



DERBY CITY COUNCIL

**COUNCIL CABINET
21 FEBRUARY 2006**

ITEM 16

Report of the Director of Regeneration and Community

**Derby Joint Local Transport Plan: 2006 – 2011, LTP2
Report of Capital Settlement Expenditure and Related Work
Programmes for 2005/06 and broad spend levels for 2007/08 – 2010/11**

RECOMMENDATION

- 1.1 To approve the allocation of the 2006/07 LTP funds between integrated transport, roads and bridge maintenance, Connecting Derby and the Inner Ring Road Integrated Maintenance Scheme, IRRIMS.
- 1.2 To approve the 2006/07 LTP preparation pool of integrated transport and maintenance schemes as shown in appendix 3.
- 1.3 To approve the revenue preparation pool for maintenance schemes as shown in appendix 4 subject to the confirmation of the 2006/07 revenue budget in a separate item at this meeting.
- 1.4 To continue to operate to increased financial limits set within the financial procedure rules for variations to the total cost of capital schemes that should be reported to cabinet, as set out in the financial implications in appendix 1.
- 1.5 To approve the broad allocation of spend for the remaining years of 2007/08 to 2010/11, subject to settlement figures received from Department for Transport, DfT, on a yearly basis.
- 1.6 To authorise the Director of Regeneration and Community in consultation with the Cabinet Member for Planning and Transportation to finalise the Local Transport Plan for submission to central government on 31 March 2006. (The most up to date version of the draft final LTP2 can be viewed on CMIS from Monday 20 February).
- 1.7 To refer the final Local Transport Plan to Full Council on 1 March 2006 to be adopted as a key policy framework document of the City Council.
- 1.8 To delegate powers to the Director of Regeneration and Community in consultation with the Cabinet Member for Planning and Transportation to finalise the LTP1 Delivery Report and any exceptional scheme or other bids that need to be submitted to central government in July 2006.
- 1.9 To consider comments from a special meeting of the Planning and Environment Overview and Scrutiny Commission on 10 February 2006.

REASONS FOR RECOMMENDATION

- 2.1 Approval of the work programme before the start of the 2006/07 financial year, and flexibility to prioritise work will enable detailed design work to commence, with the objective of ensuring that highway transport schemes are delivered in the best possible way and achieve value for money.
- 2.2 LTP production deadlines mean it is not possible to bring the final LTP2 to any later Cabinet meeting.

SUPPORTING INFORMATION

3.1 2006/07 Settlement

In December 2005, DfT announced the 2006/07 transport capital expenditure settlement for the Derby Joint Local Transport Plan. Indicative planning guidelines were also given for the remaining four years.

The provisional LTP2 was submitted in July 2005 along with the fifth LTP Annual Progress Report, APR, which reported progress during 2004/05. The government scored the APR at 91%, which is classed as excellent. LTP2 was assessed as 'very promising'. Combined, these have contributed to the maximum 25% reward funding available to authorities who have produced high quality plans and successfully delivered during 2004/05. Nationally, only five authorities received maximum funding. Assessment of the final LTP2 to be submitted in March 2006 and LTP1 Delivery Reports to be submitted in July 2006 will impact on the planning guidelines allocated for 2007/08 to 2010/11.

Indicative planning guidelines could change if our current excellent performance against local and mandatory targets begins to decline. This could also impact upon the Comprehensive Performance assessment score for the Council. Table 1 outlines the settlement for the Derby Joint LTP for 2006/07 and indicative integrated transport block allocations for the city part of the LTP area for the remaining four years.

