

SCRUTINY COMMISSION – 27 FEBRUARY 2013

**SECOND REFRESH OF THE LOCAL TRANSPORT PLAN 3 (LTP3)
IMPLEMENTATION PLAN (2011 - 2014)**

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. To advise the Scrutiny Commission of progress made with the second refresh of the LTP3 Implementation Plan (2011 - 2014), present draft proposals and to seek its views on the refreshed Plan.

Policy Framework and Previous Decisions

2. The Transport Act 2008 requires local transport authorities to outline how they plan to deliver an effective transport system, by producing a Local Transport Plan.
3. The current Leicestershire Local Transport Plan (LTP3) covers the period from April 2011 to the end of March 2026. LTP3 consists of two parts: the long-term Strategy (2011-2026), which is approved by the County Council, and the shorter term Implementation Plans (the Plan), which are approved by the Cabinet.
4. The Plans are of 3 years duration and are reviewed and refreshed annually. This is the second refresh of the first Plan (2011 - 2014).
5. The Strategy was approved by the County Council on 23 March 2011, and adopted on 1 April 2011. The first Plan was approved by the Cabinet on 8 March 2011. The first refresh of the Plan was approved by the Cabinet on 6 March 2012.
6. The second refresh of the Plan will be considered by Cabinet at its meeting on 6 March 2013. Any comments the Commission wishes to make on the report and Plan will be forwarded to the Cabinet for consideration at its meeting.

Background

6. The LTP3 Strategy sets out how transport will support wider economic, social and environmental objectives. The Plan sets out how this will be achieved and what will be done to support delivery of the long-term Strategy. This includes the day-to-day work and the statutory responsibilities that are undertaken on an ongoing basis to help deliver LTP3.
7. The Plan contains:
 - (i) A review of the delivery and achievement in the previous year and

- (ii) the priorities for the coming year(s) (Appendix A – Action Plan)
 - (iii) the Capital Programme block allocation (Appendix B)
 - (iv) the Integrated Transport Scheme (ITS) and Asset Management Capital Programmes (Appendices C and D).
8. The Action Plan, block allocation and Capital Programmes are updated annually. The remaining text in the Plan will be reviewed at the same time as the Action Plan and Capital Programme refresh, to reflect achievements in the previous year and also future strategic direction of travel (within the overall framework of the long-term Strategy), before being submitted to the Cabinet for its consideration.
9. At the end of three years, a more comprehensive review of the Implementation Plan will take place, before the next three year Plan is produced.
10. In the interests of cost savings and efficiency the LTP3, including the Implementation Plans, will continue to only be published in electronic form on the County Council's website. LTP3 and its supporting documents can be viewed at: www.leics.gov.uk/transport_plans_policies/ltp/current_transport_plans.
11. The second refresh of the first Implementation Plan will be available to view from early April 2013.

Proposals for the LTP3 Implementation Plan

Action Plan

12. The Action Plan sets out the specific actions that will be undertaken during 2013/14 to help deliver our LTP3 long-term strategy. The Action Plan is shown in **Appendix A**.

Capital Allocations

13. Capital allocations for 2013/14 are in line with the strategic direction set out in previous reports. The Integrated Transport Scheme (ITS) block for 2013/14 has an even greater focus on implementing a small number of large individual measures, or packages of measures, in key areas.
14. The Transport Asset Management Block has benefited from additional Department for Transport capital funding of £2.034m in 2013/14 and a further £1.058m in 2014/15 for essential maintenance of road networks to renew, repair and extend the life of these roads.
15. Further revised allocations for 2013/14 are shown in **Appendix B**.
16. Capital funds can be supplemented by funds from other sources, including developer contributions and by the successful Local Sustainable Transport Fund bid. The key items for delivery in 2013/14 are:

