



Report to Cabinet Member for Transportation

Decision to be taken on or after 14 November 2007

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

Cabinet Member Report No. T05.07

Title: Transportation Capital Programme 2007/08

Date: 26th October 2007

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Electoral Divisions Affected: All

Relevant Overview and Scrutiny Committee: Community and Environmental
Services

Summary

£47M is to be spent on Transportation projects in Buckinghamshire in 2007/08. This will be achieved primarily through major schemes funded by Community Infrastructure Funding (CIF) for the Aylesbury Hub, Southcourt Bridge and Parkway projects, Major Scheme funding for Stoke Hammond Bypass, and via the Local Transport Plan (LTP) process. A further £3.5M of developer funding is being made available for projects from Wycombe Area Transportation Strategy (WATS) and Aylesbury Land Use/Transportation Strategy (ALUTS)

Recommendation

The Cabinet Member is invited to:

- 1) **APPROVE** the Transportation Capital Programme for 2007/08 but NOTE the potential implications for 2008/09.
- 2) **APPROVE** the release of £1.65m of developer contributions for WATS improvements, collected jointly with Wycombe District Council (WDC), subject to approval at Business Investment Board, August 2007.
- 3) **APPROVE** the release of £1.87m of developer contributions from ALUTS, in conjunction with Aylesbury Vale District Council (AVDC), subject to approval at Business Investment Board, August 2007

A. Background

The County Council's LTP Capital Programme comprises a variety of Major Schemes, maintenance and improvement schemes contributing towards the delivery of the LTP supported by, and in conjunction with, District Council held developer contributions towards

agreed Transportation Strategy priorities in the urban areas of High Wycombe and Aylesbury.

To progress the delivery of the schemes, there is a need to approve the Transportation Capital Programme. Accordingly, the high level summary of the Programme, shown in Appendix 1, is being presented for formal agreement. This year's Capital Programme is in line with the £18m cuts agreed for the three year Transportation Capital Programme 2006-2009.

B. Alternate options

Approval of a lower level of capital programme funding reduces the ability of the Service to deliver the identified programme within the financial year and meet the LTP objectives and reduces the potential to deliver schemes supported financially by partners

Approval of a higher level of capital programme funding enables the delivery of additional schemes withheld from the programme due to funding constraints.

C. Resource implications

The background to the planned expenditure is as follows: -

- i) The Government Office for the South East (GOSE) in December 2006 announced that the County would receive grant and borrowing approvals for 2007/08 totalling £11.398m; £5.543m for Integrated Transport and £5.855m for Highway Maintenance.
- ii) The A4146 Stoke Hammond and Western Linslade Bypass Scheme is progressing with £7.281m expenditure programmed for 2007/08, all of which is grant. This figure excludes carry forward of approximately £4.5m from the previous year.
- iii) The County's own budget setting process had allocated £650k towards A418 Aylesbury to Milton Keynes Strategic Improvements of which £300k will be spent towards strategic improvements this year
- iv) The Community Infrastructure Fund schemes for Aylesbury, announced by DCLG/DfT last year, namely Aylesbury Public Transport Hub, Southcourt Bridge and Aylesbury Vale Parkway, are unaffected by the RSG changes because they are 100% grant funded and are therefore being progressed in accordance with the CIF timescales.
- v) Wycombe District Council holds developer contributions collected towards the WATS against which the release of £1.65m has been allocated. The funding will contribute towards major traffic management and bus priority improvements, including the provision of dynamic car park signing and real time passenger (bus) information systems.
- vi) ALUTS holds developer contributions collected for use towards transportation infrastructure improvements within specific zones of Aylesbury, against which the release of £1.87m is requested primarily to support Phase II of Hub project and dynamic car park signing systems.
- vii) £150k has been capitalised from the Home to School Transport MTP to provide upgrades to the Client Transport Management System.

- viii) The DfT provide a £246k grant towards safer roads, of which £85k is passported direct to the Thames Valley Safer Roads Partnership, leaving £160k to contribute towards capital schemes for improving road safety.
- ix) A £683k programme to reduce energy consumption through the removal of street lights and replacement with low energy safety solutions will be undertaken, funded through the Street Light Commuted Sums fund. This programme will realise £94K per annum savings in revenue expenditure for electricity charges.
- x) The sale of some land as part of the Sainsbury's redevelopment in High Wycombe will lead to a contribution of £267k towards the Cressex Link Road project.

D. Value For Money (VFM) Self Assessment

The draft Programme has, for the second year, been developed using the Scheme Assessment Matrix (SAM). This is to ensure the limited capital resources are targeted towards the Transportation priorities and objectives as set out in the LTP and deliver best value for money solutions, representing level B for each of the three dimensions of Value for Money in accordance with the Council's VfM strategy. It also reinforces the importance of cross team working and achieving synergies wherever possible

E. Legal implications

The submission of this report ensures compliance with County procedures.

