

**Decision Session - Cabinet Member  
for Transport, Planning and Sustainability**

20 June 2013

Report of the Director of City and Environmental Services

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

**Summary**

1. The purpose of this report is to inform the Cabinet Member of the outturn position for schemes in the 2012/13 CES Capital Programme, including the budget spend to 31 March 2013, and the progress of schemes in the year.
2. The report also informs the Cabinet Member of any variations between the outturn and the budget, and seeks approval for funding to be carried forward to 2013/14, subject to the approval of the Cabinet.

**Background**

3. The CES Planning & Transport Capital Programme budget for 2012/13 was confirmed at £7,354k at Full Council on 23 February 2012. The programme was finalised on 7 August 2012, when the Cabinet Member was presented with the Consolidated Capital Programme, which included all funding that had carried over from 2011/12.
4. A number of amendments to the programme were also made at the Monitor 1 and Monitor 2 reports to Decision Session in September and December 2012.
5. As a result of these amendments, the current approved budget for the 2012/13 Planning & Transport Capital Programme is **£6,803k**, which includes £1,954k of Local Transport Plan (LTP) funding, plus other funding from the Local Sustainable Transport Fund (LSTF) grant, developer contributions, council resources, funding from the Department for Transport for

Access York Phase 1, and funding from the Better Bus Area Fund to improve public transport in York. 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 is used to ensure the available funding is fully spent in each year.

6. The CES Planning & Transport Capital Programme also includes £72k of funding from council resources for the maintenance of the City Walls.
7. 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>
Original CES Planning & Transport Capital Programme	7,354	7,087	267
Variations approved at Consolidated Report	+1,543	+1,434	+109
Variations approved at Monitor 1 Report	-30	-30	
Variations approved at Monitor 2 Report	-2,064	-1,945	-119
<b>Current Approved CES Capital Programme</b>	<b>6,803</b>	<b>6,546</b>	<b>257</b>

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

### **Summary of Key Issues**

8. Against the approved Planning & Transport budget of £6,803k in 2012/13, there is an outturn of £4,477k, and underspend of £2,326k. This is a high level of underspend compared to previous years, and is principally caused by the later than anticipated approval from the Department for Transport (DfT) for the Access York Phase 1 scheme, and delays in progressing some of the schemes in the Better Bus Area Fund programme.

9. In previous years, additional resources may have been introduced to speed up delivery on other schemes and deliver full spend in the year. This was not considered appropriate for 2012/13, due to the need for funding to be slipped to 2013/14 for delivery of schemes delayed in 2012/13. The programme included £2.083m of DfT funding which was not confirmed to be available until 28 March 2013 and therefore could not be spent on other schemes.
10. A substantial amount of work has been progressed in the year, including the following larger schemes:
  - Development of the Access York Phase 1 scheme, which has now gained final approval from the Department for Transport to allow the scheme to be implemented in 2013/14.
  - Implementation of bus priority measures on the A59 Boroughbridge Road, as part of the Access York proposals, which will be completed in summer 2013.
  - Upgrade of UTMC and BLISS equipment for the new control room in West Offices.
  - Transfer of the CCTV cameras from the existing analogue network to the dark fibre digital network, as part of the move to West Offices.
  - Contribution made towards the Minster Piazza public realm improvement scheme, which is being progressed by York Minster and will be complete in summer 2013.
  - Footway improvements on Station Road and Station Rise, as part of the West Offices development.
  - Contribution made to Sustrans for improvement work on the Foss Islands Cycle Route, including improvements to the access ramps and structural maintenance work.
  - Improvements to existing Public Right of Way along the River Foss between Huntington Church and Earswick Bridge.
  - Implementation of a new 20mph limit in the South Bank area, including Nunnery Lane, Prices Lane, and a section of Bishopthorpe Road.
11. The outturn figures and proposed changes to the approved budget are indicated in Table 2 below. Additional information regarding progress on individual schemes is provided in the annexes to this report.

**Table 2: Outturn and Variation to Future Budgets**

CES Capital Programme	2012/13	Variation to 2013/14 Budget	Paragraph Ref
	£000s	£000s	
<b>Current Approved Capital Programme</b>	<b>6,803</b>		
<b>Adjustments:</b>			
Grant Funding	+12		25
<b>Reprofiling:</b>			
LTP Funding	-339	+339	18
Access York Funding	-639	+639	19
Local Sustainable Transport Fund	-310	+310	20
Better Bus Area Fund	-835	+835	21
CYC Funding – Pay on Exit Car Parking	-100	+100	22
CYC Funding – CCTV Digital Migration	-85	+85	23
CYC Funding – City Walls	-30	+30	24
<b>Outturn</b>	<b>4,477</b>	<b>2,338</b>	

## Consultation

12. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM), and was agreed by the council on 23 February 2012. 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

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

## Scheme Specific Analysis

14. Details on the progress of all schemes in the CES Planning & Transport Capital Programme can be found in Annexes 1 and 2. The spend against each individual scheme (shown in Annex 2) is compared to the programme allocations, which included

overprogramming of £556k; i.e. there would have been an overspend of £556k if the outturn of all schemes was equal to the programme allocation.

