

Appendix C- Capital Programme

November 2021

Overview

The revised Capital Programme budget as at November 2021 is £88.0m, which includes £8.9m for Invest to Save (I2S) Schemes.

The agreed investment as per the Medium Term Financial Plan (MTFS) was £146.8m. The movement between the MTFS position and the £164.9m as at April 2021 was a result of slippages mainly due to delays completing projects from 2020/21.

The actual investment expenditure as at November 2021 is £39.8m. The latest forecast provided by project managers predicts an overall spend of £88.0m, therefore the Council is expecting to spend a further £48.1m before March 2022.

However following the recent report published by The Chartered Institute of Public Finance and Accountancy (CIPFA) into the Council's financial position, a moratorium on Capital spending has been implemented and Council approved a report on the 16 December 2021 on schemes that are not legally committed and are to be funded from borrowing, with the intention of reducing the capital programme further.

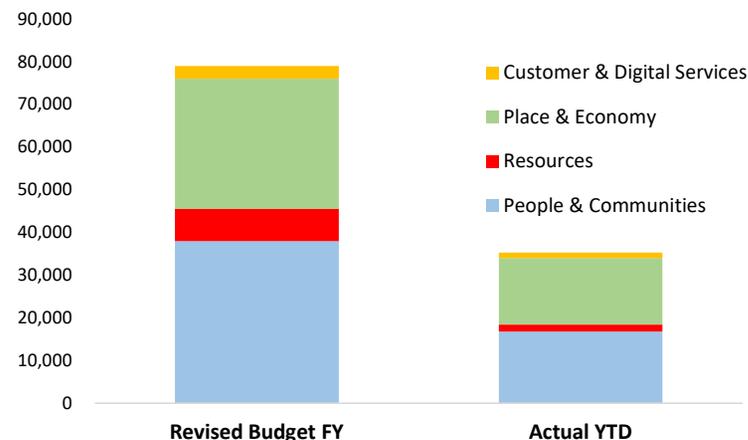
The Invest 2 Save budget is for schemes that must cover the cost of borrowing and minimum revenue provision (MRP) from either income generation or from generated savings.

The Asset Investment Plan can be funded via three core elements, external third party income (including grants), capital receipts generated from the sale of Council assets, and borrowing from the external market. For the 2016/17 MTFS onwards the approved strategy is to use Capital Receipts as part of a contribution to the Minimum Revenue Provision (MRP) therefore they are no longer used primarily for the funding of the Asset Investment. This policy will be reviewed as part of the new capital strategy being developed for the MTFP and in line with the Improvement Plan that was approved by Council on 16th December 2021.

The following table shows the breakdown of the Council's Asset Investment over the directorates and how this investment is to be financed:

| Directorate | MTFS Budget £000 | 1st April Budget £000 | Revised Budget FY £000 | Actual YTD £000 | Total Spend Against % |
|------------------------------------|---------------------|--------------------------|------------------------------|--------------------|-----------------------------|
| People & Communities | 46,129 | 50,981 | 38,005 | 16,852 | 44.3% |
| Resources | 38,112 | 37,306 | 7,503 | 1,558 | 20.8% |
| Place & Economy | 46,644 | 59,089 | 30,516 | 15,603 | 51.1% |
| Customer & Digital Services | 2,500 | 4,028 | 3,048 | 1,289 | 42.3% |
| TOTAL Budget | 133,384 | 151,403 | 79,072 | 35,302 | 44.6% |
| Grants & Third Party Contributions | 67,763 | 71,669 | 51,476 | 21,943 | 42.6% |
| Borrowing | 65,621 | 79,734 | 27,596 | 13,359 | 48.4% |
| TOTAL Funding | 133,384 | 151,403 | 79,072 | 35,302 | 44.6% |
| Invest to Save | 13,500 | 13,540 | 8,909 | 4,531 | 5.7% |

Revised Budget Compared to Actual Expenditure to Date



Appendix C(I)- New Capital Budget Proposals/Virements for Approval

Update on Clare Lodge Bid

Clare Lodge applied for grant funding from Department for Education for 8 projects in Spring 2021. Clare Lodge has received funding for 7 of the 8 projects, totalling £1,223k which were broken down into projects that are not co-dependant:

- IPTV, CCTV & Security Switches to support Safety, Security & Wellbeing £ 251k
- Outside Area Improvements, including high level canopy, replacement resin paths & external furniture £ 258k
- Fire Alarm System & Emergency Lighting Improvements £ 243k
- Bedroom window replacement and External Render £ 115k
- Environmentally Safe Switching – Bedroom Corridors fit RCD £ 127k
- Feasibility for Education block and admission suite £ 84k
- Fitness Equipment – replacement and upgrade of fitness equipment & audio / visual £ 145k

Budget Required: 2021/22 £871k, 2022/23 £352k Borrowing: £0 Grant Funded: 2021/22 £871k, 2022/23 £352k

Treescape Grant

Cabinet agreed on the 15/11/20 to raise the City Council's tree planting target to 25% by 2035. In order to deliver this work it was agreed that grant funding would be used to help deliver these aspirations, wherever possible.

