

AGENDA MANAGEMENT SHEET

Name of Committee County Council

Date of Committee 21 July 2005

Report Title Capital Programme for Transport 2005-06

Summary This report was considered by the Cabinet on 28 April. It sets out the proposed detailed Capital Programme for Transport for 2005-06. The Cabinet has endorsed the programme and subsequently have recommended the Council to authorise an increase the Transport Capital programme of £0.847M to cover the increased costs reported for Rugby Western Relief Road and Nuneaton Development Project, subject to the certain funding conditions being met.

For further information please contact

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Would the recommended decision be contrary to the Budget and Policy Framework? Yes

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees ☒ All Area Committees – March 2005
Cabinet – 28 April 2005

Local Member(s) ☐
(With brief comments, if appropriate)

Other Elected Members ☒ Councillor L Forsyth)
Councillor Mrs E Goode) for information
Councillor M Heatley)

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

☒ Councillor C K N Browne – agreed for Cabinet's consideration

Chief Executive

☐

Legal

☒ I Marriott - agreed

Finance

☒ C Holden – comments incorporated

Other Chief Officers

☐

District Councils

☐

Health Authority

☐

Police

☐

Other Bodies/Individuals

☐

FINAL DECISION

YES (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

☐

To Council

☐

To Cabinet

☐

To an O & S Committee

☐

To an Area Committee

☐

Further Consultation

☐

County Council – 21 July 2005

Capital Programme for Transport 2005-06

Report of the Director of Planning, Transport and Economic Strategy

Recommendation from Cabinet

That the Transport Capital programme be increased by £0.847M to cover the increased costs reported in Table 4 for Rugby Western Relief Road and Nuneaton Development Project subject to the contracts not being let until the funding of the projects has been resolved as set out in 2.5 (ii) and (iii) of the report.

1. Introduction

- 1.1 Cabinet approved an outline capital programme for integrated transport and structural maintenance of roads and bridges at its meeting on 13th January and agreed that a proposed detailed programme be established through consultation with Area Committees. Transport capital spending and associated financing resources were built into County Council resolutions in February 2005 including expenditure on four major schemes; Rugby Western Relief Road, Barford Bypass, Nuneaton Development Project and Coleshill Multi-Modal Interchange.
- 1.2 Transport seminars were held for all Area Committees during January, February and March. The detailed programmes of capital projects supported by Area Committees in March are listed in **Appendix B** to the report considered by the Cabinet on the 28th April, 2005 – see Committee Administration System and the Warwickshire Web.
- 1.3 The Cabinet endorsed the Director of Planning, Transport and Economic Strategy's recommendations as follows:
 1. That the Capital Programme for Integrated Transport and Structural Maintenance of Roads and Bridges listed in Appendix A Tables 1,2 and 3 be approved and contracts let as required for the projects, the increased cost of Bishopton Park and Ride is assumed to be approved as part of this recommendation.
 2. That the increased costs of Nuneaton Development Project and Rugby Western Relief Road be approved to allow the projects to continue to be developed, on condition that contracts are not let until the funding of the

projects has been resolved as proposed at paragraph 2.5(ii) and (iii) of the report.

3. That the programme of Major Capital Road Schemes listed in Appendix A table 4 be approved.
4. That Cabinet recommends to Council that the Transport Capital programme be increased by £0.847m to cover the increased costs reported in Table 4 for Rugby Western Relief Road and Nuneaton Development Project subject to the funding condition at recommendation 2 being satisfied.

The Cabinet accordingly recommend that Council increase the capital programme to cover the increased costs. The whole report (but excluding appendix A) is included below in order that Council can see the full picture.

