

Report to: Cabinet

Date: 19 March 2009

Subject: Local Transport Plan Settlement and Highways Capital Programme for 2009/10

Report of: Executive Director Environmental Services

Contact officer: Carmel Foster-Devine (01942) 404687

Purpose / summary: To inform Members of the Local Transport Plan Settlement for 2009/10 and seek approval for Wigan's Highways Capital Programme for 2009/10, following approval of the Council's Capital Programme by Cabinet on 19 February 2009.

Alternative options considered and reason for selecting the one recommended: None

Recommendation / decision: That Members' note the content of this report and approve the detail of the Highways Capital Programme for 2009/10.

Key Decision: This report involves a key decision within ground(s) 1 & 6.

The decision made as a result of this report will be published within **48 hours** and cannot be actioned until **seven working days** have elapsed, i.e. before 31 March 2009

This item is included in the Forward Plan.

Risks / Implications:

Financial: Capital Expenditure of £5,612,000
Staffing: It is anticipated that the works associated with this Capital Budget Allocation will be delivered using existing staff resources, supported by agency staff and external consultants as necessary.

Policy:

Equal Opportunities - Has a Diversity Impact Assessment been conducted?

There are no known equal opportunity issues associated with this report.

Wards affected:

All

Property Implications – Does the proposal involve a reduction, addition or change to the Council’s asset base or its occupation?

No

If yes, have the property implications been agreed with the Corporate Property Officer?

Does this proposal have significant implications for the Council and the local population?

A diversity impact assessment is not necessary at this stage, however, equality and diversity implications have been considered when producing this report.

Does this proposal involve a new policy or procedure or significant changes to an existing policy or procedure?

A diversity impact assessment is not necessary at this stage, however, equality and diversity implications have been considered when producing this report.

Has the Service Director - Borough Solicitor confirmed that the recommendations within this report are lawful and comply with the Council’s Constitution?	Yes
Has the Service Director - Corporate Services confirmed that any expenditure referred to within this report is consistent with the Council’s budget?	Yes
Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No

For Cabinet reports only :

Categorisation of the report:	x		x
Discussion leading to a decision		Discussion	
Monitoring		Decision	x
Sharing for corporate understanding		Information	

Tracking/Process:

	Consultation	Ward Members	Partners
Panel	Overview & Scrutiny	Cabinet	Council
		19 March 2009	

There are no Background Papers to this Report within the meaning of Section 100D of the Local Government Act 1972.

Proper Officer Martin Kimber

Date 18 February 2009

1.0 Background:

1.1 2006/07 saw the start of the Second Local Transport Plan for Greater Manchester. This was submitted to Government in provisional form in July 2005 then submitted in full in March 2006. The Plan sets out transport strategy in Greater Manchester for the period 2006/07 to 2010/11.

1.2 Similar to the first LTP, the second LTP details a public transport led transportation policy for Greater Manchester, although, there are several key changes from LTP1 which are listed below:

- Co-ordination with Plans across the Greater Manchester area;
- Funding linked to targets and objectives;
- Focus on shared priorities;
- Fewer major schemes;
- More management measures, accessibility improvements, travel planning; and,
- Emphasis on value for money.

1.3 The objectives of the Plan are:

- To support increased levels of activity in the Regional Centre, town and district centres and key employment areas;
- To improve road and community safety;
- To minimise the environmental damage caused by transport;
- To develop complementary land use and transport policies which increase the proportion of trips by non car modes;
- To improve accessibility by ensuring that the county's transport system promotes social inclusion and widens choice;
- To manage all traffic so as to reduce congestion and improve reliability;
- To improve links with the wider Greater Manchester travel to work area; and,
- To maintain, improve and make best use of the existing transportation infrastructure.

2.0 Proposals:

2.1 The second Settlement Letter of the Second Local Transport Plan 2006/07 to 2010/11 was received on 27th November 2007 and set out Wigan's Capital Settlement for the three year period 2008/09 to 2010/11.