## **Council Plan**

15. 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**

16. 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 and 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

17. The approved 2012/13 Planning & Transport Capital Programme budget was £6,803k. The actual spend in the year was £4,477k, an underspend of 34%. The proposed funding sources for the budget, subject to approval by the Cabinet, are shown in Table 3.

**Table 3: Outturn and Funding Sources**

Planning & Transport Capital Programme	Current Budget	Outturn	Variation
	£000s	£000s	£000s
Local Transport Plan	1,652	1,615	-339
LTP – SCE Borrowing	302		
Section 106	160	160	-
Access York – CYC Funding	50	-	-50
Access York – EIF	300	-	-300
Access York – Section 106 Funding <sup>1</sup>	-	-	-
Access York – DfT Funding	2,083	1,794	-289
Local Sustainable Transport Fund	904	594	-310
Better Bus Area Fund – DfT Contribution	495	260	-235
Better Bus Area Fund – EIF Contribution	600	-	-600
CYC Funding (Car Parking)	100	-	-100
CYC Funding (CCTV Migration)	85	-	-85
CYC Funding (City Walls)	72	42	-30
Grant Funding	-	12	+12
<b>Total Budget</b>	<b>6,803</b>	<b>4,477</b>	<b>-2,326</b>

18. It is proposed to carry forward the unused Local Transport Plan (LTP) funding into 2013/14 to fund the increased cost of the Access York Phase 1 scheme in 2013/14, as progress on the scheme was delayed in 2012/13 due to the late approval of the scheme by the Department for Transport.

<sup>1</sup> Funding slipped to 2013/14 at Monitor 2 report.

19. It is proposed to carry forward the unused Access York funding to 2013/14 to deliver the project following the later than anticipated approval for the scheme from the Department for Transport.
20. It was agreed with the DfT in January 2013 that due to the delays in progressing some of the larger LSTF schemes, £310k LSTF grant funding could be slipped to 2013/14. This funding has already been allocated in the 2013/14 Capital Programme.
21. It is proposed to carry forward the unused funding from the Better Bus Area Fund schemes from 2012/13 to the 2013/14 capital programme to allow the schemes to be completed in 2013/14.
22. As progress on the scheme to trial pay on exit car parking in Marygate car park was delayed in 2012/13 due to late confirmation of legal powers, it is proposed to carry forward the £100k CYC Resources funding allocated for this scheme to 2013/14 to allow the scheme to be implemented.
23. Funding was allocated from CYC Resources for the migration of the CCTV network to a digital network. However, the cost of the work was funded from the Local Transport Plan in 2012/13 for corporate funding reasons. It is proposed to carry forward the £85k CYC Resources funding allocated for this scheme to 2013/14, in place of the LTP funding used in 2012/13.
24. It is proposed to carry forward the £30k CYC Resources funding for the City Walls Restoration to 2013/14, as the work has carried over into 2013/14.
25. The grant funding provided including a contribution from Earswick Parish Council for the improvements to the off-road path along the River Foss, and a contribution from Rawcliffe Parish Council for a new footpath linking Staindale Close to Rawcliffe Recreation ground.

## **Risk Management**

26. 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.

## Recommendations

27. The Cabinet Member is requested to:
- i. Note the progress achieved in delivering schemes in the capital programme as indicated in the annexes.
  - ii. Approve the proposed carryovers as outlined in paragraphs 18 to 244, subject to the approval of the Cabinet.

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

## Contact Details

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	<b>Report Approved</b>	✓	<b>Date</b> 11/06/13
<b>Specialist Implications Officer(s)</b> None			
<b>Wards Affected:</b>		All	✓
<b>For further information please contact the author of the report</b>			

### Background Papers:

- 2012/13 CES Capital Programme: Monitor 2 Report – 4 December 2012
- 2013/14 CES Capital Programme: Budget Report – 18 April 2013

### Annexes

- Annex 1: 2012/13 Outturn Report – Scheme Progress Report
- Annex 2: 2012/13 Capital Programme Outturn