2. Capital Programme for 2005-06

- 2.1 The proposed capital programme for transport for 2005-06 for structural maintenance of roads and bridges and integrated transport is detailed in Tables 1, 2 and 3 of Appendix A to the report considered by the Cabinet on 28 April, 2005 – see *Committee Administration System and the Warwickshire Web*. The impact in 2006-07 of schemes starting in 2005-06 is given where appropriate. Schemes that are under £75,000 have been grouped together as block allocations in accordance with normal practice.
- 2.2 The proposed estimated expenditure on structural maintenance of roads and bridges and integrated transport for 2005-06 is overall in line with the outline allocations approved by Cabinet in January 2005 and by the County Council in February 2005. Some minor variations in the integrated transport programme have arisen through the Area Committee consultation process. The estimates for Bishopton Park and Ride and Stratford Transport Strategy have increased.
- 2.3 The estimate for Bishopton Park and Ride has increased from £3,868,000 to £4,144,000. The lower figure was approved by Cabinet in April 2004. The estimate has been revised to take in to account significant increases in nationwide construction costs. It is anticipated that developer contributions will be available to fund this increase. This has not yet been confirmed but for the purpose of this report it is assumed that the contributions will be available.
- 2.4 The scope of the Stratford Transport Strategy Leisure Centre Link and Bridgeway/Bridgefoot Signalised Crossing has now been established. The new estimate includes the contribution made by developer funding.
- 2.5 An updated estimate of costs for major schemes is attached at Table 4 on the enclosed **appendix**. The estimated project costs of Nuneaton Development Project and Rugby Western Relief Road have increased and there are funding shortfalls to be resolved before proceeding with the schemes. The latest position with the four major schemes is as follows:

- (i) Barford Bypass – Construction is due to begin in September 2005. There will be sufficient resources in the 2006-07 integrated transport budget to underwrite the shortfall in funding for Barford Bypass. However, given the reduced total of integrated transport funding use of this resource will result in a very constrained integrated transport programme in 2006-07. It is intended, therefore, that a bid for corporate capital resources will be made in the 2006-07 round of bids.
- (ii) Nuneaton Development Project – Phases 1 and 2 are complete. We are awaiting the outcome of a bid to the Government for additional major scheme funding. The success of this bid will determine the funding available and, therefore, the scope of Phase 3 of the project. The project cost estimate has been increased by £0.3 million to £6.553 million due to the nationwide increase in construction costs. The contract for Phase 3 will not be awarded until the financing of the scheme has been finalised and reported back to Cabinet.
- (iii) Rugby Western Relief Road (RWRR) – The Public Inquiry has been reconvened. We expect to hear the outcome of this Inquiry in Autumn 2005. The estimate given in Table 4 assumes that the County Council is successful at the Inquiry and the published scheme is approved. If the result of the Inquiry is that the full scheme is not approved then the estimate will change. The increase in estimate since the last County Treasurer's Review is due to the inclusion of significant lengths of three metre high noise barriers which were identified at the previous public inquiry. A bid will be made to the Government for additional major scheme funding when the statutory procedures for RWRR are complete and the application is made for full acceptance of the scheme. No contracts will be awarded until financing of the scheme has been finalised and reported back to Cabinet.
- (iv) Coleshill Parkway – Discussions continue between Laing Rail and the Strategic Rail Authority to establish the share of revenue risk between the two. Once this and some minor matters with Network Rail are agreed it will be possible to apply for full acceptance of the scheme from Government. It is hoped that construction of the scheme will begin in late 2005.

2.4 For 2005-06, transport capital borrowing is part of the Authority's prudential borrowing limits. Local Transport Plan (LTP) resources must therefore be managed within the overall resources of the Authority because it must have sufficient expenditure in total each year to cover its borrowing approvals and the scope for carry forward of resources may be limited. It will also be important that the Authority aims to achieve LTP financial and non-financial targets.

2.5 The proposed programme (contained in the appendices to the report to Cabinet) assumes some initial over programming of projects in 2005-06. The aim is to manage spending to meet LTP targets with any extra costs falling on the 2006-07 LTP allocations. The whole planned programme will be progressed towards implementation in 2005-06 and will be carefully monitored to achieve an acceptable outturn of expenditure for the year.

