

Report to: Transport Committee

Date: 25 May 2018

Subject: **Transport Capital Programme Update**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1 Purpose of this report

- 1.1 To provide an update on the expenditure and progress of the West Yorkshire Combined Authority transport related capital programme in 2017/18.

2 Information

Background

- 2.1 At its meeting on 1 February 2018 the West Yorkshire Combined Authority agreed a revised forecast capital budget for 2017/18 and a future years budget to 2020/21. A significant element of this budget relates to expenditure on transport capital. Table 1 below provides details of each of the Combined Authority's transport capital programmes included forecast outturn agreed at the Combined Authority meeting on 1 February 2018, outturn figures were revised in quarter 3 and 4, expenditure achieved against the revised figures represents 88.8% of forecast.

Table 1

Capital Funding Programme	Forecast Outturn 2017/18	Expenditure 2017/18	%
West Yorkshire plus Transport Fund	£37,458,371	£40,862,871	109.1%
Leeds Public Transport Investment Fund (LPTIP)	£2,000,000	£3,378,202	168.9%
Local Transport Plan Integrated Transport Block and National Productivity Investment Fund (NPIF)	£20,025,000	£14,905,315	74.4%
Highways Maintenance Block / Incentive Fund	£28,402,000	£28,795,000	101.4%
Pothole Action Fund	£3,857,000	£1,875,000	48.6%
DfT Cycle City Ambition Grant (CCAG)	£10,547,000	£3,452,245	32.7%
WY Cycling and Walking Fund	£1,019,000	£835,979	82.0%
Ultra Low Emission Vehicles	£180,000	£25,000	13.9%
Total	£103,488,371	£94,129,611	91.0%

West Yorkshire plus Transport Fund (the Transport Fund)

- 2.2 The attached Transport Fund dashboard (**Appendix 1**) lists all projects agreed as part of this programme in the original submission to Government. The majority of these projects are currently in development although four have now been completed (Wakefield Eastern Relief Road, Aire Valley Park and Ride, Rail Parking Package South Elmsall and Fitzwilliam) and four others are currently in delivery (A629 Phase 1a, Wakefield City Centre Package Phase 1, Rail Parking Package Hebden Bridge, York Northern Outer Ring Road). The Transport Fund achieved its target spend for 2017/18 through an ongoing drive to accelerate delivery which included the provision of additional staff resources to support this.

Leeds Public Transport Investment Fund (LPTIP)

- 2.3 The LPTIP programme achieved spend higher than forecast but it is at an early stage and despite progress being good, most of the schemes have just commenced development, major items of expenditure will not come through until the programme is further into delivery.
- 2.4 Progress in the past 12 months includes establishment of programme board and employment of supporting staff both at Leeds City Council and the Combined Authority. Funding for individual projects totalling £15.3 million has been approved through the assurance process. In order to support this package boards have been established and initial development budgets agreed. In particular good progress has been made on the Realtime project with screens on order and contracts for installation being procured. Activity on new rail stations includes the appointment of the design team, who have submitted the strategic outline business case to the Department for Transport (DfT) for comment and approval.

Local Transport Capital

- 2.5 The Local Transport Capital Programme in 2017/18 includes five funding streams: Highways Maintenance Block, Highways Incentive Fund, Pothole

Fund, Local Transport Plan Integrated Transport Block and National Productivity Investment Fund. Progress on these programmes is as follows:

- **Highways Maintenance Block / Incentive Fund and Pothole Action Fund** are paid to the West Yorkshire Combined Authority and then shared between the West Yorkshire partner councils based on the DfT formula. Any underspend in a financial year is carried forward into the following financial year.

Monitoring of these programmes is undertaken to review of expenditure against allocation. Expenditure is monitored quarterly and reported to a meeting of the Chief Highways Officers, action would only be required if significant underspend occurred. At year end each partner council is required certify expenditure for the year, the Combined Authority then confirms this total spend on the three programmes to the DfT.

- **Local Transport Plan Integrated Transport Block (LTP) and National Productivity Investment Fund (NPIF)** are delivered through the Local Transport Plan Implementation Plan 3 which is the first of the five year implementation plans (2017/18 until 2021/22) that are proposed to deliver the West Yorkshire Transport Strategy 2040. A detailed programme has been identified for two years with indicative allocations for the remaining three. This includes allocated funding to individual projects and programmes.

The 2017/18 financial year is the first year of the five year Implementation Plan, the attached dashboard (**Appendix 2**) provides a breakdown of the initial allocation for 2017/18 and 2018/19 as well as the expenditure by each partner council and on each Combined Authority project (as agreed by the Transport Committee at its meeting on 24 February 2017). Expenditure of 36% has been achieved against the two year allocation. This represents good progress as many projects are currently at development stage with the majority of spend forecast for 2018/19.

Other Funding

2.7 Progress on the remaining transport programmes is as follows:

- **DfT Cycle City Ambition Fund**
This programme underspent against expected outturn for various reasons. In particular a number of new projects were in development but there was concern that the funding available was insufficient to fund all identified projects. Additional action was required in order to refine the programme. Delays were then incurred in scheme design, procurement processes and finalising of grant agreements. There was also a delay to spend on the Leeds City Centre project due to the liquidation of Carillion (the appointed contractor); Leeds have now re-mobilised with a new contractor and the project has now recommenced on site.

- **WY Cycling and Walking Fund**
Progress on this programme has been slower than expected due to procurement and legal issues which meant that some of the projects commenced later on the ground than anticipated. In August 2017 a six month extension was agreed to the programme to allow for successful delivery of the outputs. In January 2018, a further £640,000 was offered which involved further extension to allow completion of spend. Therefore whilst there is an underspend in 2017/18 the programme is expected to be fully complete by January 2019 in accordance with the revised timetable.
- **Ultra Low Emission Vehicles**
In 2017/18 priority was given to resourcing of other Combined Authority programmes therefore activity commenced later than expected. Activity will catch up in 2018/19 as will spend and is forecasted as such.

3 Financial Implications

3.1 Financial implications are included in the body of the report.

4 Legal Implications

4.1 There are no legal implications directly arising from this report.

5 Staffing Implications

5.1 There are no staffing implications directly arising from this report

6 External Consultees

6.1 No external consultations have been undertaken

7 Recommendations

7.1 That Transport Committee notes the progress made in implementing the Combined Authority transport related capital programme in 2017/18.

8 Background Documents

8.1 None

9 Appendices

Appendix 1 – West Yorkshire plus Transport Fund Dashboard
Appendix 2 – Local Transport Plan Dashboard