

Report of the Director of City Strategy

CITY STRATEGY CAPITAL PROGRAMME 2006/07 – SECOND MONITOR REPORT

Summary

1. The purpose of this report is to set out progress to date on schemes within the City Strategy Capital Programme for 2006/07. It reports on budget spend to the end of October 2006, which is seven months into the capital programme year. The budgetary position over the next four years is also identified. The report asks the Executive Member for City Strategy to approve the amendments to the 2006/07 budget as set out below.

Background

2. The City Strategy Capital Programme was agreed by the Executive Member in April 2006. The programme was finalised on 17 July 2006 when the Executive Member was presented with the consolidated Capital Programme for 2006/07, which included all work that had carried over from 2005/06.
3. Following minor programming changes at the first Monitoring Report in September, the current approved budget for the City Strategy Capital Programme for 2006/07 is **£10,835k**. This figure represents the budget available to spend and is therefore net of the overprogramming built into the Local Transport Plan (LTP) element of the programme. The overprogramming seeks to address the problem of schemes being delayed due to unforeseen circumstances arising.
4. The current approved City Strategy Capital Programme for 2006/07 has a value of **£14,138k**, which includes **£3,304k** of overprogramming.

City Strategy Capital Programme

5. The City Strategy Capital Programme is funded from the Local Transport Plan settlement, City of York Council capital resources, other government funding sources and the private sector (including section 106 agreements). The list of schemes set out below considers those with an element of LTP funding first, followed by those funded entirely from other sources. The funding figures shown are those for 2006/07 only and do not necessarily represent the full cost of the scheme.

6. The spend plus commitments for schemes within the City Strategy Capital Programme to the end of October was £4,403k. This represents 41% spend of the total budget allocation (ie: the programme minus overprogramming). This is higher than the spend at this time in previous years (the spend at end of October 2005 was 26% of the budget), which is due to a high level of spend against some of the larger schemes in the programme (mainly James St Link Road).
7. When the programme was prepared in March 2006 there was considerable uncertainty over a number of the larger schemes in the programme and therefore the level of overprogramming was set relatively high at approximately £3m. The projected outturn has been reviewed taking account of progress and issues which have arisen up to date. This review has indicated that owing to good progress on a number of key schemes approximately £1m of additional projects could be delivered if funding was available.
8. In previous years progress on schemes has been adjusted over the year end to ensure the budget allocation is fully spent. These schemes would become the first call on funds in the following year, however funding available for integrated transport is reducing over the next few years due to changes to the DfT allocation to the council. In addition Moor Lane Roundabout is planned to be delivered in 2007/08. The consequences of delivering this large scheme in one financial year and the reducing budget means that there is likely to be less funding available for other integrated transport schemes in 2007/08.
9. In response to these issues, rather than automatically carrying over all of the schemes which can not be completed in 2006/07 for progress or funding reasons (approx. £3m of schemes), it is proposed to put some schemes on temporary hold and undertake a comprehensive review of the programme for the next few years before preparing the allocations for 2007/08. All schemes will be reprioritised against the objectives of the LTP and assessed for value for money and affordability. Therefore it should be noted that some of the schemes deferred from the 2006/07 programme may not be delivered until 2008/09 or 2009/10 at the earliest. A detailed programme for 2007/08 will be presented to members at the March 2007 City Strategy EMAP.
10. Owing to the dates of the remaining City Strategy EMAPs (15 January & 26 March) it is not proposed to issue a third monitor report for 2006/07. Therefore the review of the anticipated spend and amendments to the programme have been more comprehensive than in previous years as the outturn spend will be compared to the budget proposed in this report.
11. To ensure that a significant proportion of the 2007/08 budget does not have to be allocated to completing schemes started in 2006/07, it is proposed to allocate a low level of overprogramming (approximately £400k) to the LTP Integrated Transport block offset by savings in the structural maintenance block. If there is any underspend at outturn it is be proposed to carry it over to fund the completion of the delayed schemes and therefore not place additional pressure on the 2007/08 allocations. Deferred minor schemes may be brought back into the programme if funding is available at the end of the year.

12. Progress on the structural maintenance programme has been good with a number of savings anticipated to be achieved. All schemes in the programme are planned to be delivered but the costs are projected to be lower than originally anticipated due to improved contract rates and better value for money design solutions. It is proposed to use these savings to offset some of the increases in the Integrated Transport block and to cover additional items in the structural maintenance area. It is proposed to support the integrated transport block with approximately £250k of savings from the structural maintenance schemes. It should be noted that the Integrated Transport block of the LTP has been used to fund approx. £570k of structural maintenance work over the last three years.
13. Each spending block is considered below to give a more detailed picture of actual progress to date and to identify any slippage, savings and additional costs in the programme. Schemes are reported only where there are changes required to the programme or budget; other schemes are progressing as programmed and reported in the 2006/07 First Monitoring Report. The proposed funding alterations are shown in Annex 1, and the proposed full programme is shown in Annex 2.
14. In principle the programme has been focussed on the implementation of schemes rather than the preparation of preliminary designs for future schemes. Owing to the progress of schemes across the programme funding is not available for the implementation of any reserve schemes.

