

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

**23<sup>rd</sup> July 2015**

Report of the Director of City and Environmental Services

**City and Environmental Services Capital Programme –  
2014/15 Outturn Report**

**Summary**

1. The purpose of this report is to inform the Executive Member of the outturn position for schemes in the 2014/15 CES Capital Programme, including the budget spend to 31 March 2015, and the progress of schemes in the year.
2. The report also informs the Executive Member of any variations between the outturn and the budget, and seeks approval for funding to be carried forward to 2015/16, subject to the approval of the Executive.

**Recommendations**

3. The Executive 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 19 to 25, subject to the approval of the Executive.

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 at £7,637k at Full Council on 27 February 2014. The programme was finalised on 13 October 2014, when the then Cabinet Member was presented with the Consolidated

Capital Programme, which included all funding that had carried over from 2013/14.

5. A number of amendments to the programme were also made at the Monitor 1 Report to the Decision Session in December 2014. Further amendments were also recommended at the 10 February Cabinet meeting that were subsequently approved at the Council Budget meeting on 26 February 2015.
6. As a result of these amendments, the current approved budget for the 2014/15 Transport Capital Programme is £11,879k, which includes 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 A19 Pinch Point, Clean Bus Technology Fund as well as funding from the Better Bus Area Fund to improve public transport in York. This represents the main budgets available to spend, and is therefore net of the over programming 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.
7. The CES Planning & Transport Capital Programme also includes £290k of funding from council resources for the maintenance of the city walls and £60k for the alleygating programme, partly funded by a grant (£10k) and partly by council resources (£50k).
8. Table 1 shows the current approved capital programme.

**Table 1: Current Approved Capital Programme**

|   | <b>Gross<br/>Budget<br/>£000s</b> |
|---|-----------------------------------|
| Original CES Planning & Transport Capital Programme | 7,637                             |
| Variations approved at Consolidated Report          | +5,567                            |
| Variations approved at Monitor 1 Report             | +248                              |
| Variations approved at Corporate Monitor 3 Report   | -1,573                            |
| <b>Current Approved CES Capital Programme</b>       | <b>11,879</b>                     |

## Summary of Key Issues

9. Against the approved Transport budget of £11,879k in 2014/15, there is an outturn of £9,714k. This is a higher than anticipated level of under spend compared to previous years, and is principally caused by; additional DfT 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), some schemes delivered under budget and delays in progressing a number of other schemes.
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 2014/15, due to the need for funding to be slipped to 2015/16 for delivery of the delayed schemes.
11. A substantial amount of work has been progressed in the year, including the following schemes:
  - Completion of the Access York Phase 1 scheme, which included the provision of two new Park and Ride sites, and a major roundabout improvement to the A1237/A59 junction a new signalised junction at Poppleton and upgrading of the traffic signal junction as Askham.
  - Public realm improvements at the Theatre Royal Interchange/ Exhibition Square.
  - Improvements to York Station Interchange facilities
  - Refurbishment programme of Real Time Passenger Information displays at City Centre Bus Stops
  - Minor improvement programme to bus shelters along radial routes
  - Commencement of advance works for Phase One of the A19 Pinch Point Scheme at the A64 junction.
  - Introduction of Pay on Exit Car Parking Trial on Marygate Car Park.
  - Installation of rapid charging points at several locations across the city, Two at Poppleton Bar, one at Nunnery Lane and one at the University Sports Village
  - Substantial completion of the Haxby to Clifton Moor Cycle Route.
  - University Road Cycle route substantially completed.

- Ongoing programme of Cycle Network Priority improvements.
  - Completion of North York and East York 20 mph programme.
  - University Road Speed Management scheme substantially completed.
  - The ongoing maintenance of the City Walls including retaining wall works at the Monkgate Garage site.
  - Alleygating schemes completed in several residential areas.
12. 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                     | 2014/15       | Variation to 2015/16 Budget | Paragraph Ref |
|---|---------------|-----------------------------|---------------|
|   | £000s         | £000s                       |               |
| <b>Current Approved Capital Programme</b> | <b>11,879</b> |                             |               |
| <b><u>Re-profiling:</u></b>               |               |                             |               |
| LTP Funding                               | -936          | 936                         | 19            |
| Better Bus Area Fund                      | -547          | 547                         | 20            |
| DfT – A19 Pinch Point Fund                | -222          | 222                         | 21            |
| DfT – Clean Bus Technology Fund           | -476          | 476                         | 22            |
| CYC Funding – Alleygating                 | -8            | 8                           | 23            |
| CYC Funding – City Walls                  | -113          | 113                         | 24            |
| <b><u>Adjustments:</u></b>                |               |                             |               |
| Outturn Overspend*                        | 137           |                             | 25            |
| <b>Outturn**</b>                          | <b>9,714</b>  | <b>2301</b>                 |               |

\*Outturn Overspend is additional funding that was not available when the Corporate Monitor 3 budget was agreed. \*\* Rounding errors amended

## Consultation

13. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM), and was agreed by the Council on 27 February 2014. 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

14. 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

15. Details on the progress of schemes in the CES Planning & Transport Capital Programme can be found in Annexes 1 and 2. Spend against individual schemes (shown in Annex 2) is compared to the programme allocations, which included overprogramming of £128k; i.e. there would have been an overspend of £128k if the outturn of all schemes was equal to the programme allocation.

