

Cabinet Member for Transport

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme – 2014/15 Monitor 1 Report

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2014/15 CES Capital Programme, including budget spend to the end of October 2014.
2. The report proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Cabinet Member is requested to:
 - i. Approve the virement of funds within the Highways and Transport Budgets.
 - ii. Approve the amendments to the 2014/15 CES Capital Programme set out in Annexes 1 and 2.

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

Background

4. The CES Transport Capital Programme budget for 2014/15 was confirmed as £7,637k at Full Council on 27 February 2014, and details of the programme were presented to the Cabinet Member at the April Decision Session meeting. The programme was finalised on 13 October 2014 when the Cabinet Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2013/14.

5. The programme comprises the Integrated Transport and CES Maintenance budgets, and includes £3,828k of Local Transport Plan funding, plus other funding from the Local Sustainable Transport Fund grant, the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
6. Table 1 shows the current approved capital programme.

Table 1: Current Approved 2014/15 Capital Programme

	Gross Budget	External Funding*	Capital Receipts
	£1,000s	£1,000s	£1,000s
Planning & Transport Budget	7,637	7,262	375
Variations approved at Consolidated Report	5,567	5,477	90
Current Approved CES Capital Programme	13,204	12,739	465

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

7. As stated in the 2014/15 Capital Programme Consolidated Report, the level of funding available in 2014/15 is significantly lower than in 2013/14, due to additional funding from the Department of Transport for the Access York scheme in the 2013/14 capital programme.
8. The current spend and commitments to the end of September 2014 is £7,687k, which represents 58% of the current budget (the programme minus the overprogramming). This is lower than at this stage in 2013/14 (82%), due to the costs of the Access York scheme in 2013/14.

Key Issues

9. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the CES Capital Programme, which has allowed more accurate cost estimates to be prepared.
10. 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 updated cost estimates.

11. Additional funding has been added to the Access York budget from an underspend on the Bridge Maintenance budget in 2014/15, which has allowed LTP funding to be used elsewhere in the transport capital programme.
12. The post of bridge engineer post had been vacant for two years before a new bridge engineer was appointed ten months ago. As the workload of this post was not redistributed, the new bridge engineer has spent the majority of his time dealing with Approval in Principals for new structures through the planning process and carrying out inspections, so the capital works have been delayed. A review of the capital schemes has identified a budget of £135k would be required to carry out the works. The surplus carry forward budget of £270k is not required to complete the agreed schemes and there is £270k available for work streams that are under financial pressure.
13. Additional funding has been added to the capital programme from the Better Bus Area programme, and from a developer contribution towards improvements to pedestrians and cyclists at Clifton Moor.
14. It is proposed that the funding allocated to support the Duncombe Place improvements is carried forward to 2015/16 to allow the scheme to be considered as part of the broader review of the city centre public realm.
15. Details of the feasibility work carried out for the proposed Dame Judi Dench Cycle Route and the proposed Poppleton Road Cycle Route have been included in Annexes 3 and 4 of this report. Due to the issues raised in the feasibility studies, it has not been possible to progress these schemes at this time, and it is therefore proposed these schemes are removed from the current capital programme.
16. The current budget and proposed adjustments are shown in Table 2.

CES Capital Programme	2014/15 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	13,204	
<u>Adjustments:</u>		
Access York – CYC Funding	+270	24
Better Bus 2 Funding	+68	25
Section 106 Funding	+10	26
<u>Reprofiling:</u>		
Better Bus Area Fund	-100	27
Revised CES Capital Programme	13,452	

17. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

18. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 27 February 2014. 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

19. 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

20. The key proposed changes included in the report are summarised below and are detailed in Annex 1

- Increased allocation for the Access York scheme, due to higher cost of the scheme, and addition of funding from the Bridges Structural Maintenance programme.
- Increased allocation for the Clarence Street Bus Priority scheme, due to the high cost of the required utility diversion works.
- Slippage of funding for the Reinvigorate York Duncombe Place scheme, which will not be progressed in 2014/15.
- Addition of Better Bus 2 grant funding to the programme.
- Increased allocation for the Pay on Exit Car Parking scheme.
- Increased allocation for the University Road Cycle Route scheme, due to the need for specialist surfacing materials.
- Increased allocation for the Jockey Lane Cycle Route scheme, due to the high cost of the new toucan crossing.
- Addition of section 106 funding for the Clifton Moor Pedestrian and Cycle Route scheme.
- Increased allocation for the University Road Library Crossing scheme, due to higher costs for surfacing work and street lighting work.