Schemes Within the Local Transport Plan

OUTER RING ROAD AND JAMES ST LINK ROAD

Budget: £2,609k (LTP £1,266k, s106 £1,343k)

Programme (including overprogramming): £3,414k

Spend to 31 October 2006: £1,685k

15. Hopgrove Roundabout (OR01/05) - £500k. The Highways Agency are promoting a scheme to improve the capacity of the Hopgrove Roundabout. Subsequent to the October EMAP where the layout of the proposed roundabout was agreed, the council has been informed by the Highways Agency that the procurement of a contractor is taking longer than anticipated. The Highways Agency's negotiations with their framework contractor suggest that the cost of the scheme currently exceeds their regional limit of £5m. As a result there is likely to be a delay in the start of the scheme until the cost issues are resolved. Some adjustments may be needed to the scheme layout to ensure that it is still deliverable within the funding constraints. The Highways Agency are committed to the delivery of the improvements but construction will start later than originally anticipated. To ensure that funding is available when required it is proposed to maintain the £500k allocation in the overall 2006/07 budget but recognise that the funding may need to be slipped into 2007/08.
16. Moor Lane Roundabout (OR01/06) - £500k. Since the preferred scheme was approved at EMAP in July, detailed design has been progressing with the planning application submitted at the end of November for a decision expected at the latest in February. It is anticipated that the site investigation, detailed

design, environmental and traffic assessments and supervision will cost £270k in 2006/07, therefore it is proposed to reduce the allocation to this level. The current total anticipated scheme cost is still within the £3m original estimate, however detailed statutory undertakers diversion/protection estimates have not yet been received.

17. Strensall Roundabout Left Turn Lane (OR01/04) - £250k. The scheme detail has been completed however owing to budgetary pressures it is proposed to defer it until later in the LTP2 programme. The scheme does not offer the benefits and value for money that other schemes in the 2006/07 programme represent.
18. James St Link Road (JS01/04) - £2,164k. The road is due to be completed in November. The final account from the contractor is subject to apportionment between the developer and the council. Negotiations are ongoing but it is anticipated that the final costs will be within the current allocation. It is proposed to slip £40k of the allocation into 2007/08 to cover the retentions.

AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT

Budget: £321k (LTP £235k, s106 £86k)

Programme (including overprogramming): £421k

Spend to 31 October 2006: £286k

19. Coach Study Measures (TM03/03) - £96k. It is proposed to reduce this allocation pending receipt of the s106 contribution from the Barbican development, which provided most of the funding for the scheme.
20. Lorry Park Signage (TM01/06) - £10k. Progress on this scheme has been slower than anticipated owing to staff resource issues therefore it is proposed to reduce the allocation.
21. LTP Strategy Modelling (TM02/06) - £100k. It has become evident that the nominal £100k allocation for in house modelling in 2006/07 is much greater than required. It is proposed to reduce the allocation to an appropriate level for the extent of the work required in 2006/07. The citywide SATURN highways model has been validated and linked with a public transport model and further modelling of future development scenarios will be undertaken this year. The assessment of the transport impact of individual schemes will be funded from the specific development budgets.

PARK & RIDE

Budget: £211k (LTP £50k, s106 £161k)

Programme (including overprogramming): £261k

Spend to 31 October 2006: £127k

22. Askham Bar P&R Site (PR02/05) - £50k. A preliminary study has been undertaken by Halcrow to develop options for an expansion of the existing site. This will be reviewed by officers to establish the best medium and long-term solution for the capacity at this site. It is anticipated that an allocation will be made for the delivery of an extended site in 2007/08-2008/09. It is proposed to

reduce the allocation for preliminary design in 2006/07 pending confirmation of a preferred solution.

23. Enhancements to Park & Ride Sites (PR01/06) - £50k. It is proposed to reduce the allocation for the enhancements to cover the improvements to the lighting at Rawcliffe Bar, and cycle parking at Askham Bar.

PUBLIC TRANSPORT IMPROVEMENTS

Budget: £635k

Programme (including overprogramming): £1,345k

Spend to 31 October 2006: £1,084k

24. Jockey Lane/Kathryn Avenue Signals (BP04/03) - £20k. It is proposed to reduce the allocation as the costs to complete this 2005/06 scheme were lower than anticipated.
25. Improvements to ftr Route (PT02/06) - £590k. Owing to additional costs anticipated for the completion of the route improvement works (junction amendments, maintenance works, bus stop infrastructure, traffic signals, off street parking measures etc.) including drainage works following the maintenance scheme on Chaloner's Road, it is proposed to increase the allocation to £740k.
26. A59 Bus Priorities (PT03/06) - £25k; Fulford Road Bus Priorities (PT04/06) - £25k; Orbital Bus Route (PT05/06) - £25k. It is proposed to reduce the allocation for these feasibility studies in 2006/07 and to progress their development when the impact of the availability of the British Sugar site and the result of the Germany Beck/University Public Inquiries is clearer.
27. Bus Stop and Shelter Improvements (PT01/06) - £100k. It is proposed to reduce the allocation to ensure that the overall programme is kept within budget.
28. Poppleton Station Platform Extension (PT06/06) - £40k. The development works undertaken by Network Rail and funded by a consortium of Metro, North Yorkshire County Council and City of York Council have established that the proposed platform extensions are now no longer required. It is proposed to reduce the allocation to cover the cost of preliminary design work and the provision of new stop-boards at the station.
29. Malton Road Bus Priorities Phase 3 (PR03/02b) - £20k. It is proposed to increase the allocation to cover the cost of additional completion works, including the resolution of drainage issues along the route.
30. Blossom St/Queen St Junction Improvements (PT07/06) - £200k. Progress on this reserve scheme has been slower than anticipated owing to staff resource and funding constraints. It is proposed to defer the development of the scheme to address walking, cycling and public transport issues at this junction into next year.

