

AGENDA MANAGEMENT SHEET

Name of Committee	Cabinet
Date of Committee	12th January 2006
Report Title	Local Transport Plan Settlement for 2006-07 and Outline Capital Programme for Transport 2006-07 to 2008-09
Summary	<p>The report summarises the content of the settlement letter from the Government and makes outline recommendations for allocation of resources for the Transport Capital Programme for 2006-07 to 2008-09.</p> <p>The report also includes an update on the Leamington Spa Urban Mixed Priority scheme (LUMP) with a bid for additional funding to complete the scheme in 2006-07.</p>
For further information please contact	<p>Roger Newham Head of Transport Planning Unit Tel. 01926 735663 rogernewham@warwickshire.gov.uk</p>
Would the recommended decision be contrary to the Budget and Policy Framework?	<p>Yes. As a result of the Government LTP announcement additional resources are being made available which exceed existing budgetary provision. An approved programme for 2006-07 is due to be considered by the Cabinet/County Council in January and February 2006.</p>
Background Papers	<p>Settlement letter from Government dated 14th December 2005</p>

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

- | | |
|--|---|
| Other Committees | <input checked="" type="checkbox"/> Warwick Area Committee 26th July 2005 |
| Local Member(s)
(With brief comments, if appropriate) | <input checked="" type="checkbox"/> Councillor Mrs S E Boad - Strongly supports the second phase of the LUMP Scheme.
Councillor C C L Davis
Councillor Mrs E M Goode
Councillor T W M Naylor
Councillor M Singh |

Other Elected Members Councillor C K N Browne)
Councillor Mrs J Lea) for information

Cabinet Member Councillor M L M Heatley
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Chief Executive

Legal I Marriott – comments incorporated

Finance C Holden – comments incorporated

Other Chief Officers

District Councils

Health Authority

Police

Other Bodies/Individuals

FINAL DECISION **YES/NO** (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

To Council A Capital Programme for 2006-07 and draft programmes for 2007-08 and 2008-09 for the Authority are due to be approved in February 2006.

To Cabinet A report setting Capital Programmes for 2006-07 to 2008-09 is due to be considered by Cabinet in January 2006.

To an O & S Committee

To an Area Committee Capital Programme for Transport seminars will be held with all Area Committees during January and February 2006.

Further Consultation

Cabinet – 12th January 2006

**Local Transport Plan Settlement for 2006-07 and Outline
Capital Programme for Transport 2006-07 to 2008-09**

**Report of the Strategic Director of Environment and
Economy**

Recommendation

That:-

1. The capital allocations for Maintenance in Table 1 be approved.
2. The draft capital allocations for Integrated Transport in Table 2 be approved.
3. A detailed programme based on the allocations in Table 2 be prepared and that Area Committees be consulted to obtain their comments on the programme prior to seeking approval of the detailed capital programme from Cabinet.
4. Council be asked to approve the capital programmes for 2006-07 to 2008-09 outlined in this report.
5. The 26th July 2005 Warwick Area Committee resolutions (i), (ii) (iii) regarding Leamington Mixed Priority scheme be noted.

1. Introduction

- 1.1 In July 2005 Warwickshire County Council submitted its Annual Progress Report and Provisional Local Transport Plan 2005 to the Government. On 14th December 2005 the Government wrote to the County Council giving its response to these documents and detailing the Local Transport Capital Expenditure settlement for 2006-07.
- 1.2 This Cabinet report summarises the Government's settlement letter and proposes a strategy for establishing and implementing a detailed transport capital programme for 2006-07 and outline transport capital programme for 2007-08 and 2008-09.