Integrated Transport Scheme block

- (a) Local Sustainable Transport Fund (LSTF) commitments in Loughborough and Coalville.
 - (b) the Better Bus Area Fund (BBAF) scheme along the A426 corridor, which will be jointly delivered with Leicester City Council.
 - (c) Major junction improvements and associated works to help tackle congestion and safety issues at key points on the road network, including in the M1 junction 21 area.
17. An additional £0.5m has been transferred into the ITS block to help fund these measures, and developer funding may also be used.
18. The proposed schemes for the ITS Capital Programme for 2013/14 are shown in **Appendix C**.
19. This programme was prepared using information that was available at the time of preparation. Going forward, it is important to be flexible, making revisions as necessary to ensure value for money, to respond to changing circumstances and to accommodate any further slippages from 2012/13.
20. The cost bands are illustrative, pending completion of further design work. Our LTP3 Strategy places an emphasis on achieving the greatest benefits from the funding available, and scheme costs must be subject to greater challenge in order to find savings wherever possible. Schemes whose costs increase markedly will be subject to review, to determine whether they still represent value for money and should still be built.
21. The Programme includes “*plan and prepare*” work for future programmes. It also includes reserve schemes. This provides opportunities for replacement, or for additional schemes to be brought forward, to take advantage of any savings arising from schemes being cheaper than estimated, delays to delivery arising from unforeseen events, or deferment of programmed schemes.

Asset Management block

Carriageways

22. Funding for carriageways has been split between the different road categories pro-rata on the need assessed by the condition surveys, i.e. A roads 20%, B&C roads 46% and Unclassified roads 34%. The resulting allocations are: A - £1.545m, B&C – £3.635m and unclassified - £2.63m. This represents a continuation of the shift in funding towards the lower road categories commensurate with the condition indicators. Of the total, around £3m will be earmarked for preventative maintenance, in the form of surface dressing. The unclassified carriageway network will also benefit from proposed one-off revenue funding.

Footways

23. The Council's Transport Asset Management Plan demonstrates that continued investment in footway resurfacing, preventative maintenance and renewal to maintain footways in a steady state condition is required. Condition indicators show a decline in condition, suggesting that the level of expenditure in recent years is insufficient to maintain a steady state. The proposed allocation for 2013/14 of £2.019m represents an increase of 20% compared with allocations for the past 3 years. Of this, £700,000 is to be used for preventative maintenance.

Bridges

24. The condition data show that the bridge stock is in a good and reasonably static condition. The allocation proposed for 2013/14 is £760,000, but this should be supplemented by funding carried forward from 2012/13. In addition to maintenance works, the budget will be used to fund additional bridge assessments and undertake works to alleviate flooding.

Street lighting

25. As shown in the Transport Asset Management Plan, steady state column replacement requires annual investment of £1.34m, with the urgent need over the LTP period calculated at £1m annually. It is therefore proposed to allocate £1m of LTP funding, which should also be supplemented by funding carried forward from 2012/13.

Traffic Signal Renewal

26. The Transport Asset Management Plan proposes signal and pelican replacement at five sites a year, at a cost of £196,000. Consequently £200,000 is proposed to be allocated for 2013/14. It should be noted that the age distribution is such that although this level of funding should suffice for three more years after this there will be a need to renew an average of 14 sites each year, at a cost of around £550,000.

Public Rights of Way

27. The previous annual capital allocation of around £110,000 for work on rights of way does not appear in the 2013/14 programme. The reason for this is that the schemes are low cost and, as per corporate guidelines, individual items below £10,000 are treated as revenue, rather than capital.

Overall Asset Management Programme

28. The proposed schemes for the Asset Management Capital programme for 2013/14, together with indicative programmes for 2014/15 and 2015/16, are shown in **Appendix D**. These include a degree of over-programming, so some of these schemes will effectively be reserves. This provides opportunities for replacement, or for additional schemes to be brought forward, to take advantage of any savings arising from schemes being cheaper than estimated, delays to delivery arising from unforeseen events, or deferment of programmed schemes.

29. The cost bands are illustrative, pending completion of further design work. The Council's LTP3 strategy places an emphasis on achieving the greatest benefits from the funding available, and scheme costs must be subject to greater challenge in order to find savings wherever possible. Schemes whose costs increase markedly will be subject to review to determine whether they still represent value for money and should still be built.

Consultations

30. The second refresh of the 2011 to 2014 Implementation Plan reflects the LTP3 long term Strategy, the development of which involved widespread consultation with the public, partners and stakeholders. Further work will continue to refine the Plan's content, based on comments received from Members and consultees, prior to publication.
31. Going forward, engagement and consultation will be important to the ongoing development of the area focused approach. This includes the identification of the next area, and the transportation issues that need to be tackled within it, in order to deliver wider economic, environmental and social benefits.