WALKING

Budget: £353k (LTP £230k, s106 123k)

Programme (including overprogramming): £564k

Spend to 31 October 2006: £41k

31. Pedestrian Minor Schemes (PE02/06) - £25k. A group of minor schemes have been investigated and schemes implemented where possible. It is proposed to defer the Shipton Road Footpath Link scheme owing to the increased cost and complexity of the scheme, and reintroduce later in the LTP2 programme if funding can be justified.
32. Dropped Crossing Programme (PE03/06) - £30k. It is proposed to reduce the allocation to £25k to cover the lower number of dropped crossings requested.
33. Access to Station Pedestrian Contribution - £50k. Owing to the difficulties obtaining a scheme acceptable to all parties it is proposed to defer this scheme until later in the LTP2 programme. The preliminary works will be funded from the cycling block.
34. Green Lane Rawcliffe Footway (PE04/06) - £10k. It is proposed to defer this scheme to later in the LTP2 programme to ensure that the overall 2006/07 budget is not exceeded.
35. Accessible Route (Station to City Centre) (PE02/04b) - £20k and Memorial Route (Station to City Centre) (PE02/04c) - £10k. It is proposed to reduce the allocations for these schemes to allow time to address the comments received during the preliminary development stage.
36. Lendal Bridge Route (Station to City Centre) (PE02/04a) - £80k. It is proposed to defer this scheme to later in the LTP2 programme due to the increase in the estimated cost to £130k as a consequence of the need for temporary routes and night time working.
37. Melrosegate/Tang Hall Lane Pedestrian Refuges (PE05/05) - £17k. It is proposed to defer this scheme to later in the LTP2 programme to ensure that the overall 2006/07 budget is not exceeded.
38. Coppergate Pelican Crossing (PE02/02c) - £8k. It is proposed to defer this scheme to later in the LTP2 programme to ensure that the overall 2006/07 budget is not exceeded.
39. Barbican to St George's Field Walking Route (PE06/04) - £123k. It is proposed to defer this scheme until the requirements of the Barbican development have been established and the section 106 funding has been received.
40. Shipton Road Pedestrian Refuges (PE08/06) – New Scheme. It is proposed to include this s106 funded scheme into the programme.
41. Fordlands Road Pedestrian Crossing (PE09/06) – New Scheme. It is proposed to include an allocation for the development of a pedestrian refuge on Fulford Road, which is the subject of a separate report to this EMAP.

42. Main St Fulford (PE03/04) - £15.5k. It is proposed to increase the allocation to £20k to cover the completion costs for this carryover scheme.
43. Walking Reserve Schemes - £170k. It is proposed to defer implementation works on all of the reserve schemes to ensure that the programme is kept within budget.

CYCLING

Budget: £481k (LTP £285k, grant 196k)

Programme (including overprogramming): £645k

Spend to 31 October 2006: £87k

44. Anti-Skid Surfacing (CY01/06) - £25k. It is proposed to reduce the allocation to £10k and defer the completion of the proposed works to later in the LTP2 programme to ensure that the overall 2006/07 budget is not exceeded.
45. Various Minor Schemes (CY02/06) - £30k. It is proposed to reduce the allocation to 14k and defer works to Walmgate Stray Barracks Wall and Terry Avenue to later in the LTP2 programme.
46. City Centre Cycle Parking (CY03/06) - £5k. It is proposed to increase the allocation to cover the increased investigation costs for the Lendal Sub-station proposal.
47. Nestle to Station – Back of Hospital Route (CY09/02c) - £15k. It is proposed to reduce the allocation to £2k pending the finalisation of the hospital's car park plans.
48. Haxby to York Nestle Northern Access (CY06/02c) - £5k. As the anticipated cost for this scheme has increased to £22k, it is proposed to defer the scheme until later in the LTP2 programme if funding is available.
49. Access Ramp to Station (CY01/02) - £325k. Negotiations with Network Rail and GNER to enable a satisfactory solution to be prepared have not been successful. The main area where an acceptable layout has not been found is the provision of a safe route for cyclists and pedestrians through the short stay car park. It is proposed to reduce the allocation and defer the scheme to later in the LTP period. It is likely that the 'Access for All' grant, which was received for 2006/07 only, will have to be returned to the DfT.
50. Hob Moor Link (CY08/03) - £55k. It is proposed to reduce the LTP allocation for this scheme to £41k, as the council has received £14k of funding for the scheme from the Sustrans Links to Schools funding.
51. Cycle Feasibility Studies - £45k. Haxby to York Hartrigg Oaks, Route 66 A166 Crossing, Green Lane Acomb, Crichton Avenue Cycle Route, North York Cycle Route, St Oswald's Road to Landing Lane, Beckfield Lane. It is proposed to reduce the allocation by £11k to focus on studies which can be completed in the year for schemes that will be delivered later in the LTP2 period.
52. Heslington Lane Cycle Route Phase 1 (CY09/03a) - £35k. It is proposed to increase the allocation for this scheme to enable the route to be extended into