2. Summary of the Settlement Letter

- 2.1 The settlement letter states that, in 2004-05, DfT assessed that we made 'fair' progress towards implementing our first Local Transport Plan. A score of 81% was achieved.
- 2.2 This score was based on an assessment of our progress towards achieving core and local targets, and effective delivery of schemes and spending programme.
- (i) Progress towards core and local targets – an assessment of 59 out of 70 was awarded for this category. We are on track to achieve our targets for casualty reduction, bus journeys and accessibility, but the ambitious cycling target was not met and Government now accept that such targets for the UK are unrealistic. In common with most Council's across the UK the assessment made particular note of the 40% increase in bus usage on Quality Bus Corridor routes. Also noted were the increases in 'cycling into main towns' and 'children cycling or walking to school', despite year on year targets not being met in these areas.
 - (ii) Effective delivery of schemes and spending programme – an assessment of 22 out of 30 was awarded for this category. Our delivery is generally considered good but the assessment noted some specific divergences between planned and actual spend and delivery for bus priority, cycling, walking and bridge strengthening schemes. Delays and cost increases for the major schemes (those over £5,000,000) were also noted.
- 2.3 The 'fair' assessment has triggered a 5% reduction in the Authority's integrated transport block allocation for 2006-07. This is equivalent to £200,000 less than was expected based on the planning guidelines provided by the Government earlier this year. It is worth recording that an assessment score of 82% would have yielded a 'good' assessment and a 5% increase for the integrated transport block allocation for next year.
- 2.4 Our Provisional Local Transport Plan 2005 has been assessed as 'promising'. It is commended as being of good quality and generally consistent with national, regional and local policies. Government were happy that the Plan takes account of the LGA/Government Shared Priorities for Transport, namely improving accessibility, reducing congestion, improving air quality and making roads safer. The settlement letter highlights further areas where the Plan is strong, and other areas which require improvement. These issues will be addressed, where possible, in the Final LTP2 submission in March 2006.
- 2.5 The block allocation for Maintenance and Integrated Transport for 2006-07 is £13.445m. This is slightly higher than the 2005-06 settlement of £12.557m. The Government has indicated a split of £4.365m to integrated transport, and £9.080m to road and bridge maintenance.
- 2.6 No new decisions were given regarding major scheme funding. Barford By-pass has been allocated £2.271m for 2006-07, which is part of the £9.05m previously approved. The settlement letter states that decisions regarding the other major

schemes will be made after regional advice has been obtained early in 2006. This affects Coleshill Parkway, Rugby Western Relief Road and the SPARK public transport scheme in Warwick/Leamington Spa.

- 2.7 The Government is still considering the Authority's bid for additional funds for Phase 3 of the Nuneaton Development Project. A decision, which has now been outstanding for some time, is promised in due course.

3. Revenue Implications

- 3.1 The main revenue implication for 2006-07 is the cost of servicing debt charges arising from transport borrowing but there are other revenue implications such as the cost of maintaining new infrastructure. The full year debt charge arising from the settlement is approximately £1.2m per annum. However, Planning, Transport and Economic Strategy Department (PTES) is allowed the revenue benefit from repayment of principal in earlier years. The expected full year budget pressure from the settlement is therefore less at approximately £0.9m per annum. The revenue impact of the LTP allocation is taken into account by Government when assessing the amount of revenue support grant and business rates which will be paid to the Authority. In aggregate 28% of the County Council's non school spending (which includes debt charges) is covered by grant and business rates following the introduction of the Dedicated Schools Grant. These debt charges are not part of the Medium Term Financial Planning Framework and any budget pressure arising from borrowing and running costs not already built into the 2006-07 budget will need to be dealt with as part of the revenue budget process for 2006-07.

4. Capital Programme for Maintenance

- 4.1 The proposed allocations for maintenance are set out in Table 1. The 2006-07 maintenance settlement includes £500,000 for the Portobello Bridge Maintenance scheme. This scheme is proposed for implementation in 2007-08. Therefore it is recommended that the £500,000 is re-directed to integrated transport to ease the severe pressures on that budget in 2006-07.
- 4.2 The proposed allocation to Road Maintenance is £5.749m which is £344,000 higher than in 2005-06 and in line with Government's suggested allocation for 2006-07. The allocations for road maintenance in 2007-08 and 2008-09 are as the indicative guidelines issued by the Government.
- 4.3 The proposed 2006-07 allocation to Bridge Maintenance is £2.831m. This is £631,000 higher than in 2005-06. The allocations for bridge maintenance in 2006-07 and 2007-08 are as the indicative guidelines issued by the Government.

Table 1 – Outline Programme for Structural Maintenance of Roads and Bridges			
Expenditure	2006-07	2007-08	2008-09
Structural Maintenance of Bridges	£2.831m	£3.638m	£3.033m
Structural Maintenance of Roads	£5.749m	£5.114m	£6.157m
Total Maintenance Expenditure	£8.580m	£8.752m	£9.190m
Income			
2006-07 Local Transport Plan Settlement	£9.080m		
Portobello Bridge Maintenance funds re-directed to Integrated Transport	- £0.500m		
2007-08 Local Transport Plan Settlement (provisional allocation)		£8.752m	
2008-09 Local Transport Plan Settlement (provisional allocation)			£9.190m
Total Maintenance Income	£8.580m	£8.752m	£9.190m