Details of individual improvement schemes will continue to be subject to consultations with local Members and the public. Reports will be taken to the Cabinet Lead Member (Environment and Transport) to set out consultation results, in accordance with the procedures for delegating authority to the Director of Environment and Transport to approve scheme details. In the event of adverse comments being submitted, construction will be subject to the Cabinet Lead Member's (Environment and Transport) consideration.

Resource Implications

32. Preparation of the Implementation Plan is being funded from the Environment and Transport Department revenue budget.
33. The move towards a "*plan, prepare and do*" approach, and an area focused approach, will help to maximise value for money.
34. It is intended to continue to apply far greater challenge to the cost of measures, both in terms of their development and delivery. The LTP3 strategy places an emphasis on achieving the greatest benefits from the funding available, and scheme costs must be subject to greater challenge in order to find savings wherever possible. Schemes whose costs increase markedly will be subject to review to determine whether they still represent value for money and should still be built.

Timetable for decisions

35. Subject to the comments of the Cabinet Lead Member (Environment and Transport) and the Scrutiny Commission, the final draft version of the Plan will be taken to the Cabinet for consideration and approval on 6 March 2013.
36. Subject to Cabinet approval, the Plan will be published in early April 2013.

37. Work will continue to enable the delivery of the 2013/14 capital programme. Major changes to the programme will be reported to the Cabinet Lead Member for Environment and Transport.
38. All Members, and Highway Forum Members, will be informed of the programme in due course.

Conclusions

39. LTP3 is an important document for the Authority. Given that the availability of funds for transport schemes is likely to remain severely restricted for some time, and the significant challenges going forward, it is even more important that the Council has clear, robust and effective policies for the future management and development of Leicestershire's transport system.
40. The second refresh of the 2011 to 2014 Implementation Plan builds on the good progress made on delivery. Although the general LTP3 priorities, and emphasis of approach, remain unchanged there are a number of key issues that have affected its specific content.

Background papers

- Report to Scrutiny Commission – Development of LTP3 – 10 November 2010
- Report to Scrutiny Commission – Final Draft LTP3 Proposals – 2 March 2011
- Report to Scrutiny Commission – LTP3 Implementation Plan 2012/13 – 1 February 2012
- Report to Scrutiny Commission – Implementation Plan and KPI Progress – 7 November 2012

Recommendation

41. The Scrutiny Commission is asked to:
 - (i) Note the draft proposals for the second refresh of the Plan;
 - (ii) Consider any comments it wishes to make on the proposals in order that they can be considered alongside the document, when reported to Cabinet on 6 March; and
 - (iii) Note that work will continue to refine the draft proposals prior to publication in early April 2013.

Circulation under the Local Issues Alert Procedure

None.

Officer to Contact

Ian Drummond Assistant Director, Transportation
Tel: 0116 305 5990
Email: ian.drummond@leics.gov.uk

List of Appendices

The following information is appended to this report:

Appendix A – Draft Action Plan

Appendix B – Capital Programme Allocations

Appendix C – Proposed Integrated Transport Scheme (ITS) Capital Programme

Appendix D – Proposed Asset Management Capital Programme

Relevant Impact Assessments:

Equal Opportunities Implications

42. The refreshed Implementation Plan reflects the LTP3 long term Strategy. An Equality Impact Assessment (EqIA) was undertaken on LTP3, ensuring that equality issues within the plan were assessed. The scoping report for the EqIA was published for consultation in June 2010, and the EqIA on the LTP3 proposals were consulted on as part of the 1 October 2010 - 26 November 2010 engagement exercise. No significant issues were raised as part of the EqIA consultation.
43. The EqIA ensures that LTP3 fulfils Leicestershire's corporate and statutory duties on equality and diversity. Consultation gave consultees an opportunity to contribute to the policy before it was adopted.

Crime and Disorder Implications

44. LTP3 continues to recognise the importance of seeking to address fear of crime issues and emphasises the importance of designing new transport infrastructure to ensure that it provides safe, high quality environments.

Environmental Implications

45. The 2011 to 2014 Implementation Plan reflects the LTP3 long term strategy. The Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) were consulted on as part of the October-November 2010 LTP3 consultation exercise. The results of this consultation were used to prepare an Environmental Statement, which was published with the LTP3 on 1st April 2011.