The case in favour of tree planting is made for a wide variety of reasons which include : biodiversity gain; landscape benefits; flood risk mitigation; and helping to adapt to a changing climate (urban cooling effect) to name but a few.

There is a strong case to plant more trees to help 'capture' carbon from the atmosphere. Indeed, the UK's Committee on Climate Change recommends as a 'key finding' in its Land Use: Policies for a Net Zero UK1 (2020) that the that the UK needs to increase "UK forestry cover from 13% to at least 17% by 2050 by planting around 30,000 hectares (90 – 120 million trees) of broadleaf and conifer woodland each year."

The proposal is to seek approval for spending of funding award of the Treescape Defra capital grant and the aim is to plant and establish 3300 trees within the City. The grant funding of £261k is spread over 4 years – the first year to plant the trees and protect them and the remaining three years to maintain/protect them while they grow.

Budget Required: 2021/22 £102k, 2022/23 £53k, 2023/24 £53k, 2024/25 £53k Borrowing: £0 Grant Funded: 2021/22 £102k, 2022/23 £53k, 2023/24 £53k, 2024/25 £53k

A1260 Nene Parkway Junction 15 improvements

The Cambridgeshire and Peterborough Combined Authority (CPCA) has awarded funding to Peterborough City Council to undertake the construction of the A1260 Nene Parkway Junction 15 improvements. The CPCA approved funding of £8m in November and delivery of the construction will start in January 2022 and end in December 2022.

Junction 15 is a partially signalised grade separated roundabout (positioned beneath the A47 Trunk Road), which is situated on the western edge of Peterborough's urban area. The junction provides access to the A1260 Nene Parkway, Bretton Way, Thorpe Wood and the A47 Soke Parkway.

The junction is heavily used by trips between the west of Peterborough and the City Centre, and a significant proportion of north – south trips as it provides access to one of only three river crossings within Peterborough. The junction also provides direct access to a major employment centre (Thorpe Wood) and accommodates a large number of peak hour commuter trips to / from this location.

Due to the above it suffers from congestion at peak times resulting in longer journey times and by delivering the project we aim to achieve the following benefits:

- Tackle congestion and improve journey time reliability
- Support Peterborough's growth agenda and encourage homes and jobs
- Create wider economic benefit

Budget Required: 2021/22 £563k, 2022/23 £7,604k Borrowing: £0 Grant Funded: 2021/22 £563k, 2022/23 £7,604k

Traffic signals Maintenance Fund

The Council aims to proactively manage traffic signal assets in order to minimise the likelihood of sites failing due to out-of-date infrastructure and to reduce whole life costing through reduced maintenance costs and installing longer-lasting equipment which is adaptable for future technologies.

The Council has been awarded £500k as part of the Department for Transport's traffic signals fund. The Lincoln Road / Taverners Road signalised junction will be upgraded using this funding.

The review of the data from IMTRAC has identified Lincoln Road/Taverners Road for upgrade. The site infrastructure dates back to March 1997 and the junction suffers from significant congestion and delay in the peak periods. It is a large complex junction to improve, and this funding provides a good opportunity to upgrade this key junction.

The Lincoln Road/Taverners Road site is a key junction on the highway network, linking the north-south Lincoln Road route with the east-west cross-city route via Taverners Road. The junction is on a key bus route to the north of Peterborough and the villages and towns of South Lincolnshire. It is also used heavily by pedestrians and cyclists. The infrastructure at the junction is one of the oldest in the city and an upgrade could provide significant benefits to all users.

The following measures would be considered at design:

- Controlled crossings on each of the three arms of the junction, where there is currently only one.
- Bus priority and RTPI displays – linking to an existing city-wide RTPI system
- ASL, advanced green, low-level cycle signal heads
- MOVA or Smart Junction – improve the efficiency of the junction, reduce pedestrian waiting time.
- Detectors to monitor pedestrian density at crossing points to adjust green man times.
- Installation of Vivacity sensors to capture pedestrian /cycle behaviour/desire lines to inform design.

The DfT funding opportunity will enable the Lincoln Road / Taverners Road junction to be upgraded not only to operate more efficiently for all users but it will future-proof it. Traditional funding budgets are often constrained to prioritising the larger, more-complex sites for upgrades.

Budget Required: 2021/22 £50k, 2022/23 £450k Borrowing: £0 Grant Funded: 2021/22 £50k, 2022/23 £450k

This page is intentionally left blank