5. Capital Programme for Integrated Transport

- 5.1 The proposed allocation to Integrated Transport is £4.365m which is £35,000 lower than in 2005-06. This allocation will be supplemented by the £500,000 re-directed from bridge maintenance as described in Paragraph 4.1. The allocations to integrated transport for 2007-08 and 2008-09 reflect the planning guidelines given in the settlement letter.
- 5.2 The proposed outline programme for integrated transport for 2006-07 is set out in Table 2. Subject to approval by Cabinet it is proposed that a detailed list of schemes be prepared for consultation with area committees. After consultation a report will be brought back to Cabinet in April for approval of the detailed programme.
- 5.3 The programme follows the strategy laid out in the Authority's Provisional Local Transport Plan 2005. The Government takes into account progress towards achievement of our LTP targets when deciding the level of future capital settlements for the Authority. Therefore, funds are focused on areas that will contribute to the overall success of the Local Transport Plan.
- 5.4 Notwithstanding the imperative to target resources it is proposed that, once again, £200,000 be delegated to Area Committees for 2006-07. £40,000 will be allocated to each Area Committee to be spent on transport projects costing in excess of £6,000 according to local priorities.
- 5.5 The 2006-07 settlement is valid for one year. There may be unforeseen slippage of some schemes so it is proposed that during 2006-07 preparatory work be carried out for some schemes planned for 2007-08. In the event that there is slippage in the 2006-07 programme, schemes in the 2007-08

programme will then be brought forward. This is similar to the over programming which has operated in previous years. Details of these schemes will be given at the Area Committee seminars.

- 5.6 During 2005-06 the cost of Leamington Mixed Priority Project (LUMP) has risen significantly. The estimated cost for completing the scheme is now £3.445m, an increase of £1.280m since the scheme was last reported to Cabinet. This increase is mainly due to construction problems caused by the shallow cellars and Service Authority cables together with other concrete obstructions. As well as the impact on cost these problems have also delayed the scheme. The delay to Phase 1 works, from Clarendon Avenue to the River Leam, has resulted in the works south of the River Leam (Phase 2) being suspended to avoid disruption caused by construction works affecting the businesses in the town centre during the pre-Christmas shopping period.
- 5.7 The delay to Phase 1 of the works and suspension of Phase 2 were reported to Warwick Area Committee on 26th July 2005 (see **Appendix A**). The Warwick Area Committee resolutions to be reported to Cabinet are:-
- (i) That because of the impact the mixed priorities demonstration safety project works would have on Christmas trade, Warwick Area Committee agrees the proposal that construction works be completed from Clarendon Avenue to north of the River Leam Bridge by 21st October and informs Cabinet of the planned action;
 - (ii) That Warwick Area Committee urges Cabinet to agree that the remaining works be restarted in May 2006 and completed over the summer of 2006;
 - (iii) That Cabinet be informed of the financial position when it was known and be asked to allocate funding for the remaining works in 2006-2007.
- 5.8 The increase in the cost of LUMP in 2005-06 has been met from the Integrated Transport programme. The effect of this is that it has been necessary to delay the start of some 2005-06 schemes until April 2006, when the funding for the next financial year becomes available. This has had a knock-on effect on the 2006-07 programme, reducing the number of new schemes which can be introduced.
- 5.9 The estimated cost for Phase 2 of LUMP is £0.705M. Funding of Phase 2 from the Integrated Transport budget in 2005-06 would severely affect the 2006-07 Integrated Transport programme which has already been curtailed by the carry forward of schemes from 2005-06. Therefore, a bid has been made for corporate capital funding for Phase 2 of LUMP as part of the budget process for 2006/07. The Department for Transport (DfT) has been asked to increase the £1.0m grant for the LUMP project following the additional expenditure incurred and any additional funds received from DfT will be used to reduce the amount of corporate funding used.

Table 2 – Outline Programme for Integrated Transport (including commitments from 2005-2006)

Expenditure	2006-07	2007-08	2008-09
Stratford Park and Ride	£25,000		
Decriminalisation of Parking	£1,055,000		
LUMP Phase 2	£705,000		
Casualty Reduction Schemes	£700,000		
Crossing Facilities (including dropped kerbs)	£510,000		
Public and Community Transport	£1,465,000 ³		
Traffic Management	£529,000		
Safer Routes to School	£875,000 ¹		
Village Speed Limit Reviews	£320,000		
Walking and Cycling	£920,000 ²		
Delegated budgets to area committees	£200,000		
LTP Monitoring	£40,000		
2007-2008 Integrated Transport		£4,711,000	
2008-2009 Integrated Transport			£5,194,000
Total Expenditure	£7,344,000	£4,711,000	£5,194,000
Income			
2006-2007 Local Transport Plan Settlement	£4,365,000		
Portobello Bridge Maintenance funds re-directed to Integrated Transport	£500,000		
Developer Contributions/Grants	£719,000		
Virtual Bank funding for Decriminalisation of Parking	£1,055,000		
Corporate Capital funding for LUMP Phase 2	£705,000		
2007-08 Local Transport Plan Settlement (anticipated)		£4,711,000	
2008-09 Local Transport Plan Settlement (anticipated)			£5,194,000
Total Income	£7,344,000	£4,711,000	£5,194,000