the university cycle route network which involves the construction of a small bridge over a watercourse. A review of the estimate and scope of the scheme has meant that the estimated cost for the entire scheme has increased to £95k. Owing for the need to gain planning consent before construction can commence it is likely that the scheme will not be completed until early 2007/08 therefore it is proposed to increase the allocation in 2006/07 to £45k.

53. Cycling Reserve Schemes - £75k. It is proposed to defer implementation works on all of the reserve schemes to ensure that the programme is kept within budget.

DEVELOPMENT LINKED SCHEMES

Budget: £20k

Programme (including overprogramming): £20k

Spend to 31 October 2006: £0k

54. No changes are proposed to the Development Linked Schemes block at this stage in the programme.

SAFETY SCHEMES

Budget: £435k

Programme (including overprogramming): £598k

Spend to 31 October 2006: £201k

Local Safety Schemes

Programme (including overprogramming): £369k

Spend to 31 October 2006: £164k

55. Station Avenue junction with Rougier St (LS01/06) - £5k. It is proposed to defer this scheme until a wider range review of the area has been completed.
56. Stirling Road/Clifton Moorgate Roundabout (LS17/04) - £5k. It is proposed to increase the allocation to £7k to cover the increased costs anticipated to enable the scheme to be delivered.
57. Access to Footstreets Study (PE01/06) - £25k. It is proposed to reduce the allocation for the study to £5k in 2006/07 and complete the review in 2007/08.
58. Wigginton Road/Fountayne St Mini Roundabout (LS02/05) - £10k. It is proposed to increase the allocation to £14k to cover the increased costs anticipated to enable the scheme to be delivered.
59. A166/Murton Lane Junction (LS20/04) - £230k. It is proposed to reduce the allocation to £100k in 2006/07 to cover the cost of the design and service diversions, with the main civils works planned for 2007/08. The proposed slippage is to ensure that there is no clash with the proposed Highways Agency scheme at Grimston Bar Roundabout.
60. Hull Rd/Melrosegate/Green Dykes Lane Junction (LS02/06) - £5k, Acomb Triangle (LS06/05) - £5k, 2007/08 Programme Development (LS03/06) - £10k. It is proposed to reduce the allocation for these studies in line with the latest estimates.

61. Huntington Road/Haley's Terrace Signalised Junction (LS23/04) - £28.5k. It is proposed to increase the allocation to cover the costs of completing the signal improvement scheme which was commenced in 2005/06.
62. LSS Reserve Schemes - £45k. It is proposed to defer implementation works on all of the reserve schemes to ensure that the programme is kept within budget.

Safety & Speed Management

Programme (including overprogramming): £120k

Spend to 31 October 2006: £17k

63. A19 Wheldrake Lane (Crockey Hill) Phase 1 (LS21/04) - £60k. It is proposed to increase the allocation for the speed management scheme to £91k to cover the full cost of the lighting and signage scheme, which forms the first phase of the signal project.
64. A1079 Grimston Bar to Kexby (SM01/05) - £20k. It is proposed to reduce the allocation to cover the cost of the study work and minor signage installation.
65. A1079 Hull Road near Archbishop Holgates (SM01/06) - £20k. It is proposed to reduce the allocation to cover the erection of the Vehicle Activated Signs which have been purchased by the Ward Committee.
66. Strensall Road (Village Boundary to Fosslands Roundabout) (SM02/06) - £5k. It is proposed to reduce the allocation to £1k to allow the preparation and consultation for the scheme for delivery later in the LTP period.
67. Vehicle Activated Signs (SM03/06) - £10k. Following the review of the Speed Management Plan and in line with the review of speeding issues reported to this EMAP it is proposed to increase the allocation to £60k to allow the installation of up to 16 signs across the city.
68. Eastfield Avenue – New Scheme. It is proposed to include an allocation for the development of a 20mph zone on Eastfield Avenue in Haxby, which is the subject of a separate report to this EMAP.

Danger Reduction

Programme (including overprogramming): £109k

Spend to 31 October 2006: £20k

69. Carr Lane (including York Road Junction) (LS05/05) - £5k. It is proposed to reduce the allocation to cover the costs of the feasibility study in 2006/07.
70. Shipton Road/Rawcliffe Lane Signalised Junction (DR03/05) - £25k. Following consultation it is apparent that a more cost effective option can be progressed therefore it is proposed to reduce the allocation to £7k.
71. Naburn Lane (DR01/06) - £10k. It is proposed to reduce the allocation to £5k to cover the lower cost of improving safety at the bus exit to the Designer Outlet Park & Ride site.

72. 2006/07 Reactive Scheme Development (DR02/06)- £20k. It is proposed to reduce the allocation for scheme development to ensure that the overall programme is kept within budget.
73. Danger Reduction Reserve Schemes - £20k. It is proposed to defer implementation works on all of the reserve schemes to ensure that the programme is kept within budget.