2.2 This settlement confirms the local transport block capital allocations for Wigan, for 2009/10 for the integrated transport block of £2,598,000 and for highways capital maintenance of £2,641,000. All of this funding is part of the single pot and is not ring-fenced. The formulaic highways capital maintenance allocations will be provided as supported borrowing paid within the formula grant settlement. The integrated transport allocations in each year will be paid as direct capital grant to you by the Department for Transport in quarterly instalments.

2.3 Settlement Overview – Greater Manchester Analysis

The table below outlines the Integrated Transport and Maintenance settlements for Greater Manchester as a whole, for last year and the two years 2009/10 and 2010/11.

	2008/09 (£000's)	2009/10 (£000's)	2010/11 (£000's)
Integrated Transport	45,710	48,032	50,338
Maintenance	24,329	25,892	28,988

2.4 Wigan Council Settlement for 2009/10 – 2010/11

The 2009/10 and 2010/11 settlement details for Wigan Council are compared with last years in the table below:

	2008/09 (£000's)	2009/10 (£000's)	2010/11 (£000's)
Integrated Transport	2,449	2,598	2,756
Maintenance	2,401	2,641	3,028
Strengthening and Maintenance on PRN	0	400	400

A separate report on the highway structural maintenance schemes, to be implemented in 2009/10 is a separate item on the agenda. An allocation for Bridge Maintenance of £623,000 is contained within the £2,641,000 detailed above. This is in addition to bridge strengthening and maintenance funding for the Primary Route Network (PRN) of £400,000. The proposed programme of work for Bridge Strengthening and Maintenance is detailed in Appendix B.

2.5 Greater Manchester Infrastructure Fund (GMIF) Allocation

The settlement letter of 18th December 2006 confirmed that the GMIF allocation of £3.5m would be included in the PTA's settlement annually to 2010/11. This represents the completion of the delivery of an agreement to provide ten year's worth of additional support for public transport in the western part of the conurbation (Bolton and Wigan). This funding will allow us to build on the investment already made, in order to deliver better local public transport. This £3.5 million is split 50:50 direct capital grant and cash.

2.6 The cash element is ringfenced to be spent on sustainable transport, such as public transport, walking and cycling. This is because it is illegal for a PTA to spend money on road schemes. The direct capital grant element can be spent on any local transport plan scheme.

2.7 Highways Capital Programme 2009/10

The Integrated Transport Block (ITB) and Greater Manchester Infrastructure Fund (GMIF) allocations through the Local Transport Plan are to be used for addressing the problems, issues and opportunities that can address the four

shared priorities; road safety, accessibility, congestion and air quality; together with the LTP targets.

2.8 The Highways Capital Programme covers all schemes that are to be funded through the Integrated Transport Block and the GMIF allocations, from both Government and GMPTA. It has been broken down into the following scheme sub groups:

- Pedestrian;
- Cycling;
- Local Safety;
- Smarter Choices;
- Congestion; and,
- Public Transport.

2.9 The table in Appendix A outlines the proposed Highways Capital Programme for 2009/10 (excluding maintenance schemes but including Bridges) that is being submitted for consideration and approval.

2.10 Member's will note that although we are allocated £2,449 million of Integrated Transport Block a proportion of this funding is topsliced to contribute to Greater Manchester wide initiatives. The effect of this is that the actual allocation we will receive is £2,112 million.

2.11 The programme has been developed including an element of over programming, equating to a funding gap of £351,000. This acknowledges that some schemes will inevitably slip in terms of delivery through the year.

3.0 Alternative options considered and reason for the recommended option:

3.1 This programme has been developed through consultation with the townships. It is therefore considered to be a balanced programme which meets the needs of the Borough's residents and businesses as well as addressing the priorities and targets of the Local Transport Plan. It is therefore the recommended option.

4.0 Conclusions:

4.1 The programme that has been proposed has, where possible, taken into consideration the views and concerns that have been received from Councillors, Members of Parliament, Officers, Townships and the General Public.

