



PLANNING & TRANSPORTATION COMMISSION

21 January 2008

Report of the Corporate Director for
Regeneration & Community Services

ITEM XX

Regeneration & Community Department Capital Programme 2008/09 – 2010/11

RECOMMENDATION

1. To recommend to Council Cabinet the proposed Regeneration & Community Services Capital Programme for 2008/09 to 2010/11, subject to changes arising from consultation on the Local Transport Plan.

SUPPORTING INFORMATION

- 2.1 The Council will approve the capital programme for the 2008/09 financial year at its budget setting meeting on 3 March 2008 after consideration of the final proposals by Cabinet on 19 February 2008. The Regeneration & Community Capital Programme will include schemes financed both from service-specific allocations and discretionary corporate funding. This report deals with the proposed uses of available funding including the allocations that are specific to Regeneration & Community department confirmed/expected at the point of its preparation.

The Department of Transport Allocations

- 3.1 The Department for Transport announced the Local Transport Plan (LTP) Block Funding in November 2007. This settlement confirmed the indicative allocations for the integrated transport block over a three year period. Funding for the LTP is provided partly through supported borrowing and partly by direct capital grant.
- 3.2 The table below summarises the allocations for the year 2008/09 with 2007/08 also shown for comparison:

Department of Transport Allocations	2008/09 £000	2007/08 £000
Supported Capital Expenditure (Revenue)	1,342	1,063
Specified Capital Grant –		
Integrated Transport	4,091	3,801
Primary Route Network Structures (A52 Raynesway)	105	310
Specific Road Safety Grant	88	0

Other resources

- 4.1 As part of a pilot participative budgeting exercise, the neighbourhood boards have been given capital funding to allocate to schemes. They have allocated £25k to a transport scheme in 2008/09, from a 2007/08 capital allocation. One of the projects they wish to be considered is work at Cummings Street to improve the junction.

Total available resources

- 5.1 The next table summarises all projected resources available for the three years 2008/09 to 2010/11.

	2008/09 £000	2009/10 £000	2010/11 £000	Future Years £000
Corporate Funding Earmarked to Service Supported Capital Expenditure (Revenue)	1,342	1,476	1,698	
Total Supported Capital Expenditure	1,342	1,476	1,698	
Useable Capital Receipts				
Revenue Contributions				
Other Contributions				
Unsupported Borrowing Corporate				
Total Corporate Funding Earmarked to Service	0	0	0	
Funding Specific to Service				
Government Grants	4,309	4,378	4,594	
Unsupported Borrowing self financing				
External Contributions				
S106				
Revenue				

Total forecast available resources	5,651	5,854	6,292	

Spending plans (New Schemes only)

- 6.1 The total projected funded programme in 2008/09 is £5.651 million. £5.538m is made up of the Local Transport Plan Block Allocation. Further details will follow regarding proposals on how this could be allocated to specific schemes to this commission, following the consultation exercise currently in progress. Summary allocations and scheme details for the full programme are shown in Appendix 2.
- 6.2 The proposed allocation of LTP capital funding for 2008/09 includes an additional allocation for highway maintenance. This represents a corresponding reduction in base highway revenue funding and is consistent with the revenue budget strategy. The revenue saving will fund various highway related maintenance pressures.
- 6.3 The neighbourhood boards have been given capital funding to allocate to schemes, as part of a pilot participative budgeting exercise. In 2008/09 they have allocated £25k to undertake junction improvements at Cummings Street. Details for this new scheme are shown in Appendix 3.
- 6.4 The LTP settlement is given to local authorities to deliver transport improvements including new road safety measures, road maintenance and cycle facilities. It therefore contributes towards the Council priorities of making us proud of our neighbourhoods and creating a 21st Century city centre.

For more information contact:

Background papers:	Appendix 1 – Implications
	Appendix 2 – Details of Funded Scheme Costs and Scheme Priorities (LTP)
List of appendices:	Appendix 3 – New Scheme Details

IMPLICATIONS

Financial

1. Revenue implications of the schemes will be managed from within departmental revenue budgets. Capital costs that are supported will be either funded from grant – SCE(C) – or support for the revenue costs of borrowing – SCE (R). Other capital funding is available from useable capital receipts, revenue contributions and external contributions.

Legal

2. There are no direct legal implications.

Personnel

3. The estimated costs of delivering the programme have been included.

Equalities impact

4. There are no direct equalities implications

Corporate objectives and priorities for change

5. The proposals are intended to be consistent with corporate objectives and priorities.

Scheme	Source of Funding	Cost				
		2008/2009 £000	2009/2010 £000	2010/11 £000	Future £000	Total cost £000
Local Transport Plan - Block Allocation						
Highways Capital Maintenance	SCE(R)	1,342	1,476	1,698	0	4,516
Integrated Transport	Grant	4,091	4,302	4,519	0	12,912
Primary Route Network Structures (A52 Raynesway)	Grant	105	0	0	0	105
Local Transport Plan - Other						
Specific Road Safety Grant	Grant	88	76	75	0	239
Other Transport Schemes						
Cummings Street Junction Improvements	Grant	25	0	0	0	25
Total		5,651	5,854	6,292	0	17,797

New Scheme Details

Appendix 3

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