ACCESSIBILITY AND VILLAGE TRAFFIC SCHEMES

Budget: £895k

Programme (including overprogramming): £1,258k

Spend to 31 October 2006: £47k

74. Wheldrake Lane/A19 Traffic Signals (LS21/04) - £550k. The scheme accepted by the Executive Member at the City Strategy EMAP in October has a lower estimated cost, therefore the allocation has been reduced to £335k. Owing to budgetary pressures across the programme, funding would not be available for the cycle track extension to Howden Lane without deferring additional schemes across the programme. The proposed off road cycle track along the A19 will be prioritised against other schemes in the cycling block for possible inclusion later in the LTP2 period.
75. Holtby/A166 Junction (VS10/04) - £100k. The first phase of the scheme is currently under construction including a temporary closure of Panman Lane. Subject to the results of consultation it is proposed to install the permanent closure in 2007/08. The funding required in 2006/07 is therefore reduced to £80k with the remaining funding to complete the scheme to be allocated in 2007/08.
76. Strensall (York Road Refuges) (VS18/04b) - £30k. The estimate for the provision of refuges at a number of positions on this road has increased substantially owing to the presence of utilities. Alternative crossing improvements are being investigated therefore it is proposed to reduce the budget allocation to £3k
77. Strensall Parking/Crossing Improvements at Shops (VS01/06) - £10k. Additional consultation is required before a viable scheme is confirmed therefore it is proposed to reduce the allocation to £2k.
78. VTS Scheme Development (VS02/06) - 10k. It is proposed to reduce the allocation for scheme development to ensure that the overall programme is kept within budget.
79. Village Traffic Reserve Schemes - £251k. It is proposed to defer implementation works on all of the reserve schemes to ensure that the overall programme is kept within budget.
80. Accessibility Schemes - £35k. Owing to staff resource issues and proposed developments in the areas concerned it is not proposed to progress these schemes in 2006/07.

SCHOOL SCHEMES

Budget: £287k

Programme (including overprogramming): £756k

Spend to 31 October 2006: £60k

81. Safe Routes to School – £146k. It is proposed to make minor changes to the allocation in the programme to ensure that the schemes can be delivered within the year. The works at Dringhouses Primary have been deferred to allow additional traffic modelling to be undertaken.
82. School Safety Zone Schemes – £68k. It is proposed to increase the allocation for the Safety Audit measures and Dunnington SSZ. All schemes within this block are programmed to be delivered within the year.
83. 2005/06 Carryover Schemes – £92.5k. It is proposed to increase the allocation by £3.5k to cover the costs of the carryover schemes.
84. School Reserve Schemes - £403.8k. It is to proposed to reduce the allocation for all of the reserve schemes to allow minor feasibility works to be undertaken. It is proposed to defer implementation works on all of the reserve schemes to ensure that the overall programme is kept within budget.

COSTS FROM LTP SCHEMES IMPLEMENTED IN 2001-06

Budget: £100k

Spend to 31 October 2006: £130k

85. This budget covers minor works and retention monies associated with LTP schemes completed in previous years. There are no changes proposed to the allocation at this stage in the year.

TRAVEL AWARENESS

Budget: £40k

Spend to 31 October 2006: £17k

86. Travel Awareness - £40k. As in previous years it is proposed to fund this item from the Revenue budget.

LTP STRUCTURAL MAINTENANCE

Budget: £906k

Spend to 31 October 2006: £4k

87. The start of the programme of highway maintenance schemes was delayed due to the changes to the highway maintenance procurement arrangements. The tenders for the main contract for the highway resurfacing works came in with lower than anticipated rates, which has meant that there will be savings against the budget allocations. The works started in October and are currently progressing to programme.
88. LTP Principal Roads – £573k. No changes are proposed to the programme of schemes to be delivered. It is proposed to use the anticipated savings to offset the projected overspend in the Integrated Transport block and fund structural maintenance schemes transferred from the Non-LTP funded block.

89. LTP Local Roads – £199k. No changes are proposed to the schemes included in the LTP Local Roads block at this stage in the year. It is proposed to use the anticipated savings to offset the projected overspend in the Integrated Transport block and fund structural maintenance schemes transferred from the Non-LTP funded block.
90. LTP Minor Urban Surfacing – £134k. No changes are proposed to the schemes included in the LTP Minor Urban Surfacing block at this stage in the year. It is proposed to use the anticipated savings to offset the projected overspend in the Integrated Transport block and fund structural maintenance schemes transferred from the Non-LTP funded block.

LTP Street Lighting

Budget: £80k

Spend to 31 October 2006: £80k

91. It is proposed to increase the Street Lighting allocation to £92k to cover increased costs against the budget, which has remained static for the past three years.

LTP Bridges Structural Maintenance

Budget: £400k

Spend to 31 October 2006: £2k

92. Lower cost solutions to the parapet strengthening schemes at Castle Mills and Monk Bridges have been developed and are currently being implemented. It is proposed to reduce the allocation to £150k, and use the saving to support the projected overspend in the Integrated Transport block and fund structural maintenance schemes transferred from the Non-LTP funded block.

