

Report of the Director of City Strategy

Access York Park & Ride Funding Bid

Summary

1. This report recommends that the Staffing Matters and Urgency Committee approve the submission of the 'Best and Final Bid' for the Access York Phase 1 Project to the Department for Transport (DfT) on 9 September 2011, following the decision of the Cabinet at the 6 September 2011 meeting to select a preferred option for the Access York Phase 1 scheme.
2. Some of the options presented to Cabinet require adjustment to the Council's capital programme. Owing to the deadline of 9 September for submission of the bid to the DfT, in advance of the next Council Meeting, approval from the Staffing Matters & Urgency Committee is required.
3. Due to the deadlines for publication of this report in advance of the Cabinet meeting, an update on the decision made by the Cabinet at the 6 September meeting will be provided at the meeting.

Background

4. Expanding the Park & Ride network is a key Council Plan priority under the 'Get York Moving' banner. The full Access York Phase 1 project involves:
 - the construction of 3 new Park & Ride sites at Askham Bar, A59 near Poppleton and Clifton Moor.
 - a major upgrade to the A59/A1237 Outer Ring Road roundabout.
 - associated bus priority measures.
 - procurement of the Park & Ride operator.

5. Details of the development of the Access York Phase 1 scheme are set out in Annex 1 to this report. A Best and Final Bid must now be submitted to the DfT by 9 September 2011, with a decision expected by the end of September.
6. The council has developed three options for the scheme in line with revised DfT guidance and to maximise the likelihood of success. A decision on which of these options is recommended for progression for the Best and Final Bid will be made at the 6 September 2011 meeting of the Cabinet.

Consultation

7. Considerable levels of consultation have already been undertaken on the scheme during the preparation of the planning applications. Further consultation will be undertaken during the preparation of the detailed designs for the highway works.

Options

8. Following the decision made by the Cabinet at the 6 September meeting, the Committee is asked to approve the recommended option selected by the Cabinet for submission of the Best and Final Bid. To the Department for Transport by 9 September 2011.

Analysis

9. A full analysis of the proposed options is provided in Annex 1 to this report.

Corporate Priorities

10. Details of the impact of the Access York Phase 1 scheme on the Council Priorities are provided in Annex 1 to this report.

Implications

11. Details of all relevant implications of the Access York Phase 1 scheme are provided in Annex 1 to this report.

Risk Management

12. Details of the risk management issues of the Access York Phase 1 scheme are provided in Annex 1 to this report.

Recommendations

13. Members are asked to approve the Access York Phase 1 bid and necessary funding obligations, as recommended by the Cabinet, for submission to the DfT by 9 September 2011. In detail the following approvals are required (subject to confirmation by the Cabinet).
- i) Approval of the progression of Option X
 - ii) Approval of the funding approach identified in Option XX of Table 1 of Annex 2
 - iii) Approval of the allocation of £X.Xm from within the existing Council Capital Programme
 - iv) Approval of the increased allocation of LTP grant funding (to £X.Xm) to the scheme, as part of the local contribution, with the expectation that additional developer contributions will be used when received.
 - v) Approval of the use of £X.Xm from the New Homes Bonus and/or Prudential Borrowing, with the actual split to be determined at a later date, with a commitment to fund any shortfall in funding from prudential borrowing, and to agree to meet any consequential revenue implications that arise.
 - vi) Approval of the use of the £350k value of the Sim Hills tip site as part of the Council's contribution.
 - vii) Note the additional risk to the Council, such as funding all cost overruns, which result from the changes to the DfT funding processes.
 - viii) Note the increased revenue risk from operating additional Park & Ride Services.

Reason: To allow the bid to be submitted by the required deadline.

Contact Details

Author:

Tony Clarke

Acting Head of Sustainable
Transport
Ext 1641

**Chief Officer Responsible for the
report:**

Richard Wood

**Assistant Director for Strategic
Planning & Transport**

**Report
Approved**



Date 2-9-2011

**Report
Approved**



Date 2-9-2011

Specialist Implications Officer(s)

Finance: Patrick Looker Finance Manager City Strategy

Wards Affected:

AI
I



For further information please contact the author of the report

Background Papers:

Access York Phase 1 Park & Ride Development – Update Report

Following Programme Entry – to the Executive 13 April 2010.

Update Report to City Strategy Decision Session – 1 Feb 2011

Access York Park & Ride Funding Bid – Cabinet – 6 September 2011

Annexes

Annex 1: Access York Park & Ride Funding Bid Report to Cabinet - 6
September 2011