

**Decision Session – Executive Member for  
City Strategy**

**1 September 2009**

Report of the Director of City Strategy

**City Strategy Capital Programme – 2009/10 Monitor 1  
Report**

**Report Summary**

1. The purpose of this report is to:
  - Set out progress to date on schemes in the 2009/10 City Strategy Capital Programme, including budget spend to the end of July 2009.
  - Make adjustments to scheme allocations to align with latest cost estimates and delivery projections.

**Recommendations**

2. The Executive Member is requested to:
  - i) Approve the adjustments set out in Annexes 1 and 2.
  - ii) Approve the changes to the allocation of the Cycling City funding, subject to the approval of the Executive.

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

**Background**

3. The City Strategy 2009/10 transport base budget was confirmed at Full Council on 26 February 2009. The programme was finalised on 7 July 2009 when the Executive Member was presented with the consolidated Capital Programme, which included all work that had carried over from 2008/09.
4. The current approved budget for the City Strategy Capital Programme for 2009/10 is **£5,786k**, which includes £3,374k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Road Safety grant, RFA Supplementary Grant, developer contributions and council resources. This represents the budget available to spend and is therefore net of the over-programming built into the Local Transport Plan element of the

programme. The overprogramming seeks to address the problem of schemes being delayed due to unforeseen circumstances arising.

5. The transport base budget includes £450k of funding from the £1,461k Regional Funding Allocation (RFA) top-up for 2009/10. This additional funding from the Regional Transport Board, together with £1,316k now confirmed for 2010/11, has been made available to Local Authority LTP block allocations in the two year period from 2009/10 to 2010/11, due to the underspends in the Major Schemes block across the Region.
6. Following a report to Executive on 21 July on the use of the remaining RFA top-up funding, Members approved the use of the additional funding to continue the development work on the Haxby Station scheme and the Access York Phase 2 scheme, and approved the implementation of a scheme to improve the A19/A1237 roundabout.
7. The Department for Transport (DfT) confirmed on 27 July that the council will receive £1,316k of RFA funding in 2010/11, in addition to the 2009/10 allocation. The allocation over two years will allow the A19/A1237 Roundabout upgrade scheme to progress as approved by the Executive on 21 July.
8. The full City Strategy Capital Programme also includes funding from Council resources for maintenance of the City Walls and repairs to the riverbank along a section of Public Footpath Rawcliffe No.1, south of the Outer Ring Road.
9. Table 1 illustrates the current approved capital programme.

**Table 1: Current Approved Capital Programme**

	<b>Gross Budget £000s</b>	<b>External Funding* £000s</b>	<b>Capital Receipts £000s</b>
Original Budget approved by Council at 26 February 2009	5,742	5,502	240
Additions/reductions from 08/09 outturn report	+44	-15	+59
<b>Current Approved Capital Programme</b>	<b>5,786</b>	<b>5,487</b>	<b>299</b>

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

## Summary of Key Issues

10. At this stage of the year, the majority of the schemes in the capital programme are in the feasibility and outline design stage, and there are only a few changes to be made to current scheme allocations. As work

progresses throughout the year, scheme costs will be confirmed and current allocations will be adjusted as required.

11. The current spend to the end of July is £779k, which represents 14% spend on the total budget allocation (i.e. the programme minus overprogramming). This is a higher level than the spend at this time in 2008/09 (£192k), which is mainly due to the preparatory work on the Access York Phase 1 scheme and the costs of those schemes carried over from 2008/09. There are commitments of £300k to contribute to the Hopgrove roundabout scheme and a virement of £516k to Neighbourhood Services.
12. Each main block within the LTP element of the programme has a budget figure allocated, which indicates the level of funding available, and a programme figure, which shows the value of all the schemes being progressed. The level of overprogramming varies between blocks depending on the level of deliverability risk. As in previous years, the level of overprogramming will be amended through the year as the certainty of delivery becomes evident.
13. Most schemes identified for implementation should be constructed in 2009/10 (dependent on design progress and availability of funds). Schemes identified as 'Study' schemes will be developed to detailed design stage in 2009/10, and implemented during the year if funding becomes available due to slippage of other schemes.
14. The current approved budget and proposed adjustments is indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.
15. As indicated in the Capital Programme Budget and Consolidated reports, it is proposed to vire funds from City Strategy to Neighbourhood Services to 'payback' the structural maintenance funding used for the Moor Lane Roundabout scheme. The total of £516k funded from the LTP (£441k) and CYC Carryover (£75k) will be transferred out of the City Strategy Programme.

