

**Cabinet Member for Transport, Planning and Sustainability** 7 August 2012

Report of the Director of City and Environmental Services

**City and Environmental Services Capital Programme – 2012/13 Consolidated Report**

**Summary**

1. This report identifies the proposed changes to the 2012/13 CES Capital Programme to take account of carryover funding from 2011/12, and to include additional funding from the Better Bus Area Fund and other sources.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections, and provides details of the 2011/12 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 2012/13 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 2011/12 capital programme.

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

## Background

4. The CES Capital Programme budget for 2012/13 was confirmed as £7,354k at Full Council on 23 February 2012, and details of the programme were presented to the Cabinet Member at the March Decision Session meeting. The programme includes the Integrated Transport and City Walls schemes, and includes £1,910k of Local Transport Plan (LTP) funding, plus other funding from the Local Sustainable Transport Fund (LSTF) grant, developer contributions, council resources, and funding from the Department for Transport (DfT) for Access York Phase 1.
5. Table 1 shows the current approved capital programme.

**Table 1: Current Approved Capital Programme**

	<b>Gross Budget</b>	<b>External Funding*</b>	<b>Capital Receipts</b>
	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
Planning & Transport	7,354	7,087	267
<b>Current Approved City Strategy Capital Programme</b>	<b>7,354</b>	<b>7,087</b>	<b>267</b>

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

6. As stated in the 2012/13 Capital Programme Budget Report, the level of funding available in 2012/13 is significantly higher than in 2011/12, due to the provision of funding from the DfT for the Access York schemes.
7. A number of amendments need to be made to the current capital programme in order to take account of carryover funding and schemes from 2011/12, additional funding available in 2012/13, and amendments to scheme budgets to reflect the latest cost estimates and delivery projections.
8. It was announced on 23 March 2012 that the council's bid to the Department for Transport for funding from the Better Bus Area Fund (BBAF) had been successful, and a total of £2,925k capital and revenue funding has been awarded to improve bus services in York over the next two years.
9. It is proposed to add £1,370k of BBAF grant funding to the capital programme to fund improvements to bus priority and

bus interchange points in the city centre, and improvements to facilities at bus stops across the city. Full details of the BBAF schemes are provided in Annex 1 to this report.

10. It is proposed to add £100k of CYC funding to the programme for the trial of a 'Pay on Exit' car parking system the Marygate car park.
11. The capital programme has been amended to include the details of the 2012/13 Local Sustainable Transport Fund (LSTF) schemes, and the full programmes of schemes for the School and Safety Schemes blocks have been added to the programme.
12. A number of schemes were not completed at the end of 2011/12, and need to be added to the 2012/13 capital programme. Due to the underspend at the end of 2011/12 (see Annexes 3 and 4), there is £73k of funding to be carried forward to 2012/13 to part-fund these schemes. Further details of the carryover funding are provided in the 'Financial Implications' section of this report.
13. The current budget and proposed adjustments are indicated in Table 2. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

**Table 2: 2012/13 Capital Programme Budget**

CES Capital Programme	2012/13 Programme	Paragraph Ref
	£000s	
<b>Current Approved CES Capital Programme</b>	<b>7,354</b>	4
<b>Adjustments:</b>		
Additional Funding (Carryover from 2011/12)	+44	12
Proposed Section 106 Funding increase	+20	12
Better Bus Area Fund – DfT Funding	+670	9
Better Bus Area Fund – Local Contribution	+700	9
CYC Funding – Car Parking	+100	10
CYC Funding – City Walls	+9	12
<b>Revised CES Capital Programme</b>	<b>8,897</b>	

14. Details of the 2011/12 Capital Programme outturn are provided in Annex 3 to this report, and Annex 4 shows the spend against each scheme during 2011/12, and the status of schemes at 31 March 2012.