De-Trunked Roads

Budget: £514k

Spend to 31 October 2006: £0k

93. No changes are proposed to the schemes included in the De-Trunked Roads block. It is proposed to use the anticipated savings to offset the projected overspend in the Integrated Transport block and fund structural maintenance schemes transferred from the Non-LTP funded block.

Non-LTP Funded Schemes

94. In 2006/07 the non-LTP funded schemes are funded entirely from the council's capital programme resources.

HIGHWAY RESURFACING

Budget: £1,983k

Programme: £2,253k

Spend to 31 October 2006: £536k

95. As with the LTP Structural Maintenance block, the start of the carriageway resurfacing schemes was delayed due to the changes to the highway

maintenance procurement arrangements. The carriageway resurfacing works started in October following the finalisation of the contract with the new supplier and are now progressing well.

96. CYC Carriageways – £1,138k (including overprogramming). No changes are proposed to the schemes included in the CYC Carriageway block. It is proposed to use the anticipated savings to pay back the venture fund for the street environment service start up costs, which are currently funded from the revenue maintenance block.
97. CYC Footways – £1,115k. No changes are proposed to the schemes included in the CYC Footway block at this stage in the year. Most schemes in the programme have already been delivered. A reduction in the scheme cost has been negotiated with Neighbourhood Services as a benefit of the works being procured on a design and build basis. It is proposed to use the saving to fund additional costs which are anticipated in the slurry sealing and thin surfacing programme in the revenue maintenance block.
98. To offset the savings made in the LTP structural maintenance block it is proposed to transfer schemes which are currently funded from CYC Capital resources to the LTP funded block.

SPECIAL BRIDGE MAINTENANCE

Budget: £141k

Spend to 31 October 2006: £11k

99. The works at Moor Lane Hessay have been completed and the works at Castle Mills Bridge have been included in the parapet scheme in the LTP block. It is proposed to reduce the allocation and use the savings to fund additional maintenance works across the city.

CITY WALLS

Budget: £148k

Spend to 31 October 2006: £4k

100. No changes are proposed to the City Walls block at this stage in the year. It is anticipated that the works at Robin Hoods Tower will require part funding from the 2007/08 budget. An allocation has been included in the proposed 2007/08 capital programme for this purpose, but the actual cost of the scheme will not be confirmed until scheduled monument consent has been received and the tenders for the works obtained in January/February 2007.

PROPOSED ADDITIONAL MAINTENANCE ITEMS

New Allocation: £470k

Spend to 31 October 2006: £0k

101. Venture Fund - £125k. The venture fund loan for the setting up of the Street Environment Service was proposed to be funded by savings from the new approach to highways maintenance procurement. The changes to the way that maintenance works are procured have been delayed pending the decision on the PFI expression of interest. To reduce the venture fund commitment it is

therefore proposed to use some of the savings from this years structural maintenance contract to repay the loan, which will reduce future revenue commitments.

102. Contract Preparatory Costs - £120k. The future procurement of the structural maintenance works will be through an enhanced contract including other highway maintenance elements or through a Private Finance Initiative route. As agreed at the September EMAP the preparatory works for the development of the long term contract arrangements are to be funded from this block allocation. It is proposed to allocate £120k to cover these costs, covered by the anticipated savings in the surfacing contract.
103. Additional Highway Maintenance Schemes - £125k. It is proposed to undertake £125k of additional maintenance schemes using the anticipated savings from the structural maintenance programme. The following work is proposed:
- City centre traffic signs -- £15k
Improvements to the existing road traffic signs including painting/cleaning and replacement.
 - Esplanade Cycle/Footway improvements-- £5k
Improvements to the condition of the route including painting of bollards and cycle barriers, reapplying road markings and localised resurfacing.
 - Footway and Carriageway Resurfacing -- £65k
Resurfacing of additional streets taken from the priority list.
 - Road Markings Maintenance -- £40k
Refreshing white lines at key locations and junctions across the city.
104. Additional Support for Revenue Schemes -- £100k. The contract rates for the footway and carriageway slurry sealing and thin surfacing came in higher than estimated. To enable the full programme of works to be undertaken it is proposed to provide £100k of support for these schemes from the CYC Capital Programme.

NEW DEPOT

Budget: £9,131k

Spend to 6 November 2006: £8,079k

105. The construction of the new depot is nearly finished with practical completion expected by the end of November although some snagging items will be completed after this date. The transfer of staff and equipment to the new site is planned to be completed by Christmas. Confirmation of the final costs and resolution of claims is subject to ongoing negotiations with the Project Manager (Stace), Developer (Keyland Gregory) and Contractor (Carillion).
106. There have been a number of variations instructed during the contract to ensure that the depot meets the latest standards and requirements of Neighbourhood Services. In particular these relate to the provision of IT infrastructure, changes to the mechanical workshop to meet the requirements of the new contractor, changes to room specifications including the kitchen/mess rooms and testing/upgrade of existing equipment to allow relocation to the new depot. The contractor has also claimed that some of these

changes have led to a lengthening of the contract and therefore an increase in preliminaries costs. In addition, as identified at Monitor 1 there is a potential claim from the contractor of approximately £200k for delays at the start of the contract which is yet to be resolved.