## Corporate Strategy

16. 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

17. 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**

18. The approved 2014/15 Transport Capital Programme budget was £11,879k. The actual spend in the year was £9,714k, an underspend of 19%. The proposed funding sources for the budget, subject to approval by the Executive, are shown in Table three.

**Table 3: Outturn and Funding Sources**

| CES Capital Programme                 | Current Budget | Outturn     | Outturn Overspend* | Variation    |
|---------------------------------------|----------------|-------------|--------------------|--------------|
|                                       | £1,000s        | £1,000s     | £1,000s            | £1,000s      |
| Local Transport Plan – Other          | 1870           | 935         | 0                  | -936         |
| Local Transport Plan – Access York    | 1147           | 1147        | 0                  | 0            |
| CYC LTP Top-up Funding                | 811            | 811         | 0                  | 0            |
| Section 106 Funding                   | 46             | 58          | 12                 | 0            |
| Access York – EIF Funding             | 3250           | 3250        | 0                  | 0            |
| Access York – Section 106 Funding     | 110            | 110         | 0                  | 0            |
| Access York – Dev Cont                | 0              | 60          | 60                 | 0            |
| Access York – CYC Funding             | 1323           | 1323        | 0                  | 0            |
| Local Sustainable Transport Fund      | 647            | 647         | 0                  | 0            |
| Better Bus Area Fund – DfT            | 314            | 339         | 25                 | 0            |
| Better Bus Area Fund – EIF            | 920            | 373         | 0                  | -547         |
| Better Bus 2 Funding                  | 68             | 68          | 0                  | 0            |
| A19 Pinchpoint Grant Funding          | 399            | 177         | 0                  | -222         |
| Grant Funding (OLEV)                  | 23             | 63          | 40                 | 0            |
| Grant Funding – Clean Bus Technology  | 575            | 99          | 0                  | -476         |
| Grant Funding (Alleygating)           | 10             | 10          | 0                  | 0            |
| CYC Funding (Pay on Exit car parking) | 25             | 25          | 0                  | 0            |
| CYC Funding (City Walls)              | 290            | 177         | 0                  | -113         |
| CYC Funding (Alleygating)             | 50             | 42          | 0                  | -8           |
| <b>Total Budget**</b>                 | <b>11879</b>   | <b>9714</b> | <b>137</b>         | <b>-2301</b> |

\*Outturn Overspend is additional funding that was not available when the Corporate Monitor 3 budget was agreed. \*\* Rounding errors amended

19. 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 requirement was reduced in 2014/15 and needs to be carried forward to allow the completion of the agreed LSTF programme in 2015/16.

20. It is proposed to carry forward the unused funding from the Better Bus Area Funds for schemes from 2014/15 to the 2015/16 capital programme to allow the schemes to be completed in 2015/16. The scope for some reprioritisation/reallocation of funding for schemes that may no longer be viable or where they are delivered under budget is being reviewed. It will however need to ensure the original outputs are delivered.
21. 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.
22. Following a further DfT in year allocation for the Clean Bus Technology Fund-It this will need to be carried forward to deliver the identified programme in 2015/16.
23. The remaining CYC Funding for Alleygating programme is proposed to be carried forward into 2015/16
24. It is proposed to carry forward the £113k CYC Resources funding for the City Walls Restoration to 2015/16, as this is an ongoing programme of works.
25. The Outturn overspend budget of £137K has been incorporated into the overall 2014/15 programme. These budgets were added after the Corporate Monitor 3 budgets and were therefore not previously included.

## **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.



## Contact Details

|   |   |   |  |
|---|---|---|--|
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|   | <b>Report Approved</b>  | ✓ | <b>Date</b> 10 <sup>th</sup> July 2015 |
| <b>Specialist Implications Officer(s)</b> <i>List information for all</i>   |   |   |  |
| <b>Wards Affected:</b>  | <b>All</b>  | ✓ |  |
| <b>For further information please contact the author of the report</b>  |   |   |  |

### Background Papers:

- 2014/15 Budget Council Meeting – 26 February 2015
- 2014/15 Cabinet Capital Programme Monitor 3 Report – 10 February 2015
- 2014/15 CES Capital Programme: Monitor 1 Report – 11 December 2014
- 2014/15 CES Capital Programme: Consolidated Report - 13 October 2014
- 2014/15 CES Capital Programme: Budget Report – 10 April 2014

### Annexes

- Annex 1: 2014/15 Outturn Report – Scheme Progress Report
- Annex 2: 2014/15 Capital Programme Outturn