



# Report to Cabinet Member for Transportation

Decision to be taken on or after 20 June 2005

Decision can be implemented at least 3 working days after decision has been signed.

Cabinet Member Report No. PT05.05

**Title: Transportation Capital Programme 2005/06**

**Date: 26 April 2005**

**Author: Head of Transportation**

**Contact Officer: Gary Bartlett: 01296 387125**

**Electoral Divisions Affected: All**

**Relevant Overview and Scrutiny Committee: Community and Environmental Services**

## Summary

Nearly £26m is set to be spent on Transportation projects in Buckinghamshire in 2005/06. The majority of the money being made available comes directly via the Local Transport Plan (LTP) process.

## Recommendation

**The Cabinet Member is invited to:**

**APPROVE the Transportation Capital Programme for 2005/06.**

### A. Background

The authority's overall Capital programme was agreed by the County Council at its meeting on 24th February 2005, following Cabinet consideration of the same on 7th February 2005.

The draft Transportation Capital Programme was considered by the Policy Advisory Group (PAG), a group of members who discuss important Strategic Transportation issues, at its meeting on 16<sup>th</sup> March 2005. The broad outline of the programme, as shown on the cover sheet in Appendix A, which explains the difference between allocation and planned expenditure, was approved. This report is being presented to enable the detailed Transportation Capital Programme 2005/06 to be formally adopted.

### B. Resource Implications

The breakdown of expenditure is as follows:

- a) the announcement from Government Office for the South East in December 2004 that the County would receive hypothecated funding totalling £10.773m (£4.798m for Integrated Transport and £5.975m for Highway Maintenance);

- b) the granting, through the LTP process, of £1.012m towards maintenance work on A41;
- c) the County's own budget-setting processes which allocated £315,000 for work on a salt barn at Amersham;
- d) the confirmation that the A4146 Stoke Hammond and Western Linslade Bypass scheme has been approved with £9.867m being allocated to the scheme in 2005/06.

The draft programme is shown in Appendix A. The comparative figures for 2004/05 are also shown to the left of the cover sheet.

The following aspects should be noted:

- 1) Expenditure on maintenance will decrease from £8.417m last year to £6.802m. This level of expenditure will ensure we continue to hit our Principal and Non-principal roads targets.
- 2) Expenditure on Integrated Transport schemes will decrease from £7.057m to £5.298m. This largely reflects Central Government's decision not to reward high performing transport authorities with performance funding. Last year, BCC received in excess of £1M for its high performance.
- 3) The proposed cash limit for Stoke Hammond for this financial year exceeds the award by Central Government by nearly £3.7m. DfT has agreed to provide a maximum contribution of £40.576m (less any scheme preparatory costs) for this project, against a total projected scheme cost of £43.076m. The shortfall of £2.5m was expected to come from Buckinghamshire County Council (£1m) and Bedfordshire County Council (£1.5m).

Following the tendering process, a contract has now been let with an expected total scheme cost less than £40m. The contract period is also significantly less than originally envisaged due to certain works being progressed at the earliest opportunity in order to secure the overall scheme savings. This has culminated in the cash limit for Stoke Hammond, for this financial year, exceeding the award by Central Government for this year by nearly £4m. We have already written to GOSE to explain this revised spend profile and to seek an increased allocation this year. The letter also seeks the repayment of eligible costs incurred prior to the scheme receiving full approval from DfT. We also await clarification on whether Buckinghamshire County Council and Bedfordshire County Council will still have to contribute £2.5m, or a lesser sum, towards the scheme. A formal response is not expected in the immediate future but is being pursued.

Should DfT be unable to fund this additional expenditure this year, the shortfall will be taken from slippage in the BCC Capital Programme. With regard to the possible £1m contribution, if the County is still required to make such a contribution, we will make the case that the scheme savings that we have secured by proactive project management should be taken into account. We will also remind DfT that we have already incurred expenditure in excess of £3 million up to the end of 2004/05 financial year, of which £1.066 million is identified as ineligible cost, in accordance with the DfT guideline. We

will argue that this should be deemed as our contribution towards the scheme. If this argument is not supported, a further report will be presented to the Cabinet Member.

### **C. Legal implications**

The submission of this report ensures compliance with County procedures.

### **D. Other implications/issues**

The Capital Programme for 2005/06 has been compiled to ensure the strategic objectives of the Transportation Service are met and Public Service Agreement and other national and local targets are achieved.

### **E. Feedback from consultation and Local Member views**

Whilst no specific external consultations on Appendix A were carried out, the strategic objectives of the Service Area have been identified following extensive market research work, e.g. MORI surveys and presentations at a wide range of meetings. Most notably, the latter include Local Committees attended by County, District and Parish Councillors, and other stakeholders. Information from these exercises has informed the production of the Capital Programme. In addition, consultations on draft programmes of work for specific sections of the Service Area were carried out via the Local Committees.

Extensive consultations within the Service Area have been carried out to identify specific schemes to meet strategic objectives and targets.

### **F. Communication issues**

The development of the programmes of work will continue to be developed through the Local Committee process, in particular via the Local Delivery Plan. The latter is accessed via Symology enabling schemes and other highway works to be plotted on a map-based system. This allows for better scheme programming co-ordination.

### **G. Progress Monitoring**

A more rigorous budget monitoring process, TRANSTAT, is now in operation within Transportation. This enables the Head of Transportation to identify potential difficulties in the programming of works at an early stage throughout the year in order to take appropriate action.

---

## **Background Papers**

GOSE December 2004, Settlement Letter

---

### ***Your questions and views***

*If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.*

*If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on Friday 17 June 2005. This can be done by telephone (to 01296 383602), Fax (to 01296 382538), or e-mail to [cabinet@buckscc.gov.uk](mailto:cabinet@buckscc.gov.uk)*

**DECISION TAKEN:**

I have taken into account any representations received concerning the contents of this report.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

**DECISION NOT TAKEN:**

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Reason: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**For Reference**

Professional advice supporting the decision was provided by the following Officers

Name	Signed	Date
-----	-----	-----
-----	-----	-----
-----	-----	-----