

2010/11 Transport Capital Programme

Report to Executive Director Economy, Place and Skills, Elaine McLean and Councillor Mark Alcock

Portfolio Responsibility : Environment and Infrastructure

4th May 2010

Officer Contact: Joanne Betts
Ext. 4346

Purpose of Report

The purpose of this report is to seek approval of the proposed transport capital programmes for 2010/11 to be funded from the Authority's 2010/11 Local Transport Plan allocation of £3,953,000. The report details proposed programmes of work for integrated minor works, local safety schemes, highway capital maintenance, street lighting and bridges and structures maintenance.

Executive Summary

This report recommends how the Council's 2010/11 Local Transport Plan capital allocation should be split across several programme areas (see Table 1) and then gives details of the works proposed to be undertaken in 2010/11 using that allocation for integrated minor works, local safety schemes, highway capital maintenance, street lighting and bridges and structures. It explains how the proposed programmes have been compiled and gives a range of standard information for each programme area in a series of appendices (C - G) such as details of consultation that is planned or has been undertaken.

The report also sets out how delivery of the programme will be monitored during the year.

Also included in the report are details of the works that were delivered using last year's Local Transport Plan allocation (see Appendix B).

Recommendations

To note the works carried out using the 2009/10 Local Transport Plan allocation as set out in Appendix B.

To agree the distribution of the 2010/11 Local Transport Plan settlement of £3,953,000 as set out in Table 1.

To approve the programmes of work for delivery in 2010/11 for integrated minor works, local safety schemes, highway capital maintenance, street lighting and bridges and structures maintenance included in Appendices C – G, which collectively make up the transport capital programme.

To note that all works will be carried out either by the Economy, Place and Skills Directorate's appointed term contractors or by contractors appointed following a tendering process, in accordance with the Council's contract procedure rules.

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- 2.2 The report also sets out how delivery of the programme will be monitored during the year.
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- 3.2 To agree the distribution of the 2010/11 Local Transport Plan settlement of £3,953,000 as set out in Table 1.
- 3.3 To approve the programmes of work for delivery in 2010/11 for integrated minor works, local safety schemes, highway capital maintenance, street

lighting and bridges and structures maintenance included in Appendices C – G, which collectively make up the transport capital programme.

- 3.4 To note that all works will be carried out either by the Economy, Place and Skills Directorate's appointed term contractors or by contractors appointed following a tendering process, in accordance with the Council's contract procedure rules.

4 Background: the Local Transport Plan Process

4.1 The Local Transport Plan process is the main source of capital funding for local transport infrastructure. The Local Transport Plan is a statutory document. There is a single Local Transport Plan for Greater Manchester which covers the Oldham Borough. This document sets out a 5-year programme for investment for local transport, in order to help deliver the long term vision and strategy for Greater Manchester. Greater Manchester is now in the final year of delivering its second Local Transport Plan (GMLTP2), which began in April 2006 and ends in March 2011.

4.2 Oldham's Comprehensive Area Assessment score is influenced by how well the 10 Greater Manchester local authorities and the Greater Manchester Passenger Transport Executive deliver against their Local Transport Plan targets. GMLTP2 contains a suite of over 20 targets, many of which are also National Indicators. A list of the LTP targets and transport National Indicators is included at Appendix A.

5 Works Completed using the 2009/10 Local Transport Plan Allocation

5.1 As in previous years, this report gives details of what was delivered using last year's LTP allocation (ie in 2009/10). Appendix B contains this information for the following programme areas: integrated minor works; local safety schemes; highway capital maintenance; street lighting; and bridges and structures maintenance.

6 Local Transport Plan Allocation for 2010/11

6.1 Oldham Council has been allocated £3,953,000 through the Local Transport Plan process to deliver its 2010/11 transport capital programme in support of GMLTP2.

6.2 Oldham's Cabinet agreed to ring-fence this allocation to transport at its meeting on 14th April, and to delegate approval of the detailed programmes to the Executive Director Economy, Place and Skills, in consultation with the Executive Member with responsibility for the Environment and Infrastructure.

6.3 The allocation of £3,953,000 does not include the contribution Oldham will be making to Metrolink 3a, to the recently established Greater Manchester Transport Fund (which includes Oldham Town Centre Metrolink 3b) or to other AGMA LTP topslice initiatives as this has already been given directly to AGMA by the Department for Transport.

6.4 Oldham's transport capital programme will cover:

- Integrated minor works, which includes, for example, schemes for pedestrians and cyclists, safer routes to school and traffic management schemes.
- Local safety schemes aimed at reducing road accidents and casualties;
- Road and footway maintenance;
- Street lighting;
- Bridges and structures; and
- Part of the required 10% local contribution Oldham will be making towards the major highway retaining wall scheme (£370,000 in 2010/11 in accordance with EDRS 10010095).

6.5 It is proposed that the £3,953,000 be divided between the above programme areas as set out in table 1 below.

Table 1: proposed distribution of 2010/11 Local Transport Plan Settlement	
Programme area	2010/11 allocation £
Integrated minor works	981,000 ¹
Local safety schemes	730,000
Highway maintenance	1,219,000
Street lighting	116,000
Bridges and Structures Maintenance	537,000
Contribution to the major highway retaining wall scheme	370,000
TOTAL	3,953,000

6.6 This distribution has been achieved by topslicing the required 2010/11 LTP contribution to the major retaining wall scheme (£370,000) from the total LTP funding available, then redistributing the remainder broadly in line with Government's original percentage distribution across the various programme areas.