Table 1 LTP Capital Expenditure Settlement

£'000's	2006/07 @125%	2007/08 Indicative @ 100%	2008/09 Indicative @ 100%	2009/10 Indicative @ 100%	2010/11 Indicative @ 100%
Integrated transport	3,844	3,041	3,242	3,455	3,681
Highway maintenance	1,376	To be confirmed on a yearly basis			
Major schemes	4,442 ¹				
Supplementary bids	671 ²				
Derby Joint area	515 ³				
TOTAL	10,848				

Notes:

1. Full allocation for year 2 of Inner Ring Road Integrated Maintenance Scheme, IRRIMS
2. Full allocation for supplementary bid for maintenance on de-trunked roads (A6 and A52)
3. As set out in our provisional LTP, the balance of spending between the two authorities will be agreed and adjusted each year, in order to permit the implementation of particular schemes. In 2006/07, the agreed funding split is 88% for the City and 12% for the County

- 3.2 Funding from integrated transport and maintenance will deliver the main programme of local safety and accessibility improvements, strategic public transport, transport management and demand restraint and carriageway maintenance in 2006/07.

Additional funding of £671,000 for maintenance of detrunked roads was awarded following our bid for necessary carriageway and drainage work on the A6 Duffield Road/Burley Hill and A52 Ashbourne Road.

IRRIMS has been rewarded the full allocation for year 2, so work will continue onto the main stretch of St Alkmunds Way. A further contribution of £150,000 over two years from the integrated transport block will provide a replacement footbridge over St Alkmunds Way which will also incorporate cycle use. We are continuing to monitor progress and costs and will report quarterly to DfT.

In the first four years, contributions from the integrated transport block will also be made to part-fund Connecting Derby. Table 2 shows the contributions from the integrated transport block.

Table 2 Contribution to Connecting Derby

£'000's	2006/07	2007/08	2008/09	2009/10	2010/11
Contribution to Connecting Derby from IT block	860	870	1070	700	0

3.3 2006/07 Preparation Pool

The final LTP needs to include a five year programme from 2006/07 to 2010/11. DfT expect to see a detailed programme for 2006/07 and 2007/08. In developing the programme, we considered schemes against our priorities. These are listed in appendix 2. The long term transport strategy, approved as part of the provisional LTP process, sets out six key elements for delivery of schemes. These elements are:

- Land use policies
- Smarter Choices
- Local safety and accessibility improvements
- Strategic public transport improvements
- Strategic transport management and demand restraint
- Maintenance of transport infrastructure.

Together, these tie in the corporate vision, priorities and key outcomes asset out in the draft Corporate Plan, and in particular they address the emerging Area and Neighbourhood Agenda.

Appendix 3 details the 2006/07 capital programme for the city part of the LTP area.

The programme has been developed against the six strategy elements, and the allocation has been divided accordingly. However, we are also seeking to deliver more integrated and holistic schemes along strategic corridors. In 2006/07, two strategic integrated transport schemes, SITS, are included, on Uttoxeter Road and Osmaston Road. These corridors have been selected because:

- Uttoxeter Road ties in with the need to deliver a park and ride at the City Hospital in 2008, which forms part of the developer agreement for the Acute Services Review. An exceptional integrated transport scheme bid will be submitted to government in July 2006 to fund the improvements in 2007/08.
- Osmaston Road requires extensive highway maintenance work in the near future, so an exceptional maintenance scheme bid will be submitted to government in July 2006 to fund these improvements in 2007/08.

Both schemes require extensive preparation work in 2006/07, so £200,000 has been set aside to do this. Funding for their delivery will be allocated from the relevant strategy elements of the integrated transport block and the maintenance block, together with any successful bids for funding through exceptional schemes as appropriate. This funding will be supplemented, where possible, with other contributions such as Section 106 money.

- 3.4 DfT announced proposals for the Transport Innovation Fund, TIF, in December 2004. Updated guidance was issued in January 2006, which emphasises the importance of authorities having robust demand restraint included within their transport strategy, including the possible development of road pricing. Without such an approach, funding for local transport improvements will reduce in real terms.

The provisional LTP highlighted that the basic planning guideline funds are inadequate to deliver the levels of improvements needed on the transport network. DATS also showed that demand restraint is essential to prevent traffic increases from 'swallowing up' the improvements.

Following an unsuccessful bid for TIF funding in October 2005, we have liaised with DfT, the Government Office for the East Midlands, GOEM, and the other five transport authorities in the three cities sub-area, and intend to submit a new TIF Expression of Interest in July 2006 for the sub-area. Funding may need to be allocated to the development of relevant traffic management in the later years of LTP2, and the funding profile takes account of this.

