
Decision Session – Executive Member for City Strategy

2 June 2009

City Strategy Capital Programme – Outturn Report

Summary

1. The purpose of this report is to:
 - Inform the Executive Member of the outturn position for schemes in the 2008/09 capital programme, including budget spend to 31 March 2009, and the progress of schemes in the year;
 - Inform the Executive Member of any variations between the outturn and budget, and seek approval for funding to be carried forward to 2009/10 subject to the approval of the Executive.

Recommendations

2. The Executive Member is requested to:
 - i) Note the progress achieved delivering schemes in the Capital Programme as indicated in the Annexes.
 - ii) Approve the proposed carryovers as outlined in paragraph 20, subject to the approval of the Executive.
 - iii) Approve the proposed funding of the virement to Neighbourhood Services as outlined in paragraph 21, subject to approval by the Executive.

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

Background

3. The 2008/09 – 2010/11 capital programme was approved by Council on 21 February 2008. Since then a number of amendments have taken place, as reported to Executive Members in the 2007/08 Capital Outturn report, Consolidated report (July), Monitor 1 report (September), Monitor 2 report (December), and Monitor 3 report (March). These changes have resulted in a current approved capital programme for 2008/09 of £8,479k, financed by £6,898k of external funding, leaving a cost to the council of £1,581k. Table 1 illustrates the movements from the original budget to the currently approved position.

Table 1 Current Approved Capital Programme

| | Gross Budget £000s | External Funding* £000s | Capital Receipts £000s |
|---|-------------------------------|------------------------------------|-----------------------------------|
| Original Budget Approved by Council at 21 Feb 2008 | 7,943 | 6,441 | 1,502 |
| Re-profiling to 09/10 & 10/11 from 07/08 outturn report | n/a | n/a | n/a |
| Additions/ reductions from 07/08 outturn report approved at Monitor 1 | +496 | +243 | +253 |
| Additions/ reductions from 07/08 outturn report approved at Monitor 2 | +219 | +219 | |
| Additions/ reductions from 07/08 outturn report approved at Monitor 3 | -179 | -5 | -174 |
| Current Approved Capital Programme | 8,479 | 6,898 | 1,581 |

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

Consultation

- The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed by the council on 21 February 2008. Whilst the capital programme as a whole is not consulted on, the individual scheme proposals do follow a consultation process with local councillors and residents in the locality of the individual schemes.

Summary of Key Issues

Against the Monitor 3 approved budget of £8,479k in 2008/09, there is an outturn of £8,270k, a net underspend of £209k (2.5%). The outturn spend comprises:

- Integrated Transport Schemes: £3,913k spend against a budget of £3,993k (£80k underspend (1.98%)).
 - Highway Structural Maintenance Schemes: £4,264k spend against a £4,409k budget (£145k underspend (3.2%)).
 - City Walls: £92k spend against a £76k budget (£16k overspend).
- The overall spend is within the target tolerance of +2.0%/-5% which is used to assess the performance of the management of the City Strategy

Capital Programme. Over 160 schemes have been progressed in the year ranging from £1k up to £520k value, with 15 schemes accounting for approximately 75% of the programme value. For many schemes feasibility studies and other preparatory works had to be undertaken within the year, leading to an expectation that many of the projects would be delivered towards the end of the year. In fact over 50% of the budget was spent in the final three months of the year despite the poor weather experienced in January and February.

6. The outturn figure and proposed changes to the approved budget are indicated in Table 2 below. Additional information indicating progress on individual schemes and proposed allocation changes is provided in the Annexes to the report.

Table 2 Capital Programme Forecast Outturn 2008/09 – 2009/10

| Gross City Strategy Capital Programme | 2008/09 £000s | Variation to 2009/10 Budget | Paragraph Ref |
|--|--------------------------|--|----------------------|
| | £000s | £000s | |
| Current Approved Capital Programme | 8,479 | | |
| <u>Adjustments:</u> | | | |
| Grants | +16 | 0 | Annex 1 |
| Developer Contribution | -21 | 0 | Annex 1 |
| <u>Reprofiling:</u> | | | |
| CYC Funded Transport Schemes | -220 | +220 | Annex 1 |
| City Walls (CYC) | +16 | -16 | Annex 1 |
| Outturn | 8,270 | +204 | |

7. A substantial amount of work has been delivered in the year including the following larger schemes:
- New traffic signals at the Boroughbridge Road/Beckfield Lane junction and an off-road cycle route on Beckfield Lane to improve safety, link with the cycle network in the area and improve access, by more sustainable forms of transport, to the new Manor School.
 - The commencement of traffic management, bus priority, cycling and pedestrian improvements on Fulford Road, which will be continued in 2009/10.
 - Pedestrian/cycling improvements at Walmgate Bar to enable safer cycling and pedestrian movements in the area.
 - The provision of a new office at the Designer Outlet Park & Ride site to improve the management of the service and allow regular users to purchase discounted tickets.
 - Improvements to cycle lanes on Moor Lane bridge delivered during the bridge replacement works to allow safer access to York College for cyclists.

