

Decision Session – Executive Member for Transport & Planning

9 June 2016

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme: 2015/16 Outturn Report

Summary

1. The purpose of this report is to inform the Executive Member of the outturn position for the 2015/16 CES Transport Capital Programme, any variations between the budget and the outturn, and the progress of schemes in the year.

Recommendations

2. The Executive Member is asked to:

Note the progress in delivering schemes, and approve the proposed funding carryovers set out in paragraphs 23 to 31.

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

Background

3. The CES Transport Capital Programme budget for 2015/16 was confirmed as £5,292k at Full Council on 26 February 2015, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme was finalised on 10 September 2015 when the Cabinet Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2014/15.

4. A number of amendments to the programme were also made at the Monitor 1 and Monitor 2 reports to Decision Session in November 2015 and February 2016.
5. As a result of these amendments, the approved budget for the 2015/16 Transport Capital Programme at 31 March 2016 was £6,472k, which includes Local Transport Plan (LTP) funding, Better Bus Area Fund grant, Clean Bus Technology grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme. This represents the budget available to spend, and is therefore net of the overprogramming built into the Local Transport Plan element of the programme, which can be used to ensure the available funding is fully spent in each year if required.
6. The CES Transport Capital Programme also includes funding from CYC Resources for the alleygating programme and the maintenance of the city walls.
7. External funding was added to the 2015/16 budget at year-end to deliver several schemes in the programme, which has increased the budget to £6,993k.
8. Table 1 shows the current capital programme:

Table 1: Current Approved 2015/16 Capital Programme

	Gross Budget	External Funding*	Capital Receipts
	£1,000s	£1,000s	£1,000s
Planning & Transport Budget	5,292	3,919	1,373
Variations approved at Consolidated Report	2,112	1,991	121
Variations approved at Monitor 1 Report	-	-	-
Variations approved at Monitor 2 Report	-932	-932	
Funding added at year-end	521	521	
Current CES Capital Programme	6,993	5,499	1,494

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

Summary of Key Issues

9. Against the budget of £6,993k in 2015/16, there is an outturn of £3,690k (53%). This is a high level of underspend compared to previous years, and is due to delays in progressing some of the larger schemes in the programme; additional DfT grant funding being received too late in the year to deliver the schemes; and delivery of some schemes under budget.
10. In previous years, additional resources have sometimes been introduced to speed up delivery on other schemes and deliver full spend in the year. This was not considered appropriate for 2015/16, due to the need for funding to be slipped to 2016/17 for delivery of the specific schemes.
11. A substantial amount of work has been progressed in the year, including the following schemes.
 - Purchase and installation of new off-bus ticket machines at Park & Ride sites, and other improvement work at the Park & Ride sites.
 - Widening at the northbound approach to the A19/A64 junction to create a new traffic lane, and improvements to the A19/A64 roundabout.
 - Review of all traffic signals across the city to develop a prioritised list of sites for renewal in future years.
 - Installation of electric vehicle charging points at Park & Ride sites.
 - Construction of a new off-road cycle route on Askham Fields Lane to link to Askham Bryan College.
 - Construction of a new off-road cycle route along Jockey Lane.
 - Construction of a new pedestrian and cycle route between the two retail park areas at Clifton Moor.
 - Review of condition and location of Vehicle Activated Signs.
 - Completion of the restoration work at Walmgate Bar.
12. The outturn figures and proposed changes to be approved budgets are shown in Table 2 below. Additional information on the progress of schemes in 2015/16 is included in the annexes to this report.

Table 2: Outturn and Variation to Future Budgets

CES Capital Programme	2015/16	Proposed Variation to 2016/17 Budget	Paragraph Ref
	£1,000s	£1,000s	
Current Approved Capital Programme	6,472		
<u>Re-profiling:</u>			
Local Transport Plan	-1,068	+1,068	23
Better Bus Area Fund	-473	+473	26
DfT – A19 Pinchpoint Grant	-113	+113	27
DfT – Clean Bus Technology Fund	-784	+784	28
CYC Resources (Highways)	-417	+417	29
CYC Resources (Scarborough Bridge)	-305	+305	30
<u>Adjustments:</u>			
Section 106 Funding	-135		24
CYC Resources (Alleygating)	-8		31
Additional Funding (received at Outturn)	521		7
Outturn	3,690	3,160	

Consultation

13. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
14. Funding for the capital programme was agreed by the council on 25 February 2015. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

15. As the report is a record of progress of schemes in the year, there are no options for the Executive Member to consider for this report.