107. It is estimated that the maximum additional funding requirement to cover the outstanding claims and variations would be in the region of £250k however it is currently anticipated that a substantial proportion of the claims will not result in additional cost to the council. No adjustment to the funding requirements is proposed at this stage pending the resolution of the apportionment of the costs.
108. Both the James Street Link Road and New Depot will be completed in accordance with the agreement with the developer of the Foss Islands site allowing the final payment to the Council to be made in 2006/07 following the developer gaining vacant possession of the site.

Consultation

109. Consultation was undertaken on the LTP strategy, and detailed consultation is undertaken on each scheme where appropriate during the design period and before construction.

Options

110. Members have been presented with a number of amendments to the programme of works for approval which 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

111. Good progress has been achieved on all of the schemes within the programme with the spend against the budget higher at this stage than previous years. If no action was taken it is projected that the budget would be overspent at the end of the year, therefore it has been necessary to defer some schemes in the integrated transport block to later in the LTP2 period. The slippage of schemes has been limited by making use of savings within the structural maintenance area and focussing expenditure on the implementation of schemes rather than feasibility work. The preparatory works for the deferred schemes will mean that they can be rapidly reintroduced into the programme when funding is available.
112. If the proposed changes are accepted the total value of the City Strategy Capital Programme, excluding the new depot, would decrease from **£14,138k** to **£10,656k**. The overprogramming would decrease from **£3,304k** to **£158k** (compared to £1,064k at this time in 2005/06).

Council Capital Budget 2007-2011

113. The current approved council capital programme runs until March 2009 and is investing over £130m in the asset base of the city, of which the council is financing over £51m through capital receipts and borrowing.
114. The council is legally required to set a three year capital budget, however, it is proposed that the 2007/08 budget process considers a four year capital programme, running from 1st April 2007 until 31st March 2011. This will align it with the four year political cycle which runs from May 2007 until May 2011.
115. The current high level of capital investment, a decline in the amount of surplus assets available to sell, and uncertainty surrounding the capital receipt from the sale of land at Osbaldwick means that it would be imprudent for the council to commit to additional capital receipt funded schemes as part of this years process.
116. Therefore, apart from continued investment in the eight rolling programme schemes listed below beyond 2008/09, there is no additional capital receipt funding for new schemes, over and above the current approved programme, which are not fully funded from external sources.
117. City Strategy has three rolling programme schemes in addition to Robin Hood Tower, which are funded from capital receipts.

Proposed Rolling Programme schemes funded from council Capital Resources

	2007/08	2008/09	2009/10	2010/11	Total
	£000	£000	£000	£000	£000
Highway Resurfacing & Reconstruction ¹	1,250	1,000	750	500	3,500
City Walls – Repairs & Renewals	67	67	67	67	268
City Walls – Health & Safety	20	20	20	20	80
City Walls - Robin Hood Tower	85	0	0	0	85
Ward Committees - Improvement Schemes ^{2*}	202	132	62	0	396
Preserving Property Assets ³	250	250	200	100	800
Joint Equipment Store	105	105	105	105	420
Disabled Support Grant	100	100	100	100	400
Total	2,079	1,674	1,304	892	5,949

¹ Assumes a £250k p.a. revenue growth from 2007/08 as per the Medium Term Financial Forecast

² Proposed reduction of £70k in 08/09, £70k in 09/10 and £62k in 10/11

³ £50k reduction in 09/10, £100k reduction in 10/11

City Strategy Capital Programme 2007-2011

118. The projected funding and proposed allocations for the 2007/08 – 2010/11 City Strategy Capital Programme are indicated below. The indicative LTP funding from the 2005 settlement have been included for planning purposes as the settlement for the LTP is not expected until later in December. An indicative allocation of £500k per year for schemes funded from developer contributions, and a de-trunked roads maintenance funding bid of £750k for 2007/08 (result expected in December) have been included. The result of the expression of interest submission for the possible PFI bid for highway maintenance expected in early 2007 will have a significant effect on the funding arrangements and will be reported to the Executive when received. It is planned to report the results of the Department for Transport's LTP2 and Delivery Report assessments confirming the settlement to the Executive in January 2007, and the detailed 2007/08 City Strategy Capital Programme to EMAP in March 2007.

Projected Funding					
	2007-08	2008-09	2009-10	2010-11	Total
	£000s	£000s	£000s	£000s	£000s
Total Integrated Transport Funding	4,222	4,015	3,773	3,498	15,508
Total Structural Maintenance Funding	3,914	2,484	2,309	2,137	10,844
Total Transport Funding	8,136	6,499	6,082	5,635	26,352
City Walls Funding	172	87	87	87	433
Total City Strategy Funding	8,308	6,586	6,169	5,722	26,785

119. To minimise the impact of delivering Moor Lane Roundabout in 2007/08 it is proposed to balance the expenditure across the whole programme over the next four years. This proposal would mean that the spend on structural maintenance would be reduced in 2007/08 but increased in future years. Over the full period the spend on integrated transport and structural maintenance would be equal to the budget. In this way the targets of the LTP would be progressed on a broad front and the variation in workload for staff between years would be minimised.