F. Property implications

The approval of the Capital Programme contains no property implications.

G. Other implications/issues

The Capital Programme for 2007/08 has been produced to ensure the strategic objectives of the Transportation Service, as set out in the second LTP, are met and the Public Service Agreement targets and other national and local targets are achieved.

At this stage a number of concerns for the immediate future need to be raised.

1) Dealing with the £18m cuts

From Appendix 1 attached, it can be seen that significant progress has been made in dealing with the £18M cuts that were agreed for Transportation by Full Council in July 2006; in round terms, approximately £12M has been accounted for either by converting borrowing approvals to grant or by generating additional income. An example of the former relates to Stoke Hammond allocations for 2007 and 2008 being confirmed as 100% grant whilst significant additional income has been achieved via our Second Local Transport Plan and Delivery Report being rated as "excellent" by the Department for Transport in December 2006.

Unfortunately, despite this year's allocation for Stoke Hammond being converted to grant, the Department for Transport was not able to do the same for last year's allocation of £22.4M. Accordingly, unless further borrowing approval conversions take place and/or additional income is generated over the remainder of the 3 year programme, the Transportation Service will face significant problems in the 2008/09 financial year. Of particular concern is the potential impact in the Maintenance area, which will see

expenditure drop off from around the £6-7m level to nearer £2M. Obviously such a low level of expenditure will adversely affect customer ratings and feedback, the number of schemes completed, our BVPI performance (BV223 would move from upper to median, BV 224a and b and BV187 from median to bottom) and hence our "excellent" Transportation rating.

In summary, therefore, significant progress has been made with the £18M cuts but in the absence of new income being generated and/or more borrowing approvals being converted, the prospects for next year are bleak especially for the Maintenance area.

We have advised GOSE of the latest position at meetings on 4th April and 3rd July 2007 and have explained the impact of being a floor authority at a time when we are delivering a £50M bypass scheme, with its associated borrowing approval implications.

In addition, such very low levels of expenditure potentially has serious implications for the MTP process because of the inability to capitalise staff time spent on project work.

2) Overspend on Stoke Hammond Bypass Scheme

The Stoke Hammond and Linslade Western Bypass Scheme is now expected to overspend by approximately £5m due to unforeseen ground conditions encountered on site causing a delay to the original programme. DfT/GOSE and SEERA have been informed of this cost increase and a request has been made for additional funding. The latest position is that the Regional Transport Board recommended to DfT acceptance of these additional costs at its meeting on 13th July 2007. BCC has subsequently received a letter from DfT raising a number of concerns. A meeting with DfT and GOSE was held recently to discuss such issues and it was made clear that any additional funding from DfT, if agreed, would be contingent on further contributions from BCC and Bedfordshire County Council.

H. Feedback from consultation and Local Member views

Whilst no specific external consultations on Appendix 1 have been undertaken, the second LTP has been the subject of extensive public consultations over the 18-24 months prior to its completion. These have included 19 'Transport Matters' events and discussions at the annual Transport Symposia and local committees, attended by County, District and Parish Councillors and other stakeholders. Information from these events, which has been supplemented by other market research work, has informed the production of this programme.

I. Communication issues

Information relating to the programmes of work will continue to be disseminated via the Local Committee process, in particular via the Local Delivery Plan.

Progress Monitoring/Review

Budget monitoring and progress against indicators and targets will continue to be monitored via the monthly 'TRANstat' process. 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 Settlement letter, December 2006

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 Tuesday 13 November 2007. This can be done by telephone (to 01296 383610), Fax (to 01296 382538), or e-mail to cabinet@buckscc.gov.uk

Appendix 1. 2007/8 Capital Programme Breakdown	2006/07 Carry Forward	2007/08 Approved Budget	2007/08 Proposed Budget
Integrated Block			
LTP - LOCAL SAFETY SCHEMES			5
LTP - SPEED MANAGEMENT			4
LTP - NETWORK STRATEGY & SYSTEMS			6
LTP - TRAFFIC MANAGEMENT NORTH			
LTP - TRAFFIC MANAGEMENT SOUTH			
LTP - PARKING			1
LTP - TRAVELCHOICE			2
LTP - CYCLING SCHEMES			1
LTP - WALKING			
LTP - PASSENGER TRANSPORT			3
LTP - QUALITY BUS PARTNERSHIPS			
LTP - PROJECT IMPLEMENTATION			8
LTP - STRATEGIC TRANSPORT			2
LTP - RIGHTS OF WAY			
LTP - STREET LIGHTING			
LTP - LOCAL COMMITTEE SCHEMES			5
	470	5543	45
Maintenance Block			
LTP - BRIDGES			8
LTP - STRUCTURAL CWAY MAINTENANCE			22
LTP - CARRIAGEWAY MAINTENANCE			21
LTP - STREET LIGHTING			2
LTP - RIGHTS OF WAY			
LTP - NETWORK STRATEGY & SYSTEMS			2
LTP - PROJECT IMPLEMENTATION			
LTP - TRAFFIC MANAGEMENT NORTH			
LTP - TRAFFIC MANAGEMENT SOUTH			
	2312	5855	58
Major Schemes			
A4146 STOKE HAMMOND BYPASS	5936	5186	161
AYLESBURY TO MILTON KEYNES STRATEGIC LINK	315	650	3
AYLESBURY HUB AND BRIDGE	646	12697	133
AYLESBURY PARKWAY	1143	6205	73
A41 MAJOR MAINTENANCE		0	
SALT STORAGE BARNs	-70		
CRESSEX LINK ROAD			2
	7970	24738	373
Other			
STREET LIGHT ENERGY SAVING		650	6
CLIENT TRANSPORT MANAGEMENT SYSTEM		150	1
SAFER ROADS SCHEMES		246	2
		1046	10
Sub Total		37215	487
External			
ALUTS		1873	18
WTS		1650	16
		3523	35
Total	10752	40705	522

