

REPORT TO: Environment and Urban Renewal Policy
Performance Board

DATE: 24th November 2010

REPORTING OFFICER: Strategic Director, Environment and Economy

SUBJECT: Local Transport Plan Progress Report

WARDS: All

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to advise Members on the progress that was made during 2009/10 on implementing the capital programme of schemes to support the strategies and policies contained within Halton's second Local Transport Plan (LTP2).

2.0 RECOMMENDATION: That

- (1) The progress made during 2009/10 is welcomed.**

3.0 SUPPORTING INFORMATION

- 3.1 In March 2006, Halton submitted its second LTP to the Department for Transport (DfT) for approval. This covered the five year period from 2006/07 to 2010/11.
- 3.2 For the first financial year of LTP2, (2006/07), a brief progress report was required and submitted to the DfT, the contents of which were presented to Urban Renewal PPB on the 19th September 2007. In the subsequent financial year a more comprehensive progress report (Local Transport Plan 2006/07 to 2010/11, Mid Term Review) was required covering the first two years of delivery and this was approved by Executive Board and submitted to DfT in September 2008. A progress report was produced for 2008/09, but this was not a DfT requirement. In August 2010 DfT advised that LTP progress reports were no longer required. However, like 2008/09, a progress report has been produced in order to assist with the management of expenditure.
- 3.3 This report summarises the programme of works and initiatives undertaken in 2009/10 and also describes the progress that has been made against the performance indicators contained within LTP2.

Local Transport Plan Capital Programme

- 3.4 The following tables give a summary of the actual expenditure for 2009/10.

Table 1: Summary of LTP Maintenance Expenditure 2009/10

	Actual Expenditure (000)
Bridge maintenance	5,388
Road maintenance	1,525
Total Bridges and Roads	6,913

- 3.5 Major bridge maintenance activity within the SJB complex has continued in 2009/10 boosted by the Primary Route Network Bridge Maintenance funding of £14.3m awarded by the Government for the duration of the term of LTP2.
- 3.6 Major bridge maintenance works are being delivered through the Bridge Maintenance Partnership Contract the Council has entered into with Balvac Ltd.

Table 2: Summary of LTP Integrated Transport Expenditure 2009/10

	Actual Expenditure (000)
Local Safety Schemes	119
Quality Corridors	686
Interventions outside QCs	745
Other Improvements	279
Total for IT	1,829

- 3.7 A range of local safety schemes, quality corridor and sustainable transport improvements were completed during the year. Quality corridor work focused upon the Ditton/Halebank area, where pedestrian route improvements and bus stop upgrades were implemented along Hale Road from The Ball of Ditton to Halebank. On the North-South corridor route, work was carried out in the Leigh Avenue / Deacon Road / Appleton Village area. Junction improvements were undertaken at the eastern gateway to the Town Centre, in support of new developments. Off-corridor walking and cycling route improvement works were carried out at a variety of locations including Hale Village, Palacefields / Brookvale and Upton Rocks. Design work and infrastructure improvements in connection with major schemes at bus and railway stations (Widnes and Hough Green) were also undertaken. These schemes have two-year delivery programmes scheduled for completion by the end of 2010/11.

- 3.8 In total, a sum of £8,742,000 has been spent on the LTP Maintenance and Integrated Transport Programme during 2009/10; further details of which can be found in Appendix 1.

Performance

- 3.9 In order to measure our progress during LTP2, an extensive list of challenging mandatory and local performance indicators were developed covering key areas of work. These are shown in detail in Appendices 2 & 3.
- 3.10 During 2009/10 good progress was made toward the achievement of the targets set. An analysis of progress against all the targets that can be reported on, has revealed that:
- 87% of mandatory indicators were on target; and
 - 86% of all indicators were on target.

This provided a good base up on which further improvements can be made during 2010/11, the final year of LTP 2.

4.0 POLICY IMPLICATIONS

- 4.1 There are no specific policy implications resulting from this report.

5.0 OTHER IMPLICATIONS

- 5.1 Details of the LTP Capital expenditure for 2009/10 are described within Appendix 1.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

Good progress was made to improve the accessibility of children and young people's services in the Borough especially through the development of School Travel Plans and by reducing the long term road casualties involving children.

6.2 Employment, Learning and Skills in Halton

Measures continued to be introduced through the Halton Local Transport Plan to improve access to employment, training and learning facilities within the Borough. The Quality Corridor programme, for example, seeks to deliver an integrated package of walking, cycling and public transport improvements, which assist local residents accessing employment and training opportunities.

6.3 A Healthy Halton

The Local Transport Plan programme directly supports efforts to encourage local communities to adopt more healthy lifestyles through the introduction of measures to promote the greater use of public transport, cycling and walking for local journeys.

6.4 A Safer Halton

In 2009/10 a proportion of the Halton LTP capital programme was targeted at delivering further local safety schemes across the Borough.

6.5 Halton's Urban Renewal

The Halton Local Transport Plan seeks to support the ongoing regeneration of Halton.

7.0 RISK ANALYSIS

The Halton Local Transport Plan capital is closely managed by the Authority, to reduce the risks associated with the delivery of the LTP Capital Programme and the achievement of its targets.

8.0 EQUALITY AND DIVERSITY IMPACTS

The various schemes developed or implemented as part of the 2009/10 LTP Capital Programme are designed so as to not disadvantage any particular section of the community and have due regard to the needs of groups with special needs including, for example, the disabled.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Halton's Local Transport Plan 2006/7 – 2010/11	Rutland House	Steve Eccles 0151 906 1541
LTP 2 2006/7 – 2010/11 Mid-Term Review	Rutland House	Steve Eccles

Appendix 1, Details of LTP Capital Programme 2009/10

Scheme Type / Description	Cost (£000s)
Road Maintenance	
Structural Maintenance of Carriageways	439
Independent footpath Network	136
Footway Reconstruction	698
Lighting	193
Cycleways	59
Total for Roads	1,525
Bridge Assessment, Strengthening and Maintenance	
Bridge Assessment & Strengthening	16
Bridge Maintenance on SJB Complex and Associated Bridges	4,758
Minor Bridge Works (on SJB Complex and Associated Bridges)	59
Other Bridge works	555
Total for Bridges	5,388
Total for Roads and Bridge Maintenance	6,913
Integrated Transport Block	
Local Safety Schemes	119
Quality corridors	
Walking	341
Cycling	112
Bus Route Improvements	200
Local Safety Schemes	33
Interventions Outside Quality Corridors	
Walking/PROW	116
Cycling/ Greenways	102
Bus Shelter Renewals	91
Bus Access Improvements	28
Integrated Transport Initiatives	114
Bus Interchanges	243
Intelligent Traffic Systems	29
Accessible Buses/Minor Improvements	10
School Travel Plan Support	12
Other Improvements	
Rail Station Improvements	279
Total for Integrated Transport Block	1,829
Total for Roads & Bridge Maintenance and Integrated Transport Block	8,742