4.2 It is the conclusion of this report that the programme put forward is the most appropriate for the Council and it is asked that it be considered for approval.

Appendix A

<u>Scheme</u>	<u>IT Block</u> (£000's)	<u>TIF - Cash</u> (£000's)	<u>TIF – Direct Grant</u> (£000's)
PEDESTRIAN SCHEMES			
Footpath improvements linking town centres and schools		£100	
Footway Improvements Associated with PCT/Hospitals		£75	
Pedestrian Facilities at Signalised Junctions on QBC's	£100	£50	
Walking Strategy Minor Works		£50	
<u>Sub Total</u>	£100	£275	
CYCLE SCHEMES			
Cycle Strategy		£50	
Robin Park/Scot Lane & Beech Hill Ave/Spencer Rd		£100	
Standish – Swinley – Phase 3 Infirmary to Town Centre		£30	
Off-road Network <small>inc crossings</small>	£200	£100	
Leigh Cycling Project		£200	
<u>Sub Total</u>	£200	£480	
LOCAL SAFETY SCHEMES			
Mass Action	£50		
Route Action (KSI)	£380		
Single site (KSI & Children)	£20		
Urban Safety Management	£150		
Leigh Road, Leigh	£250		
East Lancs Road/Newton Rd	£243		
<u>Sub Total</u>	£1,093		

<u>Scheme</u>	<u>IT Block</u> (£000's)	<u>TIF - Cash</u> (£000's)	<u>TIF – Direct Grant</u> (£000's)
SMARTER CHOICES			
Safer Routes to School	£150		
20mph Outside Schools	£100		
ROWIP	£50	£50	
Smarter Choices Package/Travelwise		£100	
<u>Sub Total</u>	£300	£150	
CONGESTION			
Congestion Study	£15		
Direction signing for Freight Routes	£50		
Wigan Town Centre Traffic Information	£100		
Traffic Signal Technology	£100		
Wigan Inner Relief Road	£35		
<u>Sub Total</u>	£300		
ADVANCED DESIGN AND TOPSLICING			
Advanced Design	£100		
Topslicing	£115		
<u>Sub Total</u>	£215		
PUBLIC TRANSPORT			
Saddle Junction			£1,000
Western approaches to Saddle			£500
Street Lighting on Bus Corridors			£250
Rail Station Enhancements		£150	
Yellow Buses		£300	
PT Strategy		£550	
<u>Sub Total</u>		£1,000	£1,750

<u>Scheme</u>	<u>IT Block</u> (£000's)	<u>TIF - Cash</u> (£000's)	<u>TIF – Direct Grant</u> (£000's)
<u>TOTAL</u>	<u>£2,208</u>	<u>£1,905</u>	<u>£1,750</u>
<u>Resources</u>	<u>(£2,112)</u>	<u>(£1,750)</u>	<u>(£1,750)</u>
<u>OverProgramming</u>	<u>£96</u> <u>(4.5%)</u>	<u>£155</u> <u>(9%)</u>	-

Appendix B

BRIDGE SCHEMES		
<u>Scheme</u>	<u>Bridge Maintenance</u>	<u>Bridge Maintenance - PRN</u>
A580 Bedford & Pennington Br – Re-waterproofing and concrete repairs		£409
Spencer Road Railway Bridge Re-waterproofing	£205	
Leigh Canal Bridge sealing water leak	£22	
Pottery Road Footbridge beam replacement	£115	
Astley Canal Bridge beam protection	£35	
Mill Lane Bridge Re-waterproofing	£40	
Breaston gabions repairs	£20	
Network Rail strengthening feasibility report Atherton Station Railway Bridge	£52	
Principal Bridge Inspections, risk assess, review assess	£50	
Preparation of 2010/11 schemes	£25	
Various small structural maintenance schemes	£50	
<u>TOTAL</u>	<u>£614</u>	<u>£409</u>
<u>Resources</u>	<u>£623</u>	<u>£400</u>