
10 September 2015

Decision Session Executive Member for Planning and Transport

Report of the (Acting) Director of City and Environmental Services

City and Environmental Services Capital Programme – 2015/16 Consolidated Report

Summary

1. This report identifies the proposed changes to the 2015/16 CES Capital Programme to take account of carryover funding from 2014/15.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Executive Member is requested to:
 - i. Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
 - ii. Note the increase to the 2015/16 CES capital programme budget, subject to the approval of the Cabinet.

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

Background

- 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 includes the Integrated Transport and CES Maintenance budgets, and includes £1,570k of Local Transport Plan funding, plus other funding from the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
- Table 1 shows the current approved capital programme.

	Gross Budget	External Funding	Capital Receipts
	£1,000s	£1,000s	£1,000s
Current Approved CES Capital Programme	5,292	3,919	1,373

- As stated in the 2015/16 Capital Programme Budget Report, this is a significantly lower level of funding than in previous years, due to the completion of the Access York scheme in 2014/15 which was a high value project largely funded by the Department for Transport.
- A number of amendments need to be made to the current capital programme in order to take account of carryover funding and schemes from 2014/15, additional funding available in 2015/16, and changes to scheme budgets to reflect the latest cost estimates and delivery projections.
- Details of the 2014/15 Capital Programme outturn were recently reported to the Executive Member at the 23rd July 2015 Decision Session meeting.

Key Issues

- Following a second successful bid to the Department for Transport, the council was awarded a further £476K (in addition to the £99k previously granted), from the Clean Bus Technology fund. This was awarded late in the 2014/15 and it is proposed to add this funding to the 2015/16 capital

programme to carry out work to reduce emissions from public transport.

10. Due to delays to a number of schemes in the 2014/15 capital programme, there was originally a £2.3m carry over funding reported in the outturn report (July 2015), the proposed budgetary changes in this report effectively reduces this to £2.1m to be carried forward to 2015/16 (mainly by reducing the EIF funding now required).
11. The majority of the carry over funding is due to the additional DfT Clean Bus Technology funding (allocation received too late in the year to deliver schemes), delayed start for Phase 1 of the A19 Pinch Point Scheme (due to Utility diversion works), schemes delivered under budget and delays in progressing several of other schemes.
12. A review of the BBAF Programme has been undertaken which has reduced the EIF funding now required to deliver this programme. Additional BBAF funding from the DfT (£135K) has also been included in this report.
13. The current budget and proposed adjustments are shown in Table 2.

CES Capital Programme	2015/16 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	5,292	
Adjustments:		
Grant Funding (Clean Bus)	+476	24
Re-profiling:		
Local Transport Plan – Other (Other/CYC)	+936	20
Better Bus Area Fund (DfT/EIF)	+358	22
Grant Funding – A19 Pinchpoint	+222	23
CYC Funding – City Walls	+113	25
CYC Funding – Alley-gating	+8	25
Revised CES Capital Programme	7,405	

14. Additional information, including details of the 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.
 - Amendments to the Better Bus Area Fund programme to include carryover funding from 2014/15, due to delays to the several schemes including the Clarence Street bus priority scheme and Roman House Shelter in 2015/16.
 - Addition of grant funding from the Clean Bus Technology fund, following a successful bid to the Department for Transport.
 - Addition of carryover LTP/grants funding for the A19 Pinchpoint scheme.
 - Additional £135K DfT BBA2 funding added to programme.
 - Addition of £32K LTP match funding for accessing the OLEV grant for the Electric Vehicle Charging points programme.

- Amendments to several existing LTP schemes to include carryover funding from 2014/15, some of which are required to complete the LSTF and safety scheme programmes.
- Addition of carryover CYC Resources funding for the City Walls Restoration, and the Alleygating programmes.

Council Plan

18. 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

19. 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

20. The total underspend against the Local Transport Plan allocation in 2014/15 was £936K, which included £352k allocated for the A19 Pinch Point Scheme, £130k for the Jockey Lane and £454k of funding for other schemes.

21. It is proposed to carry forward the unused Local Transport Plan (LTP) funding into 2015/16 to fund the schemes that were delayed (including the A19 Pinch Point Scheme) and to cover the match funding requirements previously committed to delivering the LSTF programme. It was agreed with the DfT that due to the delays in progressing some of the LSTF schemes, their grant funding could only be slipped to 2014/15. To ensure that the LSTF funding allocation was fully utilised within the DfT's timeframes the LTP match funding was reduced in 2014/15 and needs to be carried forward to allow the completion of the agreed LSTF programme in 2015/16.
22. Following a reassessment of the scope and outputs of the BBAF programme, where some schemes have no longer been viable or delivered under budget, it is proposed to reduce the amount of Better Bus Area Funding by £324k. This consists of a reduction in the 2014/15 carryover from £547k to £373k and a reduction in the amount previously allocated for 2015/16 by £150k. In addition, £135k of new DfT funding has been awarded. This gives a net increase in Better Bus Area Funding of £358k (£373k remaining carryover less £150k previously allocated for the 2015/16 programme plus £135k new DfT funding). Several schemes are still to be delivered in 2015/16, including the Clarence Street bus priority scheme and the Rougier Street Interchange.
23. As feasibility and design work on the A19 Pinchpoint scheme was delayed in 2014/15, it is proposed to add the £222k DfT carryover funding to the 2015/16 programme. The DfT's funding for the A19 pinch point scheme was specifically allocated for the delivery of this scheme and will need to be carried over to allow it to be completed in 2015/16.
24. Following a further DfT in year (2014/15) allocation of £476K for the Clean Bus Technology Fund, this will need to be carried forward to deliver the identified programme in 2015/16.
25. Funding from CYC Resources will be carried forward to 2014/15 to the City Walls Restoration scheme (£113K), and the ongoing programme of Alleygating (£8K) across the city.
26. If the proposed changes in this report are accepted, the CES Transport Capital Programme in 2015/16 would be **£7,405k** and would be funded as follows (see Table 3):

Table 3: Revised 2015/16 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan- Other	1,570	936	2,506
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	550	223	773
A19 Pinchpoint Grant Funding	1,499	222	1,721
Grant Funding – Clean Bus Technology	-	476	476
CYC Resources (Highways)	550	-	550
CYC Resources (Scarborough Bridge)	333	-	333
CYC Funding (City Walls)	140	113	253
CYC Funding (Alleygating)	50	8	58
Total Budget	5,292	2113	7,405

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. A risk/contingency allocation has been included in the budget for the completion of the A19 Pinch Point scheme. The risk allowance and overall cost forecast will be regularly reviewed throughout the main contract.

Contact Details

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

Background Papers:

CES 2015/16 Capital Programme: Budget Report – 19 March 2015
 CES 2014/15 Capital Programme: Outturn Report – 27 July 2015

Annexes

Annex 1: 2015/16 Consolidated Report – Amendments to Programme
 Annex 2: 2015/16 CES Capital Programme Consolidated Report: Current and Proposed Budgets