1 The allocation to Safer Routes to School includes £360,000 worth of schemes which had to be carried forward from last year due to a re-allocation of funding during 2005-06.

2 The allocation to Walking and Cycling includes £240,000 worth of schemes which had to be carried forward from last year due to a re-allocation of funding during 2005-06.

3 The allocation to public transport is high due to the need to purchase buses to the value of £1,200,000. These buses will serve North Warwickshire and Coleshill Parkway station. The buses will need to begin operation when the station opens which should be towards the end of financial year 2006-07.

6. Major Schemes

- 6.1 No new information regarding major schemes was given in the settlement letter. In the letter the Government indicated that decisions regarding Coleshill Parkway, Rugby Western Relief Road and the SPARK public transport scheme will be made after regional advice has been obtained early in 2006. Therefore it is proposed to report on the major schemes in April or the earliest subsequent Cabinet after the Government announcement on major schemes.

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

23rd December 2005

Appendix A of Agenda No

Cabinet 12th January 2006

Local Transport Plan Settlement for 2006-7 and Outline Capital Programme for Transport 2006-7 to 2008-9

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 27th July 2005

Report Title Parade, Victoria Terrace and Bath Street, Royal Leamington Spa – Mixed Priority Demonstration Safety Project

Summary The report outlines the current situation regarding the delays to the construction works in Leamington Town Centre and seeks Committee agreement for the proposal for completing the works.

For further information please contact Max McDonogh
Group Engineer - Design Services
Tel. 01926 412421
maxmcdonogh@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees Warwick Area Committee – 23rd March 2005.

Local Member(s)
(With brief comments, if appropriate) Councillor Mrs S Boad
Councillor C Davis
Councillor Mrs E Goode } for information
Councillor T Naylor
Councillor M Singh

Other Elected Members Councillor C K N Browne – for information

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

Councillor M Heatley – for information

Chief Executive

.....

Legal

I Marriott – comments incorporated

Finance

C Holden – comments incorporated

Other Chief Officers

.....

District Councils

.....

Health Authority

.....

Police

.....

Other Bodies/Individuals

.....

FINAL DECISION

YES/NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

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To Council

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To Cabinet

For funding approval.

To an O & S Committee

.....

To an Area Committee

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Further Consultation

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Warwick Area Committee – 27th July 2005

Parade, Victoria Terrace and Bath Street, Royal Leamington Spa – Mixed Priority Demonstration Safety Project

Report of the Director of Planning, Transport and Economic Strategy

Recommendation

1. That Area Committee agrees the proposal that construction works be completed from Clarendon Avenue to north of the River Leam Bridge by 21st October 2005 and informs Cabinet of the planned action.
2. That Area Committee asks Cabinet to agree that the remaining works are recommenced in May 2006 and completed over the summer 2006,
3. That Cabinet be informed of the financial position later in 2005 and be asked to allocate funding for the remaining works in 2006/2007.

1. Introduction

- 1.1 This scheme will improve the look and safety of the town. The works include improvements to pedestrian crossings, new pavements, improved traffic light junctions and a new traffic signal junction at Clarendon Avenue. The works also allow for the replacement of the worn out carriageway along its entire length.
- 1.2 The project has been developed over a number of years in conjunction with stakeholders. Construction work on the project commenced on 11th April 2005 with completion programmed for 21st October 2005.
- 1.3 These works are programmed to be carried out in sections largely based around the areas between the junctions, in order to limit effects of the construction works on the Town Centre at any one time.
- 1.4 The road resurfacing along the Parade is to be carried out under 2 separate road closures, each of 2 weeks duration. The first road closure is programmed for 15th August 2005.
- 1.5 The construction works have been substantially delayed for the reasons given in this report. Proposals for completing the project are also explained in this report.

