

**Cabinet Member for Transport, Planning
and Sustainability**

12 December
2013

Report of the Director of City and Environmental Services

**City and Environmental Services Capital Programme – 2013/14
Monitor 2 Report**

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2013/14 CES Capital Programme, including budget spend to the end of October 2013. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.
2. The schemes in the 2013/14 CES Capital Programme aim to encourage the use of sustainable transport by improving facilities for walking and cycling, providing bus priority schemes to make public transport more reliable, and improving safety for all road users. Work has now started on the construction of two new Park & Ride sites, which is one of the key aims of the 'Get York Moving' priority in the Council Plan, and construction of the new off-road cycle route linking Haxby to the Clifton Moor area started in September 2013.
3. The promotion of sustainable transport measures will also contribute to the 'Protect the Environment' priority in the Council Plan by reducing emissions from vehicles, and measures to reduce traffic in the city centre will contribute to the aim of improving the quality of the public realm in York.

Background

4. The CES Capital Programme for 2013/14 was confirmed as £21,551k at Full Council on 28 February 2013, and details of the programme were presented to the Cabinet Member at the April Decision Session meeting. The report was finalised on 12 July 2013 when the Cabinet Member was presented with the Consolidated Capital Programme, which included all work and funding that had carried over from 2012/13.
5. A number of amendments were made to the programme at the Monitor 1 report, which was presented to the Cabinet Member on 11 September 2013.
6. The current approved budget for the CES Planning & Transport Capital Programme is **£24,255k**, which includes £2,591k of Local Transport Plan (LTP) funding, plus other funding from the Local Sustainable Transport Fund (LSTF) grant, the Better Bus Area Fund (BBAF) grant, developer contributions, council resources, and funding from the Department for Transport for the Access York Phase 1 scheme.
7. Table 1 shows the current approved capital programme.

Table 1: Current Approved Capital Programme

| | Gross Budget | External Funding* | Capital Receipts |
|---|---------------------|--------------------------|-------------------------|
| | £000s | £000s | £000s |
| Planning & Transport | 21,551 | 21,127 | 424 |
| Variations approved at Consolidated Report | 2,719 | 2,334 | 385 |
| Variations approved at Monitor 1 Report | -15 | +20 | -35 |
| Current Approved CES Capital Programme | 24,255 | 23,481 | 774 |

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

8. As stated in the 2013/14 Capital Programme Budget Report, the level of funding available in 2013/14 is significantly higher than in 2012/13, following the approval of the Access York

Phase 1 scheme by the Department for Transport (DfT) in March 2013.

9. The current spend and commitment to the end of October 2013 is £19,079k, which represents 79% of the total budget (ie: the programme minus overprogramming). This is significantly higher than at this time in 2012/13 (12% of the total budget), which is due to the Access York Phase 1 scheme contract award.
10. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the CES Capital Programme, which has allowed more accurate cost estimates to be prepared
11. A review of the current programme has been carried out, which has identified a number of schemes where the allocations need to be amended to reflect scheme progress and reduce the risk of an overspend. It is proposed to reduce the level of overprogramming to £220k to reflect the changes to scheme progress and the certainty of delivery of schemes across the programme. This is lower than in previous years (c.f £556k in 2012/13), due to the increased certainty of delivery of the larger schemes in the programme.
12. The current budget and proposed adjustments are indicated in Table 2.

Table 2: 2013/14 Capital Programme Budget

| CES Capital Programme | 2013/14 Programme | Paragraph Ref |
|---|-------------------|---------------|
| | £000s | |
| Current Approved CES Capital Programme | 24,255 | 6 |
| Adjustments: | | |
| Access York Phase 1 | -231 | 16 |
| Better Bus Area Fund Schemes | -380 | 16 |
| Section 106 Funding | -65 | 16 |
| Grant Funding | +270 | 16 |
| City Walls | -200 | 16 |
| Revised CES Capital Programme | 23,649 | 21 |

13. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

14. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 28 February 2013. While consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows the principles of the Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

15. The Cabinet Member has been presented with a number of amendments to the programme of works for approval. These amendments 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

16. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
 - Access York Phase 1: Reduced allocation for the Access York Phase 1 scheme, as scheme completion has been delayed due to land condition, utility diversion issues and more use of night time working to minimise delays to traffic in the area.
 - Reduced allocation for the Clarence Street bus lane scheme, as the scheme is being reviewed to reflect the impact of the Lendal Bridge Restrictions trial.
 - Reduced allocation for the Rougier Street Interchange scheme, as progress on the replacement shelter has been delayed.
 - Addition of grant funding for the A19 South Pinchpoint scheme.
 - Addition of grant funding for the Electric Vehicle Rapid Charging Points scheme.
 - Reduced allocation for the Haxby to Clifton Moor Cycle Route scheme, as the bridge will now be installed in 2014/15.