Proposed Allocations					
	2007-08	2008-09	2009-10	2010-11	Total
	£000s	£000s	£000s	£000s	£000s
Integrated Transport Allocation	5,293	3,571	3,322	3,322	15,508
Structural Maintenance Allocation	2,843	2,928	2,760	2,313	10,844
Total Proposed Transport Allocation	8,136	6,499	6,082	5,635	26,352
City Walls Allocation	172	87	87	87	433
Total Proposed City Strategy Allocation	8,308	6,586	6,169	5,722	26,785

Corporate Priorities

120. The programme was prepared in accordance with the objectives of the Local Transport Plan, which was approved by the council in March 2006.
121. The schemes in the City Strategy Capital Programme also support the following Corporate Aims and Objectives included in the Council Plan.
122. Corporate Aim 1: Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Objective 1.3 Make getting around York easier, more reliable and less damaging to the environment. – e.g. Introduction of FTR, provision of improved cycle routes.

Objective 1.4 Protect residents and our environment from pollution and other public health and safety hazards, and act as a role model in the sustainable use of resources. – e.g. Continuation of improvements to public transport provision.

123. Corporate Aim 4: Create a safe City through transparent partnership working with other agencies and the local community.

Objective 4.7 Make York's roads safer for all types of user – e.g. Crockey Hill Traffic Signals.

124. Corporate Aim 5: Work with others to improve the health, well-being and independence of York residents.

Objective 5.7 Increase participation in sport and active leisure and promote active lifestyles – Provision of Safe Routes to School and School Cycle Parking to complement cycle training.

125. The City Strategy Capital Programme also supports the sustainable city element of the new Corporate Strategy.

Increase the use of public and other environmentally friendly modes of transport

- A. Introduction of the first phase of ftr fleet.
 - i. ftr operational in May 2006.
- B. Implementation of actions to increase usage levels of key bus services
 - i. Bus stops and shelter infrastructure to be improved.
 - ii. Preliminary design of bus priority measures being undertaken.
- C. Construction of 500 metres of off street cycle route
 - i. 1100m of off road cycle route under construction in James St. Link road, Oaklands Safe Route to School, and Clifton Green School Safe Route to School schemes.
 - ii. Additional 150m built as part of Hob Moor Link scheme.

- D. Commencement of work on Moor Lane and Hopgrove outer ring road improvements
- i. Planning application for Moor Lane Roundabout submitted in November – construction programmed to start in April 2007.
 - ii. Capacity improvements to Hopgrove roundabout agreed at City Strategy EMAP in October. The scheme is being progressed by the Highways Agency and due to commence in 2007.

Implications

126. The Financial Implications of the report are identified in a separate section below.

- **Financial** – See below
- **Human Resources (HR)** – It is anticipated that the programme changes in 2006/07 can be accommodated without affecting permanent staffing levels. The reduced funding available in future years may mean that a reduced establishment is needed to deliver the programme.
- **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

127. The LTP allocation for 2006/07 was confirmed by the Government Office for Yorkshire and the Humber in December 2005. The City Strategy capital budget was agreed by the Budget Council as part of the overall CYC capital programme in February 2006. The programme was amended to include carryover from the 2005/06 capital programme in the City Strategy Consolidated Capital Programme agreed at the July EMAP. Following alterations agreed in the first monitoring report at the September EMAP, the overall capital programme (net of overprogramming) was **£10,835k** and funded as follows:

	Total
	£000s
LTP element	6,378
Government Grant	196
Developer Contribution	1,713
CYC Resources	2,048
CYC Prudential Borrowing	500
Total	<u>10,835</u>

128. The changes set out above would take the budget of the City Strategy Capital Programme (excluding the New Depot) to **£10,509k** and would be funded as follows:

	Changes £000s	Total £000s
LTP element		6,378
Government Grant	-154	42
Developer Contribution	-172	1,541
CYC Resources		2,048
CYC Prudential Borrowing		500
Total		<u>10,509</u>

129. It is proposed to maintain the New Depot budget at £9,131k pending resolution of the claims and variations submitted by the contractor. The final cost of these adjustments will be subject to apportionment between the developer and the council in accordance with the development agreement. The total City Strategy Budget including the New Depot for 2006/07 would be **£19,640k** if the proposed changes identified above are accepted.

Risk Management

130. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.

Recommendations

131. That the Advisory Panel advise the Executive Members to agree to the adjustments set out in Annexes 1 and 2 subject to the approval of the Executive to the proposed funding changes.

Reason: To manage the Capital Programme effectively.

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Report Approved **Date** 29/11/06

Chief Officer's name
Title

Report Approved *tick* **Date** *Insert 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:

Proposed 2006/07 Planning and Transport Capital Programme – 18 April 2006

Planning and Transport Capital Programme 2005/06 – Outturn Monitoring Report – 7 June 2006

City Strategy Capital Programme 2006/07 – Consolidated to Include Carry-overs from 2005/06 – 17 July 2006

City Strategy Capital Programme 2006/07 – First Monitoring Report – 11 September 2006

Annexes

Annex 1: Proposed funding alterations

Annex 2: Proposed 2006/07 City Strategy Capital Programme