7 Programme Development for 2010/11

7.1 The programmes for 2010/11 have been produced in accordance with the new process agreed by Leadership on 13th July 2009. This new process has included consultation with a Members' panel. The Members' panel was provided with draft programmes and subsequently met with officers on 12th April 2010 to agree final proposed programmes.

¹ Includes £81,000 payback to minor works in 2010/11 from highway maintenance spend in 2009/10.

- 7.2 In developing programmes for 2010/11, the first call on resources was commitments, which include contractual commitments, the completion of schemes started in 2009/10 and schemes approved in the 2009/10 programme that were not delivered in-year but for which there is still a need. The level of commitment for each programme area is identified in Appendices C – G, however, these amounts may increase or decrease depending on the final outturn figures for 2009/10, which were not be available when the programmes were being prepared.
- 7.2 In identifying new schemes to be delivered in 2010/11, officers have considered the following factors:
- Critical investment priorities;
 - Programme outputs;
 - Level and nature of support;
 - Consultation undertaken/proposed;
 - Revenue implications;
 - Delivery risks;
 - Impact on GMLTP2 targets and National Indicators; and
 - Strategic Impact (ie on Corporate Plan objectives and priorities).
- 7.3 Information on each of the above factors is included in each of the appended programmes (Appendices C – G).
- 7.5 Officers have taken a joined-up cross-programme approach to maximise value for money, and have worked to ensure that the programmes will contribute towards delivering Corporate Plan objectives and the Community Strategy. Linkages include, for example, road safety and sustainable travel. Outline 5-year LTP2 capital programmes were approved in April 2006 (EDRS 06040047A) based on indicative allocations and these have also been considered, as in previous years.

8 **Current Position**

- 8.1 Five programmes are presented for approval in Appendices C - G, one for each of the following programme areas:
- Integrated minor works
 - Local safety schemes
 - Road and footway maintenance
 - Bridges and structures and
 - Street lighting.
- 8.2 The programmes will deliver against a number of the Authority's statutory duties, including:
- The duty to maintain the highway network in a condition to enable safe passage of the travelling public;
 - The duty to implement a Local Transport Plan;
 - The duty to promote sustainable forms of travel to school: and

- The duty to carry out casualty reduction work.

8.3 The programmes will also draw in match-funding, such as the Road Safety Partnership Grant for the Take Care Get There Road Safety project and the major retaining wall grant – there is already a commitment to support these projects with LTP match-funding.

9 **Programme Delivery and Monitoring**

9.1 The overall transport capital programme will be delivered by officers within both Oldham Council and the Unity Partnership. All works will be carried out either by the Economy, Place and Skills Directorate's appointed term contractors or by contractors appointed following a tendering process, in accordance with the Council's contract procedure rules.

9.2 Each programme area has an identified programme manager responsible for its delivery. The Transport Capital Programme Monitoring Group will meet monthly to discuss programme delivery and monitor progress: this Group brings together Unity and Oldham Council programme managers and corporate capital and revenue finance officers. The programme has a dedicated corporate capital accountant who will be engaged in regular monitoring of actual and forecast expenditure in accordance with the Council's corporate budget monitoring process.

9.2 The Members' Panel will meet again in October to undertake a mid-year progress review in respect of the entire transport capital programme.

9.3 Delivery of the Local Transport Plan is intensively monitored by Government and by AGMA, and there is an ongoing requirement to report back on how we are delivering against the Local Transport Plan targets and how we have spent the Local Transport Plan allocation. Future funding levels are influenced by how we use current LTP allocations.

10 **Options/Alternatives**

10.1 The option exists of not accepting the proposed programmes.

11 **Preferred Option**

11.1 The preferred option is to accept the proposed programmes in order to allow delivery to commence.

12.0 **Consultation**

12.1 The joined-up cross-programme approach referred to above has involved lead programme officers within the Council and the Unity Partnership consulting with each other to co-ordinate investment plans. This co-ordination will continue in respect of programme delivery.

- 12.2 Members have also been consulted on the detail of the programmes via a Members' Panel, which endorsed the appended programmes at its meeting on 12th April. The Members' Panel will also reconvene in October to undertake a progress review of programme delivery.
- 12.3 Consultation will also take place at varying levels on the individual schemes within the programme. Further detail on the consultation processes relevant to each programme area is included in Appendices C – G.

13 Financial Implications

13.1 Capital

This report advises Members on the use of highway and transport resources in 2010/2011.

The estimates included in the report and its appendices have been provided Oldham Council and the Unity Partnership. The figures were calculated in January 2010 and contingencies have been included in the figures. These range between 5% and 10% depending on the nature of the scheme.

Provision exists in the 2010/2011 capital budget for planned schemes and a reserve list of schemes is detailed in the relevant appendices where appropriate. Should slippage occur on any of the planned schemes, the reserve schemes will then be completed to ensure the maximisation of grant funding. The Local Transport Plan (LTP) allocation for 2010/2011 has been confirmed as £3,953,000 as detailed in paragraph 6.5.

In addition to the LTP funding, Oldham Council has been awarded a grant allocation of £107,500 (Road Safety Partnership Grant). This grant complements the works of the LTP programme and will be spent in accordance with the specific grant terms and conditions. This includes the submission of a quarterly return to be submitted to the Department for Transport.