- 3.5 As the Joint LTP includes areas outside the city, an additional sum of £515,000 is being spent in 2006/07 on integrated transport improvements in the county part of the LTP area.
- 3.6 Appendix 4 includes the maintenance revenue programme for surface dressing and footway reconstruction and resurfacing. These approvals will be subject to confirmation of the 2006/07 revenue budget by Council in a separate item at this meeting. This is an extensive list and demonstrates the extent of the backlog of repairs we have yet to complete and we will consider every possible avenue of funding available to tackle this backlog. Should this become available, we would complete as many further schemes as possible. The whole programme will also be coordinated with the improvements to street lighting as part the Street Lighting PFI contract.
- 3.7 Broad spend allocations for 2007/08 – 2010/2011

Appendix 5 includes the broad spend allocations for the remaining four years of LTP2, identified against each of the six elements of the long term transport strategy. These figures are based on receiving 100% of the indicative planning guideline figures, but could increase or reduce, dependent on the outcome of any successful bids and also on our performance against our indicators.

The broad programme has had to take into account the need to prepare strategic schemes and the likely timescales for major schemes. For example the Regional Funding Allocation process has included the replacement of London Road rail bridge, funded from 2010 to 2012. Some money therefore needs to be set aside in 2009/10 to develop the major scheme bid.

3.8 Final LTP2

The provisional LTP2 was submitted to government in July 2005. Despite the 'Very Promising' score, DfT advised that a great deal of work was required to progress to having an excellent final LTP that maintains the high standards and related reward funding.

Cabinet approved the provisional LTP2 in July 2005. In preparing the final LTP, we are taking account of Member, public and stakeholder consultation since that time. We are also taking on board comments and observations from our settlement letter from DfT, received in December 2005, to put us in the best position to secure maximum funding levels for future years.

The final LTP2 and capital programme is also embracing the emerging Area and Neighbourhood Agenda for Derby and Regional Funding Allocation process for major schemes.

3.9 LTP1 Delivery Report

We need to submit a delivery report in July 2006. This will set out the overall impact of the first Local Transport Plan (from 2001 – 2005) and along with final LTP2 will determine our level of capital funding for 2007/08. The report must be submitted to DfT by 31 July 2006 and will require detailed work by officers to gather, collate and present the information in line with guidance supplied by DfT.

OTHER OPTIONS CONSIDERED

- 4.1 The LTP is a key policy framework document, and is a statutory requirement of the Transport Act 2000. No other options have therefore been considered.

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Background papers:	none
List of appendices:	Appendix 1 – Implications Appendix 2 – LTP priorities for investment Appendix 3 – Derby City Council – 2006/07 LTP capital programme based on 125% settlement Appendix 4 – Derby City Council – 2006/07 Highway Maintenance Revenue Programme for footway resurfacing and reconstruction) Appendix 5 - Five year programme – broad levels of spend for 2007/08 – 2010/11

IMPLICATIONS

Financial

1. It is proposed that the arrangement for the delegation to the Director of Regeneration and Community, of variations in spend, as approved in March 2004, be continued. Variations will be reported to Cabinet retrospectively.

Legal

2. None directly arising.

Personnel

3. None directly arising.

Equalities impact

4. The more detailed capital programme for LTP2, which will be included in the final LTP2 in March 2006, will contain proposals for schemes that ensure greater equality of access. The revenue elements of the programme will also seek to address accessibility issues, for example, those that provide access to public transport for those who do not have a car available or cannot afford to use a car.

Corporate objectives and priorities for change

- 5.1 The proposal comes under the Council's Objectives of
 - strong and positive neighbourhoods
 - a healthy environment.
- 5.2 The proposal furthers the priorities of
 - improving road and other transport links to improve choice and make better use of the city centre by completing Connecting Derby
 - developing the management of the city and district centres to improve their attractiveness and viability.