
12th November
2015

**Executive Member for Planning and
Transport**

Report of the Acting Director of City and Environmental Services

**City and Environmental Services Capital Programme – 2015/16
Monitor 1 Report**

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2015/16 CES Capital Programme, including budget spend to the end of September 2015.
2. The report proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Cabinet Member is requested to:
 - i. Approve the virement of funds within the Highways and Transport Budgets.
 - ii. Approve the amendments to the 2015/16 CES Capital Programme set out in Annexes 1 and 2.

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

Background

4. The CES Transport Capital Programme budget for 2015/16 was confirmed as £5,292k at Full Council on 26 February 2015, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme was finalised on 10 September 2015 when the Cabinet Member was presented with the Consolidated Capital

Programme, which included all schemes and funding that had carried over from 2014/15.

5. The programme includes the Integrated Transport and CES Maintenance budgets, and includes £1,570k of Local Transport Plan funding, plus other funding from the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
6. Table below shows the current approved capital programme.

Table 1: Current Approved 2015/16 Capital Programme

	Gross Budget
	£1,000s
Planning & Transport Budget	5,292
Variations approved at Consolidated Report	2,113
Current Approved CES Capital Programme	7,405

7. As stated in the 2015/16 Capital Programme Consolidated Report, the level of funding available in 2015/16 is significantly lower than in 2014/15, due to additional funding from the Department of Transport for the Access York scheme in the 2014/15 capital programme.
8. The current spend and commitments to the end of September 2015 are £2,188k, which represents some 30% of the current budget. This is in line with that anticipated due to the majority of the expenditure programmed towards the latter part of the year.

Key Issues

9. At this stage of the year, feasibility and outline design is underway for most of the schemes in the CES Capital Programme, which has allowed more accurate cost estimates to be prepared.
10. 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 minor alteration, scheme progress and updated cost estimates.

Due to a combination of efficiencies made in the delivery of Phase 1 of the A19 Pinch Point Scheme and a revision of the requirements for subsequent Phases the level of risk has been significantly reduced allowing the level of contingency funding to be reduced. This has allowed £350K LTP funding to be reallocated across the Capital Programme. Proposals for this funding reallocation are given below.

11. A separate report is also being presented at today's meeting which details proposals for a "Traffic Signals Asset Renewals and Detection Equipment Plan" that identifies a backlog of maintenance issues following a recent condition survey. Subject to the report being approved it is proposed to re-allocate £100k from the 2015/16 LTP for the initial stages of the project to enable the prompt commencement of the programme. This will primarily be around civil engineering activities such as ducting and the work will be coordinated with other maintenance works to ensure the most cost effectively delivery.
12. As part of the revenue funded LSTF programme a number of capital funding requirements have been identified to support this. This is to cover the introduction for vehicle electrical charging points (£31K) and match funding of business contributions of Workplace grants (£40k) covering a range of sustainable travel measures. It is proposed to allocate £71K from the LTP to cover this.
13. Officers have been working with South Yorkshire and West Yorkshire Authorities for the regional procurement of a Real Time Information System (Bus location and Information) that is required to replace the life expired, "Vix" system. The system provides for the on street real time bus information to be displayed and updated. The regional procurement will also integrate our system on a wider regional basis providing for more reliable information for services outside of the authority as well as provide increased flexibility allowing future developments. This work is being undertaken in partnership this neighbouring authorities and a Capital contribution (based on York's population) of £46K which (represents 5% of the

cost) is needed to progress this work and it is proposed to allocate this from the LTP Capital funding.

14. A £50K increase to the Traffic Signals Improvements programme is proposed to enable a programme of minor improvements to traffic signals to be commenced. This programme will address minor installation and improvement issues at traffic signals sites in York. This will be focused on traffic signal sites installed or renewed within the last five years and will be used to make minor amendments to ensure York's traffic signals meet the more onerous safety requirements placed on us by the Construction Design and Management (CDM) Regulations 2015. Undertaking this programme will mitigate the risk to the Council, as owner of these assets that comes from the stricter requirements contained in the CDM 2015 regulations compared to previous CDM legislation.
15. An increased allocation of £50K from LTP funding is proposed for the Pedestrian Minor Scheme programme to allow more significant progress of pedestrian Dropped Crossing and minor footway improvements to be undertaken.
16. There is currently an accelerated programme of works underway by City Fibre expanding their network. This has presented an opportunity for betterment in respect to the reinstatement works by providing an element of match funding to allow for a longer term improvement rather than just trench reinstatements. An initial £33K of funding will be required to progress this which can be provided from reallocation of LTP funding.
17. These adjustments do not alter the overall level of Capital funding as they are limited to reallocations within existing budgets. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

18. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 26 February 2015. Although 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

19. The Executive 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

20. The key proposed changes included in the report are summarised below and are detailed in Annex 1
 - Reduce LTP contingency funding for the A19 Pinch point Scheme by £350K.
 - Allocation of £100K for the Traffic Signals Asset Renewals Plan.
 - Allocation of £71K LTP to support the LSTF revenue based work.
 - Allocation of £46K for the Regional procurement for Real Time Information System (Bus Location).
 - Additional £50K allocation to Traffic Signals Improvements programme.
 - Increased allocation of £50K to the Pedestrian Minor Scheme programme.
 - Reallocation of £33K LTP funding for betterment in connection with City Fibre reinstatement works.

Council Plan

21. The Council has approved a new Council Plan in October which focuses on the following key themes:
 - **a prosperous city for all** - where local businesses can thrive and residents have good quality jobs, housing and opportunities
 - **a focus on frontline services** - to ensure all residents, particularly the least advantaged, can access reliable services and community facilities

- **a council that listens to residents** - to ensure it delivers the services they want and works in partnership with local communities
22. The CES Capital Programme particularly supports the 'prosperous city for all' theme by removing the barriers to movement around the city for all road users.

Implications

23. 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

24. The LTP allocation for 2015/16 was previously confirmed by the Department for Transport. The CES Capital Programme budget for 2015/16 was agreed at Budget Council as part of the overall CYC Capital Programme on 26th February 2015, and was amended in the report to the 10th October 2015 Decision Session to include carryover schemes and funding from the 2014/15 capital programme.
25. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2015/16 remains the same at £7,405. The budget funding is detailed below:

Table 3: Current 2015/16 Budget

CES Capital Programme	Budget
	£1,000s
Local Transport Plan- Other	2,506
Local Transport Plan – CYC Resources Safety Schemes	300
Section 106 Funding	300
Better Bus Area Fund – DfT	135
Better Bus Area Fund – EIF	773
A19 Pinchpoint Grant Funding	1,721
Grant Funding – Clean Bus Technology	476
CYC Resources (Highways)	550
CYC Resources (Scarborough Bridge)	333
CYC Funding (City Walls)	253
CYC Funding (Alleygating)	58
Total Budget	7,405

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 for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.

Contact Details

Author:	Chief Officer Responsible for the report:		
David Carter Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414	Neil Ferris Acting Director – City and Environmental Services		
	Report Approved	✓	Date 27/10/15
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected:	All	✓	
For further information please contact the author of the report			

Background Papers:

CES 2015/16 Capital Programme: Budget Report – 19 March 2015

CES 2015/16 Capital Programme Consolidated Report
– 10 Sept 2015

Annexes

Annex 1: 2015/16 Capital Programme – Amendments to Programme

Annex 2: 2015/16 Capital Programme Current / Proposed Budgets