A breakdown of expenditure and funding relating to the programme is detailed in the table below:

	Commitments	New Starts
Expenditure		
Integrated Minor Works (Appendix C)	£378,684	£602,316
Local Safety Schemes (Appendix D)	£276,000	£454,000
Highway Maintenance (Appendix E)	£173,000	£1,046,000
Street Lighting (Appendix F)	£4,000	£112,000
Bridges & Structures (Appendix G)	£10,000	£527,000
	£841,684	£2,741,316
Contribution to Retaining Walls		£370,000
Total		£3,953,000
Road Safety Partnership Grant		£107,500

Total Planned Expenditure	£4,060,500
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Income

Highways Capital Maintenance	£2,597,000
Integrated Transport Block	£1,356,000
Road Safety Partnership Grant	£107,500
Total Expected Income	£4,060,500

The Highways Capital Maintenance is funded by supported borrowing and will be funded by loan, capital receipt or revenue. In the event of the utilisation of loan, the resultant debt charge will be 9% of the Highways Capital Maintenance Block which equates to £234,000. This will be a revenue charge and fully met by the RSG.

Overall for 2009/2010 the Transport Capital Programme underspent by £382,000. The implications of this are not included in this report. This will be subject to a future report once further analysis has been carried out. (Catherine Gill)

13.2 Revenue

There are no specific revenue implications arising from the capital schemes identified in this report. As with all capital schemes, there will be maintenance implications at a future date which will require revenue resourcing. The highways revenue plan will be separately drafted and approved, and that plan includes resources for the maintenance of the highways stock. The Transport Capital Programme Monitoring Group includes revenue finance representation, so any other emerging revenue implications will be identified by this group. (Ian Wait)

14 **Legal Services Comments**

14.1 None (A Evans)

15 **Human Resources Comments**

15.1 None.

16 **Risk Assessments**

16.1 None.

17 **IT Implications**

17.1 None.

18 **Property Implications**

18.1 None.

19 **Procurement Implications**

19.1 None.

20 **Environmental and Health & Safety Implications**

20.1 GMLTP2 includes the following objectives which relate to the environment and health and safety and which are reflected in Oldham's LTP-funded transport capital programme. They include:

- To minimise environmental damage caused by transport, particularly in terms of air quality, thereby improving the quality of life and health of the population; and
- To improve road and community safety, particularly for the most vulnerable users of the transport network.

21 **Community Cohesion Implications [including Crime & Disorder Implications in accordance with Section 17 of the Act] and Equalities Implications**

21.1 Works will be undertaken throughout the Borough as detailed in the Appendices. The choice of location of works has been based on identified need. The proposed works will improve the highway network for the benefit of all highway users, including pedestrians, cyclists and other vulnerable road users. Many of the schemes will also address safety issues in disadvantaged areas and facilitate movement between communities on foot, by bicycle and by public transport, thus assisting cohesion.

22 **Forward Plan Reference**

22.1 EPS-17-10

23 **Key Decision**

23.1 Yes.

24 **Background Papers**

24.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

Records held in Economy, Place and Skills Directorate, Oldham Business Centre, Cromwell Street, Oldham, OL1 1WR.

Officer Name : Joanne Betts

Contact No : 0161 770 4346

25 **Appendices**

25.1 The following are appended:

- Appendix A: Second Greater Manchester Local Transport Plan Targets and National Transport Indicators.
- Appendix B: Transport Capital Programme 2009/10 Completed Works.
- Appendix C: 2010/11 Integrated Minor Works Programme.
- Appendix D: 2010/11 Local Safety Scheme Programme.
- Appendix E: 2010/11 Highway Capital Maintenance Programme.
- Appendix F: 2010/11 Street Lighting Capital Programme.
- Appendix G: 2010/11 Bridges and Structures Programme.

Signed _____ Cabinet Member Councillor Mark Alcock	Dated _____
Signed _____ Executive Director Elaine McLean	Dated _____

[to delete the box below when it goes to Cabinet]

Report Tracking	
<u>Where</u>	<u>When</u>
EMT	
Leadership	
Joint Leadership	
Overview & Scrutiny	

Second Greater Manchester Local Transport Plan Targets and National Transport Indicators

LTP indicator number	NI Number	Indicator description
Road maintenance		
BV223	168	Reducing the proportion of principal roads in need of structural maintenance
BV224a	169	Reducing the proportion of non-principal classified roads in need of structural maintenance
BV224b		Reducing the proportion of unclassified roads in need of structural maintenance
BV187		Reducing the proportion of category 1, 1a and 2 footways in need of maintenance
Road safety		
BV99x	47	Reducing the total number of people killed or seriously injured in road accidents
BV99y	48	Reducing the number of children killed or seriously injured in road accidents
BV99z		Reducing the number of people slightly injured in road accidents
Public transport		
BV102a	177	Increasing the number of bus passenger trips in Greater Manchester
BV102b		Increasing the number of rail passenger trips in Greater Manchester
BV102c	177	Increasing the number of Metrolink passenger trips in Greater Manchester
BV104		Increasing the number of Greater Manchester residents who are satisfied with bus services
LTP5	178	Improving the punctuality of buses in Greater Manchester
Accessibility		
LTP1	175	Improving access to primary schools, hospitals and GP surgeries by public transport and walking. Improving access to secondary schools, further education sites and supermarkets by public transport, walking and cycling
	176	Increasing the number of working age people with access to employment by public transport, walking and cycling
LTP10b		Accessible infrastructure: raised bus stops on QBC routes
LTP10d		Accessible infrastructure: provision of facilities for mobility impaired people
Road traffic and congestion		
LTP2		Limiting the increase in motor vehicle kilometres on A and B class roads
LTP6a		Reducing vehicle trips into Manchester City Centre during the morning peak period (07:00 to 10:00)
LTP6b		Reducing vehicle trips into Oldham Town Centre in the morning peak period (07:00 to 10:00)
LTP7	167	Reducing journey times for drivers and bus passengers on the A62 Manchester Road (both directions) during the weekday AM peak period (07:30 – 09:30) in school term times
Sustainable modes		
LTP3		Increasing the number of cycling trips
LTP4	198	Reducing the proportion of children who travel to school by car
LTP10e		Improving Public Rights of Way which link places where people want to travel regularly eg. Healthcare and education