- Replacement of parapets on Clifton Bridge and provision of improved cycle facilities from Salisbury Road to Clifton Green as part of the Orbital Route being delivered by the Cycling City Project.
- Widening of the footway on the main Station to City Centre walking route near Lendal Bridge to improve safety and reduce maintenance costs.
- Preparatory works for the Access York Phase 1 project to deliver three new Park & Ride sites for the city.

Details of the spend and progress on all schemes included in the programme are provided in the Annexes to the report.

8. The largest Capital Structural Maintenance programme for several years has delivered improvements to 70 streets including 25 footway replacement schemes. Structural Maintenance work was also undertaken to Clifton Bridge and Fossway Bridge. The management of the Structural Maintenance programme was transferred to Neighbourhood Services earlier in the year with progress and spend to be reported to the Executive Member for Neighbourhood Services in future. Details of the proposed funding carryover is presented at the end of this report.

Scheme Specific Analysis

9. Details of the progress on all schemes in the City Strategy Capital Programme can be found in Annexes 1 & 2. Individual scheme spends are compared to the programme allocations which included overprogramming of £124k across the whole programme. i.e there would have been an overspend of £124k if the outturn of all schemes was equal to the programme allocations.
10. The Integrated Transport and City Walls schemes with budget variations greater than £10k are indicated in the tables below. Further details of the background and causes of the variations are included in Annex 1.

| 08/09 City Strategy Capital Programme | M3 Budget | 08/09 Outturn | Variation |
|---|-----------|---------------|-----------|
| | £1000s | £1000s | £1000s |
| Access York Phase 1 Park & Ride Bid | 300.0 | 419.0 | +119.0 |
| Moor Lane Roundabout | 65.0 | 43.9 | -21.1 |
| Bus Location and Information Sub-System (BLISS) | 100.0 | 141.2 | +41.2 |
| A59/Beckfield Lane Junction Improvements | 400.0 | 389.3 | -10.7 |
| Lendal Bridge Walking Route | 80.0 | 95.2 | +15.2 |
| Walmgate Bar Improvements | 110.0 | 85.4 | -24.6 |
| Secure Cycle Parking/Lendal Sub-Station | 31.0 | 20.6 | -10.4 |

| | | | |
|--|-------|-------|-------|
| Clifton Bridge Approaches (Water End to Clifton Green) | 520.0 | 488.9 | -31.1 |
| Cycle Margins & Lining Refreshing Works | 81.2 | 47.9 | -33.3 |
| Clifton Moorgate/Water Lane Local Safety Scheme | 30.0 | 17.4 | -12.6 |
| City Walls Repair | 50.0 | 66.2 | +16.2 |

| 08/09 City Strategy Capital Programme | Cause of Variation |
|--|--|
| Access York Phase 1 Park & Ride Bid | Scheme programme accelerated |
| Moor Lane Roundabout | Maintenance retention delayed |
| Bus Location and Information Sub-System (BLISS) | Installation of EYMS equipment brought forward |
| A59/Beckfield Lane Junction Improvements | Final account lower than expected in year. |
| Lendal Bridge Walking Route | Scope increased and more night working |
| Walmgate Bar Improvements | Installation of signals delayed until after Easter |
| Secure Cycle Parking/Lendal Sub-Station | Slower delivery than expected |
| Clifton Bridge Approaches (Water End to Clifton Green) | Delivery extended into 2009/10 due to delays at end of project |
| Cycle Margins & Lining Refreshing Works | Funding of elements of the works transferred to Revenue |
| Clifton Moorgate/Water Lane Local Safety Scheme | Project delayed to prevent conflict with other schemes |
| City Walls Repair | Additional works transferred from Revenue |

11. The Structural Maintenance schemes transferred to Neighbourhood Services with budget variations greater than £10k are indicated in the table below. Details of the background and causes of the variations are included in Annex 1.

