
Decision Session
– Executive Member for City Strategy

1 June 2010

Report of the Director of City Strategy

City Strategy Capital Programme – 2009/10 Outturn Report

Report Summary

1. The purpose of this report is to:
 - Inform the Executive Member of the outturn position for schemes in the 2009/10 capital programme, including budget spend to 31 March 2010, and the progress of schemes in the year;
 - Inform the Executive Member of any variations between the outturn and budget, and seek approval for funding to be carried forward to 2010/11 subject to the approval of the Executive.

Recommendations

2. The Executive Member is requested to:
 - i) Note the progress achieved delivering schemes in the Capital Programme as indicated in the Annexes.
 - ii) Approve the proposed carryovers as outlined in paragraphs 21 to 23, 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. Since then a number of amendments have taken place as reported to the Executive Member in the 2008/09 Capital Outturn report, the Consolidated report (July), the Monitor 1 report (September), and the Monitor 2 Report (December). The Peckitt Street Flood Scheme was added at Corporate Monitor 2, and additional grant is available from the Freeflow traffic management project.
4. These changes have resulted in a current approved capital programme for 2009/10 of **£5,233k**, financed by £4,978k of external funding, leaving a

cost to the council of £255k. Table 1 illustrates the movements from the original budget to the currently approved position.

Table 1: Current Approved 2009/10 Capital Programme

	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Original Budget approved by Council at 26 February 2009	5,742	5,502	240
Additions/reductions in 08/09 outturn report	+44	-15	+59
Additions/reductions from 08/09 outturn report approved at Monitor 1	-516	-441	-75
Additions/reductions from 08/09 outturn report approved at Monitor 2	-125	-125	
Peckitt Street Flood Scheme	+62	+31	+31
Freeflow Project	+21	+21	
Misc. Contributions	+5	+5	
Current Approved Capital Programme	5,233	4,978	255

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

Summary of Key Issues

5. Against the approved budget of £5,233k in 2009/10, there is an outturn of £4,737k, a net underspend of £496k (9.4%). The outturn spend comprises:
 - Integrated Transport and Highway Maintenance Schemes: £4,625k spend against a budget of £4,947k (£322k underspend (6.5%)).
 - City Strategy Maintenance Budgets: £51k spend against a £224k budget (£173k underspend).
 - Peckitt Street Flood Defences: £62k spend against an original budget of £70k (reduced to £62k at outturn).
6. The overall spend is outside the target tolerance of +2.0%/-5% which is used to assess the performance of the management of the City Strategy Capital Programme. However the principal reason is the late confirmation

that the £300k contribution to the Hopgrove Roundabout scheme was not required in 2009/10. If this single scheme is excluded then the spend is 3.5% below budget.

7. Over 110 schemes have been progressed in the year ranging from £1k up to over £900k in value, with 15 schemes accounting for approximately 75% of the programme value. For many schemes feasibility studies and other preparatory works had to be undertaken within the year, leading to an expectation that many of the projects would be delivered towards the end of the year. In fact almost 50% of the budget was spent in the final three months of the year despite the poor weather experienced in January and February.
8. As indicated at Monitor 2, as part of the resolution of pressures on the Council's revenue budget it is proposed to fund £250k of structural maintenance schemes from the City Strategy Capital Programme. It is proposed to use the Regional Funding Allocation supplement to fund the delivery of these additional structural maintenance schemes.
9. A substantial amount of work has been progressed in the year including the following larger schemes:
 - Access York Phase 1: Programme Entry approved by the Department for Transport and receipt of planning consent for three sites.
 - Fulford Road Multi-Modal Scheme: Continuation of the scheme providing bus priorities and cycle lanes along Fulford Road. The scheme is to be completed early in 2010/11
 - Crichton Avenue Cycle Route: Provision of a key section of the Orbital Cycle Route (800m on-road, 500m off-road) between Wigginton Road and Kingsway North linking with the route to Clifton Moor and the Foss Islands Route. The remaining sections of the orbital route are planned to be completed in 2010/11.
 - Village Accessibility Review: As part of the review of accident locations and accessibility, new traffic signals were provided on the B1363 at Wigginton.
 - Safe Routes to School Schemes: Safety improvements were undertaken around a number of schools in the city including Carr Infants & Juniors, Wigginton Primary, Clifton with Rawcliffe, Dringhouses Primary, The Mount, and York High.
 - Urban Traffic Management and Control and Bus Location and Information Sub-System (UTMC & BLISS): Further development of technological solutions to reduce congestion, provide priority for buses at traffic lights and provide better information for bus users.
 - £250k of additional Structural Maintenance schemes including resurfacing of a section of the A59 Harrogate Road near the council boundary.
10. The outturn figure and proposed changes to the approved budget are indicated in Table 2 below. Additional information indicating progress on individual schemes and proposed allocation changes is provided in the Annexes to the report.

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

Gross City Strategy Capital Programme	2009/10	Variation to 2010/11 Budget	Paragraph Ref
	£000s	£000s	
Current Approved Capital Programme	5,233		
Adjustments:			
Developer Contributions	-310	0	22
CYC Funding	-81	0	21
Reprofiling:			
CYC Funding	-92	+92	21
RFA Funding	-13	+13	23
Outturn	4,737	+105	

Scheme Specific Analysis

11. Details of the progress on all schemes in the City Strategy Capital Programme can be found in Annexes 1 & 2. Individual scheme spends are compared to the programme allocations which included overprogramming of £460k across the whole programme; i.e there would have been an overspend of £460k if the outturn of all schemes was equal to the programme allocations.

Consultation

12. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed by the council on 26 February 2009. 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

13. 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.

14. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.

15. **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.

16. **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.

17. **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

18. 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

19. The approved 2009/10 capital programme budget was £5,233k. The actual spend in the year was £4,737k, an underspend of £496k (9.4%).

20. The proposed funding sources for the budget, subject to approval by the Executive, are indicated in the following table.

2009/10 Outturn Funding	Budget	Outturn	Variation
	£000s	£000s	£000s
LTP Settlement	2,933	2,933	0
Regional Funding Allocation	450	437	-13
Road Safety Grant	43	43	0
Developer Contributions	375	65	-310
CYC Resources	255	82	-173
Cycling City Grant	1,120	1,120	0
Misc. Grants/Contributions	57	57	0
Total	5,233	4,737	-496

21. It is proposed to carry over £92k of Council resources to fund the continued repair of the City Walls. Following further investigation, it has been determined that the river bank repairs are not required to protect the Public Right of Way in Rawcliffe and therefore £81k of funding can be returned.

22. A nominal allocation of £500k has already been provided from developer contributions to support the 2010/11 capital programme, therefore it is proposed to return the 2009/10 underspend to the s106 account for use in future years.

23. It is proposed to carry over the £13k underspend on the Regional Funding Allocation into 2010/11 to provide further support to schemes in the transport programme.

Risk Management

24. There are no anticipated risks associated with the recommendations in this report. The report is a record of the achievements of the year and the proposed method of funding

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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
City Strategy Capital Programme – 2009/10 Monitor 1 Report – 1 Sept 2009
City Strategy Capital Programme – 2009/10 Monitor 2 Report – 1 Dec 2009

Annexes

Annex 1: 2009/10 City Strategy Capital Programme Scheme Progress Report
Annex 2: 2009/10 City Strategy Capital Programme Outturn Spreadsheet