LTP indicator number	NI Number	Indicator description
LTP11		Increasing the number of trips made by walking
LTP12b		Increasing use of non-car modes for travel to Oldham Town Centre in the morning peak period (07:30 – 09:30)
Environment		
LTP8	Links to 194	Reducing vehicles emissions which are harmful to health (NOx & particulates)
LTP9	Links to 185 & 186	Reducing emissions of climate change gases from road transport (CO ₂)

2009/10 Transport Capital Programme

Completed Works

INTEGRATED MINOR WORKS PROGRAMME

Oldham Council Travel Plan Infrastructure Improvements

- A cycle shelter has been installed at one Council site: close to the officer entrance at the Civic Centre
- Visitor parking has been created at the Rochdale Road entrance to the Civic Centre

Improvements to the Public Rights of Way Network

- Five Public Rights of Way have been improved:
 - Phase 2 Improvements to the Pennine Bridleway Uppermill section (1100m of surfacing and drainage including removal of side growth)
 - Replacement of footbridge over the River Beal Shaw
 - Surfacing and drainage improvements to the public footpath leading from Roachwood to Ferney Fields, Chadderton (150m)
 - Surfacing and drainage improvements to the public footpath leading from Greenside Way, Chadderton (100m)
 - Fencing and surfacing improvements on part of Bridleway 81 – Moorside (400m)
- Work has continued on the digitisation of Oldham's Definitive Rights of Way map, which will be available on the web site later this year

Cycle Infrastructure Improvements

- Several minor cycling measures have taken place including:
 - Signing;
 - Lining;
 - Tactile paving and drop kerbs associated with cycle tracks - sites at Greengate (Moston) , Union Street West (Oldham), New Street (Lees)
- Other cycling schemes carried out include:
 - Cycle parking in Oldham Town Centre;
 - Cycle monitoring sites x 2;
 - Bike Week 2009 Events;
 - Cycle track improvements on Lees Linear Park;
 - New cycle tracks on the disused railway line between Oldham and Park Bridge forming part of the National Cycle Network.

Pedestrian Improvements

- Improvements to the Constantine Street section of the Leesbrook Nature Park consisting of:
 - Further footpath construction to link up with recently constructed paths;
 - Entrances to the nature park defined and refurbished by the installation of metal barriers and fencing to restrict motorcycle access;
 - New steps installed.
- Westminster Road (Roman Road to Langsberg Road) pedestrian improvements including refurbishing the footway and installing bollards and planters to reduce parking/pedestrian conflict on Westminster Road.
- Mobility improvements for disabled highway users including signing and lining disabled parking spaces in residential areas to promote accessibility – approx. 70 spaces have been created at various locations across the borough.
- Preliminary works have been carried out to create a puffin crossing to assist pedestrian movements across Ashton Road West near Partington Street. Completion of this scheme will take place in quarter 1 of 2010/11.

School Safety Zones

- School Safety Zones have been constructed or continued at:
 - Hunt Lane, Chadderton
 - St Annes Avenue, Royton
 - Denshaw Road, Delph
 - Chadderton Hall Road, Chadderton
 - Rushcroft Road, High Crompton

Highway / Car Park Improvements

- Highway improvements to the Milnrow Road/Crompton Way junction included:
 - Removal of the existing safety barrier and replacement with a shorter length of safety barrier to protect motorists from the level difference at the back of the carriageway, and the erection of millennium style guardrail;
 - The realignment of the existing guardrail on the north western side of Crompton Way to improve visibility for motorists coming out of Salts Street and the safety of pedestrians using the crossing into the town centre;
 - Resurfacing of Crompton Way from Milnrow Road including the Linney Lane/Salts Street junction.
- Uppermill car park has been improved following re-surfacing and improved street lighting.
- Oldham Town Centre signage – to direct traffic efficiently within the town centre by revising existing direction signs due to new destinations in town centre.
- Signs to steel over bridges – improvements have been made to the ‘low bridge’ signing at various locations across the borough.