| 08/09 City Strategy Capital Programme (Highway Structural Maintenance Schemes) | M3 Budget | 08/09 Outturn | Variation |
|---|------------------|----------------------|------------------|
| | £1000s | £1000s | £1000s |
| Bridges Structural Maintenance | 70.0 | 90.1 | +20.1 |
| Clifton Bridge Parapet Strengthening | 415.0 | 435.0 | +20.0 |
| A19 (south) (St Nicholas Ave/ A64 for 850m) | 151.0 | 115.5 | -35.5 |
| A1237 (Wigginton Road to Haxby Road) | 248.0 | 217.3 | -30.7 |

| | | | |
|--|-------|-------|--------|
| A1237 Northern Bypass (Monks Cross Roundabout) | 78.0 | 50.5 | -27.5 |
| Bishopthorpe Road (part) | 76.5 | 59.8 | -16.7 |
| Nunnery Lane | 163.0 | 180.1 | +17.1 |
| Harrogate Road (part) | 108.0 | 6.7 | -101.3 |
| Main St Wheldrake | 80.0 | 94.1 | +14.1 |
| Church St Dunnington | 99.0 | 110.3 | +11.3 |
| Selby Road (Drainage) | 20.0 | 0.7 | -19.3 |

Corporate Priorities

12. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
13. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
14. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
15. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the provision of three new Park & Ride sites will assist the economy by reducing the impact of congestion.
16. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

Implications

17. The report has the following implications:
 - **Financial** – See below
 - **Human Resources (HR)** – There are no HR implications
 - **Equalities** – There are no equalities implications
 - **Legal** – There are no legal implications
 - **Crime and Disorder** – There are no crime and disorder implications
 - **Information Technology (IT)** – There are no IT implications
 - **Property** – There are no property implications
 - **Other** – There are no other implications

Financial Implications

18. The approved 2008/09 capital programme budget was £8,479k. The actual spend in the year was £8,270k, an underspend of £209k (2.5%).
19. The proposed funding sources for the budget, subject to approval by the Executive, are indicated in the following table.

| 2008/09 Outturn Funding | M3 Budget | Outturn | Variation |
|-----------------------------------|------------------|----------------|------------------|
| | £000s | £000s | £000s |
| LTP Settlement | 5,116 | 5,116 | |
| De-Trunked Road Grant | 781 | 781 | |
| Road Safety Grant | 44 | 44 | |
| Developer Contributions | 510 | 489 | -21 |
| CYC Resources | 1,581 | 1,377 | -204 |
| Cycling City Grant | 312 | 312 | |
| Housing & Planning Delivery Grant | 135 | 135 | |
| Misc. Grants | 0 | 16 | +16 |
| Total | 8,479 | 8,270 | -209 |

20. It is proposed to carry over the £204k of Council resources to fund the completion of schemes slipped into 2009/10. It is proposed to apportion the carry over funding as indicated in the following table.

Proposed Carry Overs to 2009/10 Budgets

| | |
|--|---------------------|
| | £000 |
| Structural Maintenance (SM) underspend | 145.0 |
| Integrated Transport (IT) underspend | 59.0 |
| Total | <u>204.0</u> |

21. To complete the balancing of budgets adjusted in previous years to fund the Moor Lane Roundabout scheme, the Executive approved the transfer of £516k of funds to Neighbourhood Services in March 2009 as part of the 2009/10 City Strategy Capital Programme. It is proposed to fund the full virement of £661k (transfer and carryover) to Neighbourhood Services as indicated in the following table.

Proposed Virement to Neighbourhood Services 2009/10

| | |
|--|---------------------|
| | £000 |
| Funding | |
| City Council Resources (2008/09 SM Carry Over) | 145.0 |
| City Council Resources (2008/09 IT Carry Over) | 59.0 |
| City Council Resources (2009/10 City Walls budget) (2008/09 Overspend) | 16.0 |
| Local Transport Plan Settlement | 441.0 |
| Total | <u>661.0</u> |

Risk Management

22. There are no anticipated risks associated with the recommendations listed below. The report is a record of the achievements of the year and the proposed method of funding.

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Specialist Implications Officer(s) N/A

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers:

Proposed 2008/09 City Strategy Capital Programme – 17 March 2008
2007/08 City Strategy Capital Programme: Outturn Report – 2 June 2008
City Strategy Capital Programme 2008/09: Consolidated Report – 14 July 2008
City Strategy Capital Programme 2008/09: Monitor 1 Report – 8 September 2008
City Strategy Capital Programme 2008/09: Monitor 2 Report – 8 December 2008
City Strategy Capital Programme 2008/09: Monitor 3 Report – 16 March 2009

Annexes

Annex 1: 2008/09 City Strategy Capital Programme Scheme Progress Report
Annex 2: 2008/09 City Strategy Capital Programme Outturn Spreadsheet