**Table 2: Capital Programme Forecast Outturn 2009/10 – 2010/11**

<b>Gross City Strategy Capital Programme</b>	<b>2009/10 £000s</b>	<b>2010/11 £000s</b>	<b>Total £000s</b>	<b>Paragraph Ref</b>
<b>Revised Capital Programme</b>	<b>5,786</b>	<b>4,770</b>	<b>10,556</b>	
<b>Adjustments:</b>				
Virement to Neighbourhood Services	-516		-516	Annex 1
<b>Re-profiling:</b>				
None				
<b>Revised Capital Programme</b>	<b>5,270</b>	<b>4,770</b>	<b>10,040</b>	

## **Scheme Specific Analysis**

16. The key proposed changes included in this report are summarised below and are detailed in Annex 1.
- Reduced allocations for the Access York Phase 1, Blossom Street Multi-Modal, and Fishergate Gyratory schemes, due to the longer length of time required to develop these schemes in 2009/10 for implementation in 2010/11.
  - The addition of an allocation for the implementation of the Beckfield Lane Phase 2 cycle route in 2009/10.
  - Inclusion of the details of the School Cycle Parking schemes in the programme.
  - Reduction of the overall budget by £516k, due to the virement of funds to Neighbourhood Services.
17. The re-profiling of the Blossom Street and Fishergate Gyratory schemes has allowed £150k of Cycling City funding to be allocated to the Beckfield Lane Phase 2 cycle scheme.

## **Consultation**

18. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council on 26 February 2009. Whilst consultation is not undertaken for the capital programme on an annual basis the proposals follow the principles of the Local Transport Plan, which was prepared following extensive consultation. Individual scheme proposals follow a consultation process with local councillors and residents in the locality of the individual schemes.

## **Corporate Priorities**

19. 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.
20. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
21. **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.
22. **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.

23. **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

24. 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

25. The LTP allocation for 2009/10 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 26 February 2009. The programme was amended to include carryovers from the 2008/09 Capital programme in the City Strategy Capital Programme report at the July Decision Session meeting. The proposed funding at the Monitor 1 stage is indicated in the following table:

	Consolidated Funding	Proposed Changes	Proposed Monitor 1 Funding
	£000s	£000s	£000s
LTP Settlement	3,374	-441	2,933
Regional Funding Allocation	450		450
Developer Contributions	500		500
Road Safety Grant	43		43
Cycling City Grant	1,120		1,120
CYC Resources	299	-75	224
<b>Total</b>	<b>5,786</b>	<b>-516</b>	<b>5,270</b>

26. If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2009/10 would be **£6,524k** including overprogramming. The overprogramming would decrease from £1,259k to **£1,254k**. The level of overprogramming is higher than the same period in 2008/09 (£860k) as the development of a number of the larger schemes is still progressing and will be subject to the approval of the Executive Member later in the year. Once the potential delivery programme of these schemes is confirmed, decisions on which schemes to deliver in 2009/10 and which to slip to 2010/11 will need to be made. The overprogramming

level will need to be substantially reduced at the Monitor 2 report in December to ensure that the budget is not overspent at the year end.

27. The proposed budget is reduced by £516k to £5,720k as a result of the virement of funds to Neighbourhood Services.

## Risk Management

28. 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.

## Contact Details

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Report Approved  Date 17 August 2009

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 – Monitor 3 Report – 16 March 2009  
2009/10 City Strategy Transport Capital Programme – 31 March 2009  
City Strategy Capital Programme – Outturn Report – 2 June 2009  
City Strategy Capital Programme – 2009/10 Consolidated Budget Report – 7 July 2009

### Annexes

Annex 1: 2009/10 Monitor 1 Report – Scheme Progress Report  
Annex 2: Summary of Proposed Changes  
Annex 3: Current and Proposed Budgets for 2009/10 Capital Programme