitoring report in September 2006.

Consultation

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

Options

16. Members have been presented with a proposed programme of works for approval which it is anticipated will be deliverable within funding constraints whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

17. The new items within the programme have been proposed to cover the consequences of any slippage in key areas and to enable preliminary design work to be undertaken on schemes proposed for later in the LTP period. In particular the Archbishop Holgate's Safe Route to School proposals, which are predominantly cycling and walking schemes, have been included to cover uncertainty on the delivery of the access ramp to the station in the cycling and walking blocks.
18. If the proposed changes are accepted the total value of the City Strategy Capital Programme excluding the new depot would increase from **£12,364k** to **£13,598k**. The overprogramming would increase from **£1,900k** to **£2,903k** (compared to £3,358 in 2005/06) which is considered to be reasonable at this stage in the year bearing in mind the uncertainty relating to the delivery programmes of some of the larger schemes.

Corporate Priorities

19. The programme was prepared in accordance with the objectives of the Local Transport Plan which was approved by the Council in March 2006.
20. The schemes in the City Strategy Capital Programme also support the following Corporate Aims and Objectives included in the Council Plan

21. Corporate Aim 1: Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Objective 1.3 Make getting around York easier, more reliable and less damaging to the environment. – e.g. Introduction of FTR, provision of improved cycle routes.

Objective 1.4 Protect residents and our environment from pollution and other public health and safety hazards, and act as a role model in the sustainable use of resources. – e.g. Continuation of improvements to public transport provision.

22. The City Strategy Capital Programme also supports the following Key Priority for 2006/07 in the Environment area:

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

- A. Introduction of the first phase of ftr fleet.
 - i. ftr operational in May 2006.
- B. Implementation of actions to increase usage levels of key bus services
 - i. Bus stops and shelter infrastructure to be improved.
 - ii. Preliminary design of bus priority measures being undertaken.
- C. Construction of 500 metres of off street cycle route
 - i. 1100m of off road cycle route under construction in James St. Link road, Oaklands Safe Route to School, and Clifton Green School Safe Route to School schemes.
 - ii. Additional 250m planned to be built as part of Hob Moor Link, Murton/A166 Junction, Station Ramp and Strensall Rd Roundabout schemes.
- D. Commencement of work on Moor Lane and Hopgrove outer ring road improvements
 - i. Consultation commenced on Moor Lane Roundabout; capacity improvements to Hopgrove roundabout being progressed with the Highways Agency.

23. Corporate Aim 4: Create a safe City through transparent partnership working with other agencies and the local community.

Objective 4.7 Make York's roads safer for all types of user – e.g. Local Safety Schemes (improvements to Murton Rd/A166 junction)

24. Corporate Aim 5: Work with others to improve the health, well-being and independence of York residents.

Objective 5.7 Increase participation in sport and active leisure and promote active lifestyles – Provision of Safe Routes to School and School Cycle Parking to complement cycle training.

Implications

25. The Financial Implications of the report are identified below. There are no other implications of this report.

- **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 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

26. The LTP allocation for 2006/07 was confirmed by the Government Office for Yorkshire and the Humber in December 2005. The City Strategy capital budget was agreed by the Budget Council as part of the overall CYC capital programme in February 2006, and was funded (excluding the New Depot) as follows:

	£000s
LTP element	6,378
Government Grant	57
Developer Contribution	1,537
CYC Resources	1,992
CYC Prudential Borrowing	500
Total	<u>10,464</u>

27. The changes set out above would take the value of the City Strategy Capital Programme to **£10,696k** and would be funded as follows:

	Changes £000s	Total £000s
LTP element		6,378
Government Grant		57
Developer Contribution	+176	1,713
CYC Resources	+56	2,048
CYC Prudential Borrowing		500
Total		<u>10,696</u>

28. No changes are proposed to the depot budget at this stage in the year therefore the total City Strategy Budget including the New Depot for 2006/07 would be **£19,677k**.

Risk Management

29. 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. It is therefore essential that each scheme is assessed against the key objectives of the LTP (reductions in congestion, improving safety and air quality and enhancing accessibility) before introduction into the programme.

Recommendations

30. The Executive Member for City Strategy is recommended to:
- 1) Agree to the adjustments set out in Annex 1 and 2 subject to the approval of the Executive to the proposed funding changes.

Reason: To manage the Capital Programme effectively

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Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Transport Capital Programme 2005/06 – Third Quarter Monitoring Report – 28 February 2006
Proposed 2006/07 Planning and Transport Capital Programme – 18 April 2006
Planning and Transport Capital Programme 2005/06 – Outturn Monitoring Report – 7 June 2006

Annexes

Annex 1: Summary of Key Changes Required

Annex 2: Current and Proposed Budgets for 2006/07 Planning & Transport Capital Programme