- 2.6 Estimated overall capital programme totals of starts and payments for the Authority will be adjusted at the time of the next capital programme review which will be reported to Cabinet in September. Revised estimates at that stage will build in changes to the phasing of payments on projects as a result of the closure of 2004-05 capital accounts and any changes identified in the interim.
- 2.7 The reliability of estimates for schemes varies depending on the extent of design work. Scheme status and estimate reliability is designated by a letter in the last column of Tables 1, 2 and 3 (*see Appendix A of the report to Cabinet – available on the website*) in the following categories:-
- (i) Inception (letter I) – The scheme is at inception stage with little or no detailed investigation carried out and therefore the estimate is indicative only. A number of schemes will be in this category. A scheme in this category may not be well defined and therefore the allocated funding will be used to guide the scope of the scheme. Where possible the scope of schemes will be tailored to the allocation.
 - (ii) Feasibility (letter F) – Scheme is well defined and has reached end of feasibility design. There will, however, be remaining uncertainties about detailed costs. Estimate should be +/- 30%.
 - (iii) Detailed design (letter D) – Scheme has reached end of detailed design. The main remaining uncertainty is the accuracy of the estimated tender prices. Estimate should be +/- 10%.
 - (iv) Under/Post Construction (letter C) – These schemes are commitments from 2003-04 where tenders have been let or construction has been started in 2003-04 and where expenditure will be incurred in 2004-05.
 - (v) Block allocations (letter B) - These allocations cover schemes under £75,000 and will comprise a number of individual schemes e.g. structural maintenance, local safety schemes etc. Projects will be undertaken and spending managed within the total allocation.

JOHN DEEGAN
Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

14th April 2005

County Council – 21 July 2005

Capital Programme for Transport 2005-06

Table 4 – Capital Programme for Transport 2005-06 Major Schemes (Tables 1 to 3 can be viewed on the Committee Administration System/Warwickshire Web)

Expenditure	2004-05 & earlier years (£'M)	2005-06 (£'M)	2006-07 & later years (£'M)	Total (£'M)
Rugby Western Relief Road				
Expenditure	2.761	1.274	22.783	26.818
Income				
LTP Major Scheme Funding		0.760	7.300	8.060
Revenue Funding	0.242			0.242
LTP Integrated Transport Funding	0.344			0.344
Corporate Capital	0.729		-0.729	
Developer Funding	1.446	0.514	12.000	13.960
Shortfall in Funding			4.212	4.212
Total Income	2.761	1.274	22.783	26.818
Nuneaton Development Project				
Expenditure Phases 1 and 2	5.131	0.026		5.157
Expenditure Phase 3	0.048	1.298	0.050	1.396
Total Expenditure	5.179	1.324	0.050	6.553
Income				
LTP Integrated Transport Funding & Capital Receipt	0.114			0.114
LTP Major Scheme Funding	5.065	0.435		5.500
Shortfall in Funding		0.889	0.050	0.939
Total Income	5.179	1.324	0.050	6.553
Barford Bypass				
Expenditure	0.860	4.620	4.900	10.380
Income				
LTP Integrated Transport Funding	0.575			0.575
LTP Major Scheme Funding	0.285	4.585	4.180	9.050
Developer funding		0.035		0.035
Integrated Transport			0.720	0.720
Total Income	0.860	4.620	4.900	10.380
Coleshill Multi Modal Interchange				
Expenditure	0.930	5.124		6.054
Income				
LTP Integrated Transport Funding	0.930			0.930
LTP Major Scheme Funding		3.750		3.750
Developer Funding		1.374		1.374
Funding by Laing Rail (see note 1)				
Total Funding	0.930	5.124		6.054

Note:-

1. The balance of the cost of the scheme, £2.7million, is being funded by Laing Rail.