LOCAL SAFETY SCHEMES PROGRAMME

- A62 Oldham Road and Huddersfield Road, Delph
- Ashton Road East, Failsworth
- Chamber Road / Heron Street, Hollinwood – First phase of route treatment
- Lyndhurst School Safety Zone
- 17 Vehicle-activated signs - mainly funded by Priority Investment Fund (PIF) but with contribution from Local Safety Schemes
- A669 (Lees-Springhead-Grotton-Grasscroft-Greenfield) – Phase 1 new footway at Springhead
- Adjustments to earlier safety scheme at Medlock Road, Bottom of Woodhouses

Highway Maintenance Programme (Capital and Revenue²)

Carriageway Works

Carriageway	Ward	Extent of Work
Shaw Road A663	Royton South 07	Edge Lane Street to Blackshaw Lane
Lees Road A669	St Mary's 15	Cross Street to Brewerton Road ON SITE
Day Drive	Failsworth West 19	Full Length
Brierley Avenue	Failsworth East 18	Full Length
Dunkerley Avenue	Failsworth West 19	Full Length
Farm Street	Failsworth West 19	Full Length
Stott Street/ Propps Hall Drive	Failsworth West 19	Full Length
Alder Road	Failsworth West 19	Hibbert Crescent/ Durham Crescent
Lodge Lane	Saddleworth North 13	Full Length
Friarmere Road	Saddleworth North 13	Full Length
Dark Lane	Saddleworth North 13	(Patch)
Smyrna Street	St Mary's 15	Full Length
Princess Street	Saddleworth West and Lees 11	Full Length
Stamford Street	Saddleworth West and Lees 11	Full Length
Albert Street	Saddleworth West and Lees 11	Full Length
Thomas Street	Saddleworth West and Lees 11	Full Length
Park Lane	Saddleworth South 12	Patch ON SITE
Oldham Road / Grotton Hollow	Saddleworth West and Lees 11	Part
Burnedge Lane, Lydgate	Saddleworth West and Lees 11	Part

² Details of highway revenue maintenance spend is included as the revenue programme was approved alongside the capital programme for last financial year.

Surface Dressing

Carriageway	Ward	Extent of Work
Meadow Lane	Hollinwood 20	Full
South Way	Hollinwood 20	Full
North Gate	Hollinwood 20	Full
Middle Gate	Hollinwood 20	Full
Green Lane	Hollinwood 20	Full
Rising Lane	Hollinwood 20	Full
Mendips Close	Crompton 10	Full
Highlands Road	Crompton 10	Full
South Downs Close	Crompton 10	Delph New Road – Broadgate
Whinberry Way	St James' 14	Full
Rakewood Drive	St James' 14	Full
Priestwood Avenue	St James' 14	Full
Howard Street	Waterhead 17	Full
Cobden Street	Waterhead 17	Full
High Moor Crescent	Waterhead 17	Full
Armdale Rise	Waterhead 17	Full
Ripponden Road A672	St James' 14	Door Stone Farm to Alterney Farm
Greenside Avenue	Waterhead 17	Full
Halcombe View	Saddleworth North 13	Full
Helmshore Avenue	Waterhead 17	Full
Cherry Avenue	Alexandra 01	Full
Thorn Road	Alexandra 01	Full
Marfield Road	Crompton 10	Full

Footway Works

Carriageway	Ward	Extent of Work
Day Drive	Failsworth West 19	Full Length
Shaw Road A663	Royton South 07	Edge Lane Street to Blackshaw Lane
Brierley Avenue	Failsworth East 18	Full Length
Dunkerley Avenue	Failsworth West 19	Full Length
Farm Street	Failsworth West 19	Full Length
Stott Street	Failsworth West 19	Full Length
Alder Road	Failsworth West 19	Part
Blakelock Street	Crompton 10	Part
Middleton Road A669	Chadderton North 03	(263-263A)
Alfred Street	Werneth 09	Part
Cheetham Street	Failsworth East 18	Part
Southgate	Saddleworth North 13	Full Length
Rochdale Road A671	Royton North 06	Part
Spring Lane	Saddleworth West and Lees 11	Full
Dovecote Lane	Saddleworth West and Lees 11	Part
Stockport Road	Saddleworth South 12	Part

STREET LIGHTING IMPROVEMENT SCHEMES

- Frederick Street scheme completed*

*Only one street lighting improvement scheme was carried out in 2009/10 using LTP funding due to the Private Finance Initiative (PFI) contract being under negotiation.

BRIDGES AND OTHER ROAD BEARING STRUCTURES PROGRAMME

General Structural Maintenance

- **Inspection & Assessment:**
 - In order to ensure the safety of the public using the highway, the rolling programme of Principle Bridge Inspections continued in 2009/10.
- **Bridge Asset Management Development:**
 - Work progressed on the development of an interactive Bridge Asset Management database to assist in prioritising future funding and ensuring speedy access to bridge data.

Bridge Strengthening Programme (OMBC Owned)

- **Br 162 Honeywell Lane Bridge (Construction):**
 - This under strength structure was infilled together with other minor highway improvements thereby improving the safety and accessibility of the highway network.
- **Br 57 Brownhill Canal Bridge (Construction):**
 - This under strength structure was strengthened thereby improving the safety and accessibility of the highway network.
- **Br 424 Kirkbank FB Enclosure (Construction):**
 - The parapets on this structure were replaced and increased in height to help prevent objects being dropped on the highway below thereby improving the safety of the highway and its users.

