

SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 8
20 JANUARY 2014	Public Report

Report of the Director of Growth and Regeneration

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LOCAL TRANSPORT PLAN PROGRAMME OF WORKS 2014/15

1. PURPOSE

- 1.1 The purpose of the report is to provide information regarding the Local Transport Plan Programme of Works 2014/15 to the Committee before being submitted to the Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement for approval.

2. RECOMMENDATIONS

- 2.1 To consider the proposed Local Transport Plan Programme of Works for 2014/15 and to comment on the programme prior to its submission to the Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The programme has a positive impact on the following Community Strategy objectives:
- Creating opportunities - tackling inequalities
 - Creating strong and supportive communities
 - Creating the UK's environment capital
 - Delivering substantial and truly sustainable growth

The Local Transport plan contributes to the following National Indicators:

- Principal road condition
- Non-Principal classified road condition
- Total killed and seriously injured
- Child killed and seriously injured
- Public transport patronage
- Accessibility Indicator -access to services
- Mode share for journeys to school
- Bus punctuality
- Congestion

4. BACKGROUND

- 4.1 The Department for Transport (DfT) calculates the block allocation for highways maintenance for each local authority using a need based formula. This is based on several factors including; total road length by classification and condition; the number of bridge structures and whether they require significant maintenance or strengthening; and the number of street lighting columns over 40 years old. The block funding for small integrated transport improvement schemes is

also available for supporting development in less prosperous areas; improving road safety statistics; public transport patronage; traffic congestion; accessibility; and tackling pollution.

- 4.2 The Council expects to be awarded a total of £5059k transport settlement for 2014/15 comprising of £2109k Integrated Transport Block Grant and £2950k Capital Maintenance Block Grant.
- 4.3 The Council is expected to continue to allocate additional funding (£1349k) to support the maintenance of the highway network, which has been added to the transport funding allocation detailed in Table 1 below:

Table 1-Proposed Allocation of Funding

2014-15 Programme Categories	£k
Annex 1 LTP Integrated Transport Block	1800
Annex 2 Highways Maintenance	3159
Annex 3 Street Lighting Maintenance	499
Annex 4 Bridge Maintenance	950
Total	6408

The Council budget for 2014/15 has not yet been agreed and it should be noted that the programme of works included in this document is an outline proposal. The number of schemes delivered will be adapted as further information regarding the funding available for the programme becomes clear. As with the development of this programme schemes will be added or deleted as required based on a clear “needs based” prioritisation basis.

5. KEY ISSUES

- 5.1 To consider the details of the indicative programme of works proposed to be carried out in 2014/15.

5.2 The Council budget for 2014/15 has not been agreed and it should be noted that the programme of works included in this document is an outline proposal. The number of schemes delivered will be adapted as further information regarding the funding available for the programme becomes clear. As with the development of this programme schemes will be added or deleted as required based on a clear “needs based” prioritisation basis

6. IMPLICATIONS

- 6.1 Failure to identify a timely programme of works could result in the Council being unable to deliver the 2014/15 LTP allocation in full. This may result in a reduced LTP allocation for subsequent financial years, impacting negatively on the authority’s highway network.
- 6.2 The legal implications of not approving the spend outlined in this document and the annexes may mean that the Council cannot meet the requirements of the Local Transport Plan 3. In addition it could also impact on the Council’s legal duty to inspect and maintain the highway.
- 6.3 The legal and financial implications of approving the LTP Programme of Works 2014/15 are that the highway network can be maintained and improvements can be carried out using grant funding from DfT.
- 6.4 The programme relates to the city as a whole and therefore the implications are city-wide.

7. CONSULTATION

- 7.1 The Long Term Transport Strategy 2011-2026 (LTTS) and Local Transport Plan 3 2011-2016 (LTP) was adopted by the Council on the 13 April 2011 following an extensive consultation with statutory consultees and a wide range of stakeholders. Appropriate consultation will be undertaken on individual schemes in the programme as required.

8. NEXT STEPS

- 8.1 The programme will be submitted to the Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement for approval.

9. BACKGROUND DOCUMENTS

Peterborough Local Transport Plan 3 (2011- 2016)

<http://www.peterborough.gov.uk/ltp>

10. APPENDICES

- 10.1
- The 2014/15 Integrated Transport Programme (annex 1)
 - The 2014/15 Highway Maintenance Programme (annex 2)
 - The 2014/15 Street Lighting Maintenance Programme (annex 3)
 - The 2014/15 Bridge Maintenance Programme (annex 4)

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