Council Plan

21. The CES Capital Programme supports the following:
- 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 and promotes modal shift.
 - 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

22. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – There are no Human Resources 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 no other implications

Financial Implications

23. The LTP allocation for 2014/15 was confirmed by the Department for Transport on 29 March 2012. The CES Capital Programme budget for 2014/15 was agreed at Budget Council as part of the overall CYC Capital Programme on 27 February 2014, and was amended in the report to the 13 October Decision Session to include carryover schemes and funding from the 2013/14 capital programme.
24. Due to an underspend against the Bridges Structural Maintenance programme, it is proposed to transfer £270k from this budget to the Access York programme. This will fund the increased cost of the scheme, and allow LTP funding to be used elsewhere in the programme.
25. Following a successful bid to the Better Bus Area (BBA) programme, it is proposed to add £68k BBA funding to the 2014/15 capital programme for the development and implementation of schemes to improve public transport, and schemes to address bottlenecks identified by bus companies.
26. The developer of the Dunelm site at Clifton Moor has agreed to make a £10k section 106 contribution towards the new link path between the two areas of the retail park, and it is proposed to add this funding to the capital programme.
27. As the Reinvigorate York programme is currently on hold, it is proposed to carry forward the contribution from the Better Bus programme towards the Duncombe Place scheme to 2015/16, to allow the scheme to be considered as part of the broader review of the city centre public realm.
28. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2014/15 would be **£13,580k** including overprogramming. The overprogramming would decrease to **£128k**, which is

considered appropriate for the level of funding available (excluding the Access York budgets) at this stage in the year. The budget would be reduced to **£13,452k**, and would be funded as follows:

Table 3: Revised 2014/15 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan – Other	1,750	+170	1,920
Local Transport Plan – Access York	1,267	-170	1,097
CYC LTP Top-up Funding	811		811
Section 106 Funding	36	+10	46
Access York – EIF Funding	3,250		3,250
Access York – Section 106 Funding	110		110
Access York – CYC Funding	1,053	+270	1,323
Local Sustainable Transport Fund	647		647
Better Bus Area Fund – DfT	314		314
Better Bus Area Fund – EIF	1,470	-100	1,370
Better Bus 2 Funding	-	+68	68
A19 Pinchpoint Grant Funding	1,899		1,899
Grant Funding (OLEV)	23		23
Grant Funding – Clean Bus Technology	99		99
Grant Funding (Alleygating)	10		10
CYC Funding (Pay on Exit car parking)	25		25
CYC Funding (City Walls)	340		340
CYC Funding (Alleygating)	100		100
Total Budget	13,204	+248	13,452

Risk Management

29. 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.

Contact Details

Author:		Chief Officer Responsible for the report:		
David Carter Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414		Neil Ferris Assistant Director - Transport, Highways and Waste		
		Report Approved	✓	Date 2 nd December 2014
Specialist Implications Officer(s) <i>List information for all</i>				
Wards Affected:			All	✓
For further information please contact the author of the report				

Background Papers:

CES 2014/15 Capital Programme: Budget Report – 10 April 2014

CES 2014/15 Capital Programme Consolidated Report – 13 October 2014

Annexes

Annex 1: 2014/15 Monitor 1 Report – Amendments to Programme

Annex 2: Current and Proposed Budgets

Annex 3: Dame Judi Dench Walk Cycle Route

Annex 4: Poppleton Road Cycle Route