

**Decision Session – Executive Member for  
Transport & Planning**

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**City and Environmental Services Capital Programme – 2015/16  
Monitor 2 Report**

**Summary**

1. The purpose of this report is to set out progress to date on schemes in the 2015/16 City and Environmental Services (CES) Capital Programme, including budget spend to the end of December 2015.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

**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 Executive 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 were made to the programme at the Monitor 1 report, which was presented to the Executive Member on 12 November 2015.
5. The current approved budget for the CES Planning & Transport Capital Programme is **£7,404k**, which includes £1,570k of Local Transport Plan (LTP) funding, plus other funding from the Better Bus Area Fund grant, the Clean Bus Technology grant, developer contributions, council resources, and funding from the Department

for Transport for the A19 Pinchpoint scheme. The programme includes the Integrated Transport and CES Maintenance budgets.

6. Table 1 shows the current approved capital programme:

**Table 1: Current Approved 2015/16 Capital Programme**

	<b>Gross Budget</b>	<b>External Funding*</b>	<b>Capital Receipts</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
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	-	-	-
<b>Current Approved CES Capital Programme</b>	<b>7,404</b>	<b>5,910</b>	<b>1,494</b>

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

7. As stated in the 2015/16 Capital Programme Monitor 1 Report, the level of funding available in 2015/16 is significantly lower than in 2014/15, due to additional funding from the Department of Transport for the Access York scheme in the 2014/15 capital programme.
8. The current spend and commitments to the end of December 2015 are £2,777k, which represents some 38% of the current budget. This is in line with the anticipated spend profile, as the majority of the expenditure is programmed towards the latter part of the year.
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. 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 estimated costs in 2015/16.

## Key Issues

10. The replacement of the existing large bus shelter on Rougier Street cannot be progressed until the redevelopment of Roman House has been completed. The developer is now expected to start work in March, so it is proposed to slip the funding to 2016/17 to allow the new bus shelter to be installed once the development works are completed.
11. Phase 1 of the A19 Pinchpoint scheme was completed earlier in 2015. Phases 2 and 3 of the scheme are currently on hold due to delays to the Germany Beck development, and it is proposed to slip the funding for these schemes to 2016/17 as no work will be carried out in 2015/16.
12. Additional Clean Bus Technology grant funding has been awarded by the Department for Transport to retrofit existing school buses in York to reduce pollution from vehicle emissions, following a successful bid by the council.
13. The current budget and proposed amendments are shown in Table 2.

**Table 2: 2015/16 Capital Programme Amendments**

CES Capital Programme	2015/16 Programme	Paragraph Ref
	£000s	
<b>Current Approved CES Capital Programme</b>	<b>7,404</b>	5
<b>Reprofiling:</b>		
Better Bus Area Fund (Rougier Street Bus Shelter)	-240	24
A19 Pinchpoint Scheme (Phases 2 and 3)	-1,000	25
<b>Adjustments</b>		
Grant Funding (Clean Bus)	+308	26
<b>Revised CES Capital Programme</b>	<b>6,472</b>	28

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

## **Consultation**

15. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 26 February 2015. Although 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 Executive 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:
  - Reduced allocation for the Rougier Street Bus Shelter scheme, as the new bus shelter will not be installed in 2015/16.
  - Reduced allocation for the A19 Pinchpoint scheme (Phases 2 and 3), which has been delayed by the Germany Beck development.
  - Addition of Clean Bus Technology grant funding for improvements to school buses to reduce pollution.
  - Minor amendments to budgets for cycling schemes and safety schemes, following a review of cost estimates.

## **Council Plan**

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

19. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network that 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.
20. 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.
21. 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**

22. The following implications have been considered.
  - **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 & Disorder implications
  - **Information Technology (IT)** There are no IT implications
  - **Property** There are no Property implications
  - **Other** There are no other implications

## Financial Implications

23. The LTP allocation for 2015/16 was previously confirmed by the Department for Transport. The CES Capital Programme budget for 2015/16 was agreed at Budget Council as part of the overall CYC Capital Programme on 26th February 2015, and was amended in the report to the 10 September 2015 Decision Session to include carryover schemes and funding from the 2014/15 capital programme, and minor amendments were made to scheme allocations at the Monitor 1 report in November 2015.
24. It is proposed to slip £240k Economic Infrastructure Fund (EIF) funding for the Rougier Street bus shelter to 2016/17, as it is not possible to replace the existing bus shelter in 2015/16.
25. The A19 Pinchpoint scheme is mainly funded by a grant from the Department for Transport, with a contribution from the council's Local Transport Plan (LTP) funding. As Phases 2 and 3 will not be progressed in 2015/16, it is proposed to slip £350k LTP funding and £650k Pinchpoint grant funding to 2016/17 to allow work on the scheme to continue in future years.
26. It is proposed to add £308k Clean Bus Technology grant funding to the programme to fund works to reduce pollution from school buses in York by retro-fitting the existing bus fleet.
27. A number of minor changes are also detailed in Annex 1 to this report, which involve the reallocation of funding between schemes with no change to the overall capital programme budget.
28. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2015/16 would be reduced to **£6,472k**, and would be funded as follows:

**Table 3: Current and Proposed 2015/16 Budget**

<b>CES Capital Programme</b>	<b>Budget</b>	<b>Proposed Alteration</b>	<b>Proposed Budget</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Local Transport Plan – Other	2,504	-350	2,154
Local Transport Plan – CYC Resources Safety Schemes	300		300
Section 106 Funding	300		300
Better Bus Area Fund – DfT	135		135
Better Bus Area Fund – EIF	773	-240	533
A19 Pinchpoint Grant Funding	1,722	-650	1,072
Grant Funding – Clean Bus Technology	476	+308	784
CYC Resources (Highways)	550		550
CYC Resources (Scarborough Bridge)	333		333
CYC Funding (City Walls)	253		253
CYC Funding (Alleygating)	58		58
<b>Total Budget</b>	<b>7,404</b>	<b>-932</b>	<b>6,472</b>

**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.

**Recommendations**

30. The Executive Member is asked to:

Approve the amendments to the 2015/16 City and Environmental Services Capital Programme as set out in Annexes 1 and 2.

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

## Contact Details

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### Chief Officer Responsible for the report:

**Neil Ferris**

Acting Director – City and  
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**Report  
Approved**



**Date** 19 January  
2016

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

**For further information please contact the author of the report**

### Background Papers:

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

CES 2015/16 Capital Programme Consolidated Report – 10 Sept 2015

CES 2015/16 Capital Programme Monitor 1 Report – 12 Nov 2015

### Annexes

Annex 1: 2015/16 Capital Programme – Amendments to Programme

Annex 2: 2015/16 Capital Programme – Current and Proposed Budgets