LOCAL TRANSPORT PLAN: TRANSPORT CAPITAL PROGRAMME 2010/11

INTEGRATED MINOR WORKS

Contact officer details			
Name	Joanne Betts		
Phone number	0161 770 4346	Email address	joanne.betts@oldham.gov.uk
Organisation:	Oldham Council		

Programme area	Integrated minor works
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Part 1: COMMITMENTS

Part 2: NEW STARTS

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Part 1: COMMITMENTS, including contractual commitments, completion of schemes started in 2009/10, schemes approved in the 2009/10 programme but not yet delivered

Commitment	Value of commitment £		
	2010/11	2011/12	2012/13
Total contractual commitment value	378,684	0	0

Part 2: NEW STARTS: critical priorities for investment

Ref no.	Scheme name and location	Scheme type	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
1	Wheels For All, Alexandra Park Cycle Track Access, Kings Road	Cycling	22,000	-	-	22,000	0	Alexandra
2	Advanced Stop Lines at various signal junctions boroughwide	Cycling	20,000	-	-	20,000	0	Boroughwide
3	Cycle improvements around Chadderton Hall Park, (Haigh Lane, Chadderton Hall Park, Kiln Hill Lane)	Cycling	15,000	-	-	15,000	0	Chadderton North
4	Cycle Route Enhancements identified through the existing Cycle Audit process, various locations boroughwide	Cycling	10,000	-	-	10,000	0	Boroughwide

Ref no.	Scheme name and location	Scheme type	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
5	Cycle Track Link Little Moor Lane – Watson Street, Waterhead	Cycling	8,000	-	-	15,000	7,000 (S)	Waterhead
6	Planned improvements to the Public Rights of Way Network: 1. Chadderton Hall Park 2. Pennine Bridleway Improvements - Uppermill to Holly Grove 3. Footpath at JD Williams, Shaw 4. Small scale access improvements (removal of step stiles with kissing gates) on key promoted routes (up to max. 6 locations) including: Oldham Way, Medlock Valley Way, Crompton Circuit.	Walking	28,000	-	-	28,000	0	Chadderton North, Saddleworth South, Saddleworth West & Lees

Ref no.	Scheme name and location	Scheme type	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
7	Canal corridor access & signage improvements scheme, Rochdale Canal / Huddersfield Narrow Canal Corridors	Walking	20,000	16,000	12,000	60,000	12,000 (A)	Failsworth West, Failsworth East, Chadderton South, Chadderton Central, Chadderton North, Saddleworth South, Saddleworth North
8	Derker pedestrian street signage project, on and around Derker Street	Walking	10,000	-	-	10,000	0	St James, Waterhead
9	Footway Improvements at Stockport Road Lydgate (Stockport Road junction with Oldham Road)	Walking	10,000	-	-	10,000	0	Saddleworth South
10	Pedestrian/Cycle refuge Rochdale Road/Bleasdale Street, Royton	Walking	10,000	-	-	21,500	11,500 (S)	Royton North, Royton South

Ref no.	Scheme name and location	Scheme type	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
11	School Safety Zones (Stoneleigh Primary School, Vulcan Street, Derker (Rollover from 2009/10 programme) + 3 other schemes identified as priorities through the emerging Sustainable Modes of Travel Strategy).	Safer Routes to School	133,800	26,200	-	315,000	135,000 (S)	Boroughwide
12	Safer Routes to School (various sites on identified advisory walking and cycling routes to schools)	Safer Routes to School	57,000	38,000	-	95,000	0	Boroughwide
13	Watersheddings Primary School – additional pedestrian access on the Whetstone Hill Lane frontage	Safer Routes to School	9,200	-	-	14,200	5,000 (S)	St James
14	Project management of the LTP programme	Other	50,000	-	-	50,000	0	N/A

Ref no.	Scheme name and location	Scheme type	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ - secured (S) or - anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
15	Traffic Management Schemes 1. Park Bridge Road 2. Firwood Park 3. Wrigley Head 4. Eleanor Street.	Traffic management	59,316	30,684	-	90,000	0	Chadderton Central, Medlock Vale, Failsworth East
16	Pedestrian facilities at traffic signals, Salmonfields/Shaw Road, Royton	Traffic management	70,000	-	-	70,000	0	Royton South
17	Traffic calming 'bus friendly' upgrade at Trough Gate / Elm Road / Limeside Road, Limeside	Traffic management	60,000	-	-	120,000	60,000 (S)	Hollinwood
18	Royal George Mills S106, Grasscroft	Traffic management	10,000	-	-	33,000	23,000 (S)	Saddleworth South
	Total new starts value		602,316	94,884	12,000	998,700	253,500	
	RESERVE SCHEMES							

Ref no.	Scheme name and location	Scheme type	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ - secured (S) or - anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
	Should there be slippage in the proposed programme, the committed LTP spend on schemes 11, 12 and 15 above would be brought forward into 2010/11 as indicated below.							
(11)	School Safety Zones	Safer Routes to School	26,200	-	-	See row 11 above	See row 11 above	See row 11 above
(12)	Safer Routes to School	Safer Routes to School	38,000	-	-	See row 12 above	See row 12 above	See row 12 above
(15)	Traffic Management Schemes	Traffic management	30,684	-	-	See row 15 above	See row 15 above	See row 15 above
	Total value of reserve schemes		94,884	0	0			

Please complete the following sections for your 2010/11 new starts programme only

