

Report of the Director of City Strategy

**City Strategy Capital Programme – 2011/12 Consolidated Report**

**Report Summary**

1. This report identifies the proposed changes to the 2011/12 City Strategy Capital Programme to take account of carryover funding from 2010/11, and to include additional funding from the Local Sustainable Transport Fund (LSTF) and other sources.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections. Further changes will be made at future Decision Sessions as the implications of the LSTF funding are confirmed and coordination with the maintenance programme is developed.

**Recommendations**

3. The Cabinet Member is requested to:
  - i) Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
  - ii) Approve the increase to the 2011/12 City Strategy capital budget, subject to the approval of the Cabinet.

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

**Background**

4. The City Strategy Capital Programme budget for 2011/12 was confirmed as £1,999k at Full Council on 24 February 2011. This includes the Integrated Transport & City Walls schemes, and is funded through £1,549k of Local Transport Plan (LTP) funding,

£300k funding from developer contributions, and £150k CYC funding.

5. The Accommodation Review and the Stadium schemes being progressed by the City Strategy Directorate are reported separately.
6. 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>
Planning & Transport	1,999	1,849	150
<b>Current Approved City Strategy Capital Programme</b>	<b>1,999</b>	<b>1,849</b>	<b>150</b>

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

### **Summary of Key Issues**

7. As stated in the 2011/12 Budget Report, the LTP Integrated Transport funding available for future years is significantly lower than previous allocations, with £1,549k available in 2011/12 compared to £2,986k at the start of 2010/11.
8. A number of schemes were not completed at the end of 2010/11, and need to be added to the 2011/12 programme. However, due to the underspend at the end of 2010/11, there is £721k of funding to be carried forward, which will be used to fund the completion of the carryover schemes from 2010/11. There is also £257k additional funding from developer contributions and grants, and £44k of additional CYC funding following a successful CRAM bid.
9. It was announced on 5 July 2011 that the council's bid for additional funding from the Local Sustainable Transport Fund (LSTF) had been successful, and £4.645m has been awarded to improve sustainable transport in the city over the next four years. This includes both capital and revenue funding, and £189k of additional capital funding has been added to the 2011/12 capital programme. This will fund several public

transport, walking, and cycling schemes in 2011/12. Development of the key projects planned for delivery later in the LSTF programme such as the provision of a new cycle route between Haxby Road and Clifton Moor will also be commenced in 2011/12.

10. A review of the proposed programme has been carried out to take account of the carryover schemes and funding, and details of the Safety Schemes programme and Safe Routes to School programme have been added.
11. The current approved budget and proposed adjustments are indicated in Table 2. Additional information, including details of the proposed changes to scheme allocations, is provided in the Annexes to the report.

**Table 2: Capital Programme Budget 2011/12**

City Strategy Capital Programme	2011/12 Programme	Paragraph Ref
	£000s	
<b>Current Approved City Strategy Capital Programme</b>	<b>1,999</b>	
<b><u>Adjustments:</u></b>		
Additional Funding (Carryover from 2010/11)	+52	21
Regional Funding Allocation (Carryover from 2010/11)	+669	21
Proposed Section 106 Funding increase	+230	22
Cycle Challenge Grant Funding	+27	22
Local Sustainable Transport Fund	+189	23
CYC Funding – City Walls	+44	24
<b>Revised City Strategy Capital Programme</b>	<b>3,210</b>	

## **Scheme Specific Analysis**

12. The key proposed changes included in the report are summarised below and are detailed in Annex 1.

- Increased allocation using carry over funds for the A19 Roundabout Improvements scheme for completion of the scheme in 2011/12, following delays to the scheme in 2010/11. Subject to the final resolution of claims, it is anticipated that the overall cost for the scheme will be within the original budget allocation.
- Reduction to the Blossom Street Phase 2 allocation following review of the cost estimates for the scheme.
- Reduction of the allocation for the Fishergate scheme to allow for further investigation and confirmation of the traffic impact of the proposal.
- Allocation added for the carryover costs of the Fulford Road (Cemetery Road to Fishergate) scheme, which was completed in April.
- Increased allocation for the Library Square Improvements scheme, due to the increased carryover cost.
- Increased allocation, using carry over funding, for the completion of Cycling City Schemes including the completion of the Orbital Cycle Route, Beckfield Lane cycle route, and the Station Access Ramps in 2011/12.
- Allocation added for the proposed South Bank 20mph limit pilot scheme and the development of the scheme to introduce city-wide 20mph limits.
- Inclusion of the details of the Safety Schemes and Safe Routes to School schemes in the 2011/12 programme.
- Inclusion of additional public transport, walking, and cycling schemes following the success of the council's LSTF bid.

## **Consultation**

13. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework and was agreed by the council on 24 February 2011. 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.

## Corporate Priorities

14. 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.
15. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the Corporate Strategy.
16. **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.
17. **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 improvements to the Park & Ride service will assist the economy by reducing the impact of congestion.
18. **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

19. The report has the following implications:
  - **Financial** – See below
  - **Human Resources (HR)** – The size of the engineering design team has been reduced to match the lower funding levels.
  - **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**

20. The LTP allocation for 2011/12 was confirmed by the Department for Transport on 13 December 2010. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC capital programme on 24 February 2011.
21. As stated to the Cabinet Member in the Outturn Report to the June Decision Session, the underspend at the end of 2010/11 allowed £669k of the RFA supplement funding to be slipped into 2011/12. An additional £52k of funding was also slipped into 2011/12 following the Corporate Outturn Report.
22. The Section 106 allocation has been increased, and the remaining 'Cycle Challenge' grant funding has been added to the programme to part-fund the completion of the Station Access Ramps scheme.
23. An additional £189k of funding from the Local Sustainable Transport Fund has been added to the programme following the success of the council's bid for additional funding.
24. Additional CYC funding for the City Walls restoration was approved through the CRAM process in early 2011. The additional £52k allocated has been reduced to £44k to accommodate the overspend against the City Walls scheme in 2010/11.
25. If the proposed changes in this report are accepted, the total value of the City Strategy Planning & Transport Capital Programme for 2011/12 would be £3,611k including overprogramming. The overprogramming level of £401k is considered appropriate for the level of funding available in 2011/12 and the anticipated lower funding allocations in future years. The budget would increase to £3,210k, and would be funded as follows.

Planning & Transport Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£000s	£000s	£000s
LTP Settlement	1,549		1,549
Extra Funding	-	+52	52
Regional Funding Allocation	-	+669	669
Developer Contributions	300	+230	530
Other Grant Funding	-	+27	27
Local Sustainable Transport Fund	-	+189	189
CYC Resources – Library Square	60		60
CYC Resources – City Walls	90	+44	134
<b>Total</b>	<b>1,999</b>	<b>1,211</b>	<b>3,210</b>

### Risk Management

26. 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 there is a risk that the targets identified within the plan will not be achievable. Alternative funding sources such as the Local Sustainable Transport Fund and Major Scheme process are being targeted to meet the shortfall.

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**Report  
Approved**

**Date** 14 July

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**Report  
Approved**

**Date**

**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**

City Strategy Capital Programme: 2011/12 Budget Report – 1  
March 2011

City Strategy Capital Programme: 2010/11 Outturn Report – 28  
June 2011

**Annexes**

Annex 1: 2011/12 Consolidated Report – Scheme Progress Report  
Annex 2: Current and Proposed Budgets