Appendix 2. 3 YEAR TRANSPORTATION CAPITAL PROGRAMME: 20th JULY 2007 POSITION

Proposed 3 year Budget	Slippage	2006/07	2007/08	2008/09	
LTP - Integrated	-218	4,936	5,543	5,536	
LTP - Maintenance	-74	6,533	5,855	4,900	
A418 Improvements		750	650	700	
Road Salt Storage Barn	146	0	0	0	
A41 Maintenance		945	0	0	
Aylesbury Transport Hub & Bridge		3,935	12,697	1,774	
Aylesbury Parkway		1,968	6,205	0	
road safety grant			246	236	
Stoke Hammond Bypass	1,304	22,658	7,281	0	
TOTAL EXPENDITURE	1,158	41,725	38,477	13,146	94,506
Saving		-6,000	-6,000	-6,000	-18,000
NET EXPENDITURE		35,725	32,477	7,146	76,506
Original Base position					
3 year allocation TIA £18M Cuts	76,506				
Assumes BCC contribution of	29,793				
Assumes income level of	46,713				
Revised income levels					
LTP - Integrated		0	-2,217	-2,067	
LTP - Maintenance		0	-1,075	-1,000	
Road Safety		0	-246	-236	
ALUTS Schemes			-1873	0	
WTS Schemes			-1650	0	
Aylesbury Transport Hub & Bridge		-3,289	-13,343	-1,774	
Aylesbury Parkway		-825	-7,348	0	
commuted sum		0	-650	0	
Stoke Hammond Bypass		-11,329	-7,281	0	
TOTAL external funding		-15,443	-35,683	-5,077	-56,203
Revised base position					
New income level	56,203				
BCC contribution		16,688	11,448	1657	29,793
Approved addition Client Transfer System to BCC contribution			150		
Revised 3 year allocation					86,146

Actual + Proposed Expenditure	2006/07	2007/08	2008/09
LTP - Integrated	4,248	4,512	2,194
LTP - Maintenance	5,092	5,820	2,006
A418 Improvements	435	300	0
Road Salt Storage Barn	216	0	0
A41 Maintenance	0	0	0
Aylesbury Transport Hub & Bridge	3,289	13,343	1,774
Aylesbury Parkway	825	7,348	0
Street Lighting Switch Off	0	650	0
Road Safety Schemes	0	246	236
Sainsbury/Cressex Link Road		267	
Client Transfer System	0	150	0
ALUTS Schemes		1,873	
WTS Schemes		1,650	
Stoke Hammond Bypass	18,026	11,122	524
TOTAL EXPENDITURE	32,131	47,281	6,734

NB above figures assumes additional £1m for Maintenance in 2008/09 and excludes Stoke Hammond £5m overspend and Pain share element

86,146

Appendix 3. ALUTS/WTS Schemes

ALUTS

Contribution to Hub Phase II	750
Hub Phase II CCTV	150
Contribution to Hub Phase IV	608
Dynamic Car Park Signing	200
Haydon Hill Cycleway	90
Bierton Cycleway Route Extension	35
Stonebridge PPTC	40
Total	1873

WTS

Traffic Management and Bus Priority Improvements inc A404 Signals	300
Review and Upgrade of Traffic Management at Abbey Way Gytratory	75
Traffic Calming and Environmental Improvements at 'StarBlocks'	250
Pastures Traffic Modelling	20
Extended Right Turn at Chapel Lane	5
Promotion and Development of City Car	30
Cressex Link Road	125
North South Bucks Transport Study	75
Continuation of the Park and Ride	60
Walking and Cycling Schemes	75
Public Transport Improvements inc RTPI	400
Other Schemes	235
Total	1650