<p>Critical investment priorities</p>	<p>Officers within Oldham Council and the Unity Partnership were asked to identify any commitments and to submit bids for new minor works schemes using a bespoke proforma designed to gather standard information for each scheme or type of scheme. Commitments have been regarded as having first call on resources. The proposed new starts have been scored in terms of their revenue implications, deliverability, impact on LTP objectives and National Indicators and value for money. The draft programme has been considered by a panel comprising representatives from the Economy, Place and Skills Directorate and the Unity Partnership.</p>
<p>Description of programme of works</p>	<p>The proposed minor works programme includes a range of highway projects that together target a range of LTP objectives, particularly around encouraging more sustainable forms of travel such as cycling, walking and public transport, including for journeys to school. The programme addresses a number of statutory duties, including:</p> <ul style="list-style-type: none"> • the duty to promote safe and sustainable travel to school under the Education and Inspections Act 2006 and • the duty to take action to reduce the likelihood of accidents occurring. <p>Technically a ‘minor’ scheme can cost anything up to £5 million (DfT definition) but in reality schemes cost much less than this, partly due to the limited resources available.</p>
<p>Programme outputs</p>	<p>Programme outputs include:</p> <ul style="list-style-type: none"> • Several additions to the Oldham Cycle Network, including improved access to Chadderton Hall Park and Alexandra Park, a cycle track link in Waterhead and advanced stoplines at several traffic signals. • 3-4 new School Safety Zones, an alternative pedestrian access at Watersheddings School and Safer Routes to Schools at various locations. • Improved pedestrian facilities comprising safer crossing facilities in Royton, a new footway at Lydgate, pedestrian direction signs in Derker, pedestrian facilities at the Salmon Fields/Shaw Road junction and improvements to the Rochdale and Huddersfield canal towpaths and the Rights of Way network to encourage their use by pedestrians and cyclists. • Traffic management schemes including the replacement of outdated traffic calming features with ‘bus friendly’ speed cushions in Limeside, right-turn facilities at the Salmon Fields/Shaw Road traffic signals, traffic calming features in Grasscroft and access for emergency vehicles to Dryclough Manor, Royton.

Support	<p>The cycling schemes already have the support of the Oldham Cycle Forum, as well as:</p> <ul style="list-style-type: none"> • Scheme 1 – Alexandra Park management • Scheme 3 – Ward members, local residents and Friends of Chadderton Hall Park • Scheme 5 – local residents and First Choice Homes. <p>The walking schemes have the following support:</p> <ul style="list-style-type: none"> • Scheme 6 – Local Access Forums, Parish Councillors and local walking and cycling groups • Scheme 7 – Ward members, local residents and the canal societies • Scheme 8 – Ward members and developer partners • Scheme 9 – Ward members and local residents • Scheme 10 – Ward Members, Oldham Council Chief Executive and GMPTE <p>The Safer Routes to School schemes have some support from the schools already and have proven to be popular with elected members and local residents. The traffic management schemes generally arise from requests made by local residents and elected members: in the case of the traffic calming upgrade in Limeside, the scheme has been repeatedly requested by the local bus operators.</p>
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Consultation	<p>Some level of consultation has either already taken place (see 'support' above) or will be carried out on <u>all</u> schemes in the programme (with the exception of the project management scheme which is not location specific). In most cases this will involve consultation with ward members and local residents, but may also include:</p> <ul style="list-style-type: none"> • The Oldham Cycle Forum, particularly in relation to cycle schemes : • the Traffic Management Unit (which includes GMPTE and the emergency services) on traffic management schemes • the appropriate PACT • local walking and cycling groups and the West Pennine Bridleways Association • user groups • schools • the wider public. <p>In the case of Safer Routes to School, School Safety Zones and the Limeside traffic management scheme the public consultation will involve letter drops and, in the case of the School Safety Zones, a leaflet and exhibition as well.</p>
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<p>Revenue implications</p>	<p>All proposed schemes have been assessed in terms of their revenue implications, which have been classed as either a cost or a saving (high, medium, low). In the majority of cases they have been assessed as having a low cost implication given that there will be some new infrastructure to maintain in the longer term. In order to minimise the revenue cost implications of a scheme, high maintenance features are avoided wherever possible.</p> <p>There are three schemes have will have a notable revenue saving, these being:</p> <ul style="list-style-type: none"> • Project Management (scheme reference 14) – this would be a charge on the Transportation revenue budget if it was not included in the capital programme and enables the LTP programme to be developed, implemented and monitored. • Traffic calming ‘bus friendly’ upgrade (scheme reference 17) – the existing speed tables are in poor condition and the proposals are new construction, so resulting in a significant reduction in maintenance liability. • The improvements to the Public Rights of Way Network will result in a revenue saving as the capital improvements will negate the need for revenue maintenance expenditure on the lengths affected for some time.
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<p>Risk management</p>	<p>All proposed schemes have been assessed for delivery risks, which have been classed high, medium, low or nil risk. The majority of schemes have a nil or low delivery risk. No scheme is considered to have a high risk of non-delivery. The main risk present relates to possible public and/or member objection to the detail of a scheme, particularly in relation to the School Safety Zone proposals and the larger Safer Routes to School schemes. This risk can be minimised by starting the design and consultation processes early in the financial year, which would require the early approval of the entire programme.</p>
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Impact on LTP targets and National Indicators

What impact will the programme have on delivering LTP targets and National Indicators?