Scheme Specific Analysis

16. Details on the progress of all schemes in the CES Transport Capital Programme can be found in Annexes 1 and 2. Annex 2 shows the spend against individual schemes compared to the programme allocations.

Council Plan

17. The Council Plan has three key priorities:
 - **A Prosperous City For All.**
 - **A Focus On Frontline Services.**
 - **A Council That Listens To Residents**
18. 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.
19. 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.
20. 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

21. 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

22. The approved 2015/16 Transport Capital Programme budget was £6,472k. This was increased to £6,993k at outturn due to the addition of funding received for several schemes in the programme. The total spend in the year was £3,690k, an underspend of 47%. The proposed funding sources for the budget, subject to approval by the Executive, are shown in Table 3.

Table 3: Outturn and Funding Sources

CES Capital Programme	Current Budget	Outturn	Variation
	£1,000s	£1,000s	£1,000s
Local Transport Plan – Other	2,154	1,386	-1,068
Local Transport Plan – CYC Resources Safety Schemes	300		
Section 106 Funding	300	165	-135
Better Bus Area Fund – DfT	135	135	-
Better Bus Area Fund – EIF	533	60	-473
A19 Pinchpoint Grant Funding	1,072	959	-113
Grant Funding – Clean Bus Technology	784	-	-784
CYC Resources (Highways)	550	133	-417
CYC Resources (Scarborough Bridge)	333	28	-305
CYC Funding (City Walls)	253	253	-
CYC Funding (Alleygating)	58	50	-8
Additional Funding – WYCA (Ticket Machines)	194	194	-
Additional Funding – WYCA (Scarborough Bridge)	74	74	-
Additional Funding – OLEV (Electric Vehicles Charging Points)	108	108	-
Additional Funding – Other	145	145	-
Total Budget	6,993	3,690	3,303

23. It is proposed to carry forward the unused Local Transport Plan funding into 2016/17 to fund the payment of the retention for the Access York project, completion of Phase 1 of the Variable Message Sign upgrade, completion of safety schemes and speed management schemes, and the implementation of several minor cycling schemes.

24. Contributions (s106 and direct funded) from developers were used for a variety of schemes in 2015/16 (Vanguard Traffic Management, Askham Bryan College Cycle Route, Clifton Moor Cycle/Walking Link).
25. Feasibility work was also carried out on three other section 106-funded schemes in 2015/16 (New Lane Huntington Pedestrian Crossing, Campleshon Road Pedestrian Crossing, and York College Cycle Route). It is proposed to carry forward the s106 contributions allocated for these schemes and deliver in 2016/17.
26. It is proposed to carry forward the unused Better Bus Area Fund (EIF) funding to 2016/17 to fund the implementation of the Clarence Street bus priority scheme, improvements at Monks Cross and Grimston Bar Park & Ride sites, implementation of traffic signal improvements on Tadcaster Road, the new bus shelter on Museum Street, and completion of other Better Bus schemes from 2015/16.
27. The DfT funding for the A19 pinchpoint schemes was specifically allocated for the delivery of this scheme, and the underspend will be carried forward to allow further improvements to be progressed in the area in 2016/17.
28. It is proposed to carry forward the DfT grant from the Clean Bus Technology fund to allow the two identified schemes to be implemented in 2016/17.
29. It is proposed to carry forward the CYC Resources (Highways) funding to 2016/17 for the completion of the Bus Network Pinchpoint Improvements, the installation of new signal detection equipment, and the installation of new equipment at school crossing patrol sites.
30. It is proposed to carry forward the CYC Resources funding for the Scarborough Bridge scheme to 2016/17 to allow delivery of the scheme to progress.
31. As the programme for the delivery of new Alleygating schemes has been completed at a lower cost than originally estimated, there is no need to carry forward the underspend from 2015/16 to 2016/17.

Risk Management

32. There are no anticipated risks associated with the recommendations in this report. The report is a record of achievements of the year and the proposed method of funding.

Contact Details

Author:

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

Chief Officer Responsible for the report:

Neil Ferris
Director - CES

**Report
Approved**

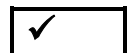


Date 27 May 2016

Specialist Implications Officer(s) Not applicable

Wards Affected:

All



For further information please contact the author of the report

Background Papers

CES Capital Programme: 2015/16 Budget Report – 19 March 2015

CES Capital Programme: 2015/16 Consolidated Report – 10 September 2015

CES Capital Programme: 2015/16 Monitor 1 Report – 12 November 2015

CES Capital Programme: 2015/16 Monitor 2 Report – 11 February 2016

Annexes

Annex 1: Scheme Progress Report

Annex 2: 2015/16 Capital Programme Outturn