## **Consultation**

15. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 23 February 2012. 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.
  - Addition of £1,370k funding from the Better Bus Area Fund, for schemes to improve bus priority, bus interchanges, and facilities at bus stops.
  - Addition of £100k CYC Resources funding for the trial of a pay on exit car parking system in Marygate car park.
  - Allocation added for the carryover costs of the Blossom Street Phase 2 scheme, which was completed in April.
  - Increased allocation for the Station to Rougier Street pedestrian scheme, to allow improvements to be made on Station Rise before the new council offices are opened.
  - Increased allocation for the Haxby to Clifton Moor Cycle Route scheme, as it is now planned to construct the whole scheme in 2012/13.

- Increased allocation for the Safety Schemes block, to allow additional speed management work to be carried out to support the 20mph Limits programme if required.

## **Corporate Strategy**

18. The CES Capital Programme supports the following corporate priorities:
- **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.
  - **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 HR 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 now other implications

## **Financial Implications**

20. The LTP allocation for 2012/13 was confirmed by the Department for Transport in December 2011. The CES Capital Programme budget was agreed at Budget Council as part of the overall CYC Capital Programme on 23 February 2012, and details of the CES Capital Programme were provided in the Budget Report to the Cabinet Member at the 8 March Decision Session meeting.
21. The budget submitted in the March report included £258k of additional LTP grant funding, which was announced by the Department for Transport in the Autumn Statement in 2011, but not added to the 2011/12 Capital Programme during the year. However, at the end of 2011/12, it was decided to use this additional LTP grant to fund the 2011/12 capital programme outturn, in place of £258k of Regional Funding Allocation grant funding. This has allowed £302k of RFA grant funding to be carried forward to 2012/13, with a net carryover amount of £44k.
22. The Section 106 allocation has been increased to include funding carried over from 2011/12 for improvements to bus stops in Hallfield Road and Lawrence Street, which were not completed in 2011/12.
23. A total of £1,370k funding from the Better Bus Area Fund has been added to the 2012/13 programme for the implementation of the capital schemes in the BBAF programme for 2012/13. This is made up of £670k funding from the Department for Transport, and £700k funding from the council's Economic Infrastructure Fund.
24. Additional CYC Resources funding has been added to the programme for the trial of a pay-on-exit car parking scheme.
25. There was a £9k underspend against the City Walls Restoration scheme at the end of 2011/12, which will be carried forward and included in the 2012/13 City Walls Restoration budget.
26. If the proposed changes in this report are accepted, the total value of the CES Planning & Transport Capital Programme for 2012/13 would be **£9,660k** including overprogramming. The overprogramming would increase to £763k, which is considered appropriate for the level of funding available in 2012/13. The budget would increase to **£8,897k**, and would be funded as follows:

Planning & Transport Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£000s	£000s	£000s
Local Transport Plan	1,910	-258	1,652
Regional Funding Allocation		+302	302
Section 106	300	+20	320
Access York – CYC Funding	491		491
Access York – EIF	300		300
Access York – Section 106 Funding	213		213
Access York – DfT Funding	2,969		2,969
Local Sustainable Transport Fund	904		904
Better Bus Area Fund – DfT Contribution		+670	670
Better Bus Area Fund – EIF Contribution		+700	700
CYC Funding (Car Parking)		+100	100
CYC Funding (City Walls)	267	+9	276
<b>Total Budget</b>	<b>7,354</b>	<b>1,543</b>	<b>8,797</b>

## Risk Management

27. 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.
28. The funding from the DfT for the Access York scheme is dependent on final approval of the scheme, anticipated to be in December 2012

## Contact Details

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

### Background Papers:

City Strategy Capital Programme – Budget Report – 8 March 2012

### Annexes

Annex 1: 2012/13 Consolidated Report – Scheme Progress Report

Annex 2: Current and Proposed Budgets

Annex 3: 2012/13 Consolidated Report – Details of 2011/12 Outturn

Annex 4: 2011/12 Capital Programme Outturn