2. Construction Delays

- 2.1 In undertaking the initial works very shallow cellars were found which extend out into the Parade, quite often to the kerb line. Although the cellars were known to exist there was no knowledge of how shallow some cellars are and some of the services are even shallower as they go over the cellars. Some of the cellars have also been damaged by previous works and these repairs caused the initial delays to the progress of the works. Investigation of the cellars prior to commencing works on site was not carried out as to do so would have meant removing large areas of paving in order to find the many cellars, and it was considered that this would have been as disruptive as carrying out the works themselves. The long term effect on the programme for delivering the works is that a lot of the excavation now has to be carried out very slowly and carefully which is an ongoing delay to the works.
- 2.2 One of the main requirements in undertaking the works is that access to businesses and other property during business hours is to be maintained. This is proving very difficult to achieve because of variable opening hours and maintaining pedestrian access routes.
- 2.3 The Contractor had changed their working methods to 24 hour shift working during weekdays in order to overcome the problems highlighted above, as working in the evening and during the night were the only periods when parts of the work areas were available to the Contractor.
- 2.4 Shortly after the 24 hour working commenced, local residents complained about the overnight noise and the Environmental Health Officer (EHO) stopped the night working.
- 2.5 The Contractors re-evaluated their working hours and method of working, and a trial area utilising the new method was successful and has been adopted for the rest of the works.
- 2.6 The new method involved a complete change of workforce which allows for a number of smaller working areas, of about 30-40 metres length, to be worked on at the same time, each taking approximately a week to complete.

3. Town Centre Mitigation Measures

- 3.1 Regular meetings have been held with stakeholders which have identified a number of issues which we have tried to address.
- 3.2 A Newsletter explaining the problems, progress of the works and the programme for future works is mailed to local businesses and also sent to stakeholders to keep people and organisations informed.
- 3.3 One of the main concerns from businesses on the Parade was that the areas being worked on were too large and took a long period to complete such that shoppers could not see if shops were open for business. The new method of working in smaller areas, which are then completed in a shorter period, reduces

this problem. Additional signage advertising 'Shops Open for Business' has also been erected to advertise individual businesses.

- 3.4 In order to promote the Town Centre after the works have been completed the Council have given an undertaking to contribute £10,000 of match funding to carry out a public relations campaign to promote the Town Centre after the construction works.
- 3.5 The main concern from businesses within the Town Centre is that construction works must be avoided in the Town Centre during the pre-Christmas shopping period which runs from 21st October, although many businesses consider the Autumn Fayre on 2nd October to be the start of pre-Christmas shopping.

4. Proposal for Completing Works

- 4.1 The Construction works are about 8 weeks behind the original programme which is largely as a result of the reasons outlined above. The latest change to the method of working will enable works on the Parade to be completed by 21st October 2005 but the contractor will not be able to recover the lost time to complete the whole of the remaining works by the 21st October 2005.
- 4.2 Bearing in mind the implications for Town Centre businesses if the construction works extend past 21st October 2005, it is proposed to complete the works on the Parade from Clarendon Avenue down to the River Leam Bridge and delay the works South of the River Leam to High Street until next year.
- 4.3 It is proposed to recommence the works in May 2006 when the extra daylight hours are available during the evening period, which is the best time to carry out most of these works.

5. Financial Implications

- 5.1.1 The current project cost approved by Cabinet is £2.2M. This cost is funded by £1.0M grant from Department for Transport (DfT) and developer contributions of £0.2M with the balance from the Local Transport Plan (LTP) Integrated transport allocation.
- 5.1.2 Given the circumstance outlined in this report it is difficult to quantify the likely final cost of the project at this stage. There is a possibility that the extra works required cannot be contained within the existing estimate. However, by delaying part of the works until May 2006 (paragraph 4.2 above) it should be possible to contain existing works within the funds available. Once these works are complete it will then be possible to more accurately estimate the final overall cost of the project.
- 5.2 Once the Clarendon Avenue to River Leam works are substantially complete Cabinet will be informed of the financial position and requested to allocate funds to complete the works next financial year.

6. Summary

- 6.1 The construction works on the Parade have been delayed by several weeks and it will not be possible to complete all the works by 21st October 2005.
- 6.2 With the new working method employed by the contractor, the works to the Parade from Clarendon Avenue to the River Leam Bridge are programmed to be completed by 21st October 2005.
- 6.3 The remaining works south of the River Leam are to be commenced in May 2006 subject to Cabinet consideration of funding.
- 6.4 A County Council contribution of £10,000 of match funding is to be made to carry out a public relations campaign to promote the Town Centre after the construction works are completed in October 2005.

JOHN DEEGAN

Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

20th July 2005