- Reduced allocation for the Station to Lendal Route scheme, as development of the scheme has been delayed and will now be considered with the Reinvigorate York proposals for the area.
- Reduced allocation for the University Road Cycle Route scheme, as the scheme is delayed until the design of University Library Crossing scheme has been confirmed.
- Funding for the City Walls Restoration scheme slipped to 2014/15, as work has been delayed due to the difficulty of appointing a conservation accredited engineer to develop the scheme.

Council Plan

17. The CES Capital Programme supports the following:
- 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 and promotes modal shift.
 - 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

18. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – There are no Human Resources implications.
 - (c) **Equalities** – There are no Equalities implications.
 - (d) **Legal** – There are no Legal implications.
 - (e) **Crime and Disorder** – There are no Crime & 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

19. The LTP allocation for 2013/14 was confirmed by the Department for Transport on 29 March 2012. The CES Capital Programme budget for 2013/14 was agreed at Budget Council as part of the overall CYC Capital Programme on 28 February 2013, and was amended in the report to the 12 July Decision Session to include carryover schemes and funding from the 2012/13 capital programme. Further amendments were made at the Monitor 1 report in September.
20. A number of changes to scheme allocations have been identified in Annex 1 to this report. This includes slipping funding to 2014/15 for schemes that have not progressed to the original timescales, amending allocations for schemes where the cost has changed from the original estimate, and adding new grant funding that has been awarded since the Monitor 1 report in September.
21. If the proposed changes in this report are accepted, the total value of the CES Planning & Transport for 2013/14 would be **£23,869k** including overprogramming. The overprogramming would reduce to **£220k**, which is considered appropriate for the level of funding available (excluding the Access York budgets) at this stage in the year. The budget would be reduced to **£23,649k**, and would be funded as follows:

| CES Planning & Transport Capital Programme | Budget | Proposed Alteration | Proposed Budget |
|---|---------------|------------------------|--------------------|
| | £1,000s | £1,000s | £1,000s |
| Local Transport Plan | 2,591 | | 2,591 |
| Section 106 | 130 | -65 | 65 |
| Access York – DfT Funding | 13,523 | | 13,523 |
| Access York – EIF | 3,050 | -131 | 2,919 |
| Access York – Section 106 Funding | 400 | -100 | 300 |
| Access York – CYC Funding | 98 | | 98 |
| Local Sustainable Transport Fund | 1,112 | | 1,112 |
| Better Bus Area Fund – DfT Contribution | 1,505 | | 1,505 |
| Better Bus Area Fund – EIF Contribution | 1,052 | -380 | 672 |
| CYC Capital - Pay on Exit Car Parks | 100 | | 100 |
| CYC Capital - Minster Piazza | 250 | | 250 |
| CYC Capital - UTMC/BLISS | 85 | | 85 |
| CYC Funding (City Walls) | 324 | -200 | 124 |
| CYC Funding (Alleygating) | 15 | | 15 |
| Grant Funding (Alleygating) | 20 | | 20 |
| Grant Funding (DfT Pinchpoint) | - | +150 | 150 |
| Grant Funding (OLEV) | - | +120 | 120 |
| Total Budget | 24,255 | -606 | 23,649 |

Risk Management

22. 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 for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.
23. A risk/contingency allocation has been included in the budget for the Access York scheme. The risk allowance and overall cost forecast will be regularly reviewed throughout the main contract.

Recommendations

24. The Cabinet Member is requested to:

- i. Approve the amendments to the 2013/14 CES capital programme set out in Annexes 1 and 2.
- ii. Approve the reduction to the 2013/14 CES capital programme budget, subject to the approval of the Cabinet.

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

Contact Details

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|---|---|-------------------------------------|-------------|
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| | Report Approved | <i>tick</i> | Date |
| Specialist Implications Officer(s) <i>List information for all</i> | | | |
| Wards Affected: | All | <input checked="" type="checkbox"/> | |
| For further information please contact the author of the report | | | |

Background Papers:

CES 2013/14 Capital Programme: Budget Report – 18 April 2013

CES 2013/14 Capital Programme: Consolidated Report – 12 July 2013

CES 2013/14 Capital Programme: Monitor 1 Report – 12 September 2013

Annexes

Annex 1: 2013/14 Monitor 2 Report – Amendments to Programme

Annex 2: Current and Proposed Budgets