A subjective assessment has been made of the impact each proposed scheme will have on each LTP target or National Indicator, the impact being classed as high, medium, low, nil or negative. This assessment has demonstrated that all the proposed schemes will have a positive effect on several LTP targets and National Indicators. The programme will have the greatest impact on the indicators listed below which relate to encouraging use of sustainable transport, improving accessibility and improving safety:

- Reducing the total number of people killed or seriously injured in road accidents
- Reducing the number of children killed or seriously injured in road accidents
- Reducing the number of people slightly injured in road accidents
- Increasing bus passenger trips
- Improving access to key services by public transport, walking and cycling
- Increasing the number of working age people with access to employment by public transport, walking and cycling
- Limiting the increase in motor vehicle kilometres on A and B class roads
- Increasing the number of cycling trips
- Reducing the proportion of children in Oldham who travel to school by car
- Improving Public Rights of Way which link places where people want to travel to regularly
- Increasing the number of trips made by walking
- Increasing the use of non-car modes for travel to Oldham town centre in the morning peak period
- Reducing vehicles emissions which are harmful to health (NO_x & particulates)
- Reducing emissions of climate change gases from road transport (CO₂).

Strategic impact	<p>What links does the programme have to the Corporate Plan objectives and priorities. A full list of the Plan's objectives and priorities is attached, but please refer to the Corporate Plan, which can be found at the following location, http://intranet.oldham.gov.uk/corporate_plan_13_oct.pdf</p> <p>This programme will support delivery of the Corporate Plan objectives and priorities. The Corporate Plan contains several references to the type of schemes that are included in the programme or are supported by it such as completion of the Oldham Cycle Network, School Travel Plans, sustainable travel and road safety schemes. The programme addresses several corporate priorities including:</p> <ul style="list-style-type: none">• Priority 1.1 – A safer place. The programme will reduce the likelihood of road traffic accidents occurring and promote a feeling of a safe environment when people are out and about.• Priority 1.2 – A cleaner and green place, especially with regard to reducing CO₂ emissions and• Priority 3.2 – Encouraging healthy lifestyles, as a result of the promotion of walking and cycling.
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Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Description	Value £		
	2010/11	2011/12	2012/13
Commitments	378,684	0	0
New starts	602,316	94,884	12,000
TOTAL	981,000	94,884	12,000
Reserve schemes	94,884	0	0

LOCAL TRANSPORT PLAN: TRANSPORT CAPITAL PROGRAMME 2010/11

LOCAL SAFETY SCHEMES

Contact officer details			
Name	David Benning		
Phone number	0161 770 4381	Email address	david.benning@unitypartnership.com
Organisation:	Unity Partnership		

Programme area	Local Safety Schemes
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Part 1: COMMITMENTS

Part 2: NEW STARTS

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Part 1: COMMITMENTS, including contractual commitments, completion of schemes started in 2009/10 and schemes approved in the 2009/10 programme but not yet delivered

Commitment	Value of commitment £		
	2010/11	2011/12	2012/13
Total contractual commitment value	276,000	10,000	0

Part 2: NEW STARTS: critical priorities for investment

Ref no.	Scheme name and location	Expenditure on scheme prior to 2010/11 £	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
1	Single Sites Signing and lining improvements	-	22,000	-	-	22,000	-	Various
2	Route Action A635 Holmfirth Road, Greenfield	21,000	71,000	4,000	-	96,000	-	Saddleworth South
3	A640 Huddersfield Road, Denshaw and A672 Denshaw Village	-	33,000	3,000	-	36,000	12,000 (S) recent VAS's	Saddleworth North
4	A669 (Lees-Springhead-Grotton-Grasscroft-Greenfield)	6,000	46,000	5,000	-	57,000	Advance works (new footway) completed (S)	Saddleworth South and Saddleworth West and Lees

Ref no.	Scheme name and location	Expenditure on scheme prior to 2010/11 £	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
5	A671 Oldham Road, Royton (Hospital - St Anne's Avenue)	15,000	62,000	7,000	-	84,000	-	Royton South and Coldhurst
6	Chamber Road, Coppice (Heron Street – Lee Street)	16,000	87,000	8,000	-	111,000	119,000 (S) First phase (traffic signals at Heron Street junction) on site 5,000 (S) recent VAS	Werneth and Medlock Vale
7	Area Action Lord Lane area Phase 2, Failsworth	-	52,000	4,000	-	56,000	5,000 (S) recent VAS	Failsworth East and West
8	Mass Action Vehicle-Activated Signs (Boroughwide)	-	54,000	5,000	-	59,000		Various

Ref no.	Scheme name and location	Expenditure on scheme prior to 2010/11 £	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
Schemes to be designed in 2010/11 in preparation for 2011/12 programme								
9	Single Sites A62 Manchester Street / A627 Oldham Way, Oldham	-	6,000	65,000	4,000	75,000	Advance works (crash barrier) completed (S)	Coldhurst and Werneth
10	A627(M) / A663 Elk Mill Roundabout, Chadderton	-	3,000	33,000	3,000	39,000	-	Chadderton North, Royton North and South
11	A671 Rochdale Road / St Mary's Way, Oldham	1,000	5,000	47,000	6,000	59,000	-	Coldhurst
12	Route Action A672 Ripponden Road and Halifax Road (Moorside – Grains Bar)	-	6,000	72,000	6,000	84,000	5,000 (S) recent VAS	St James and Shaw

Ref no.	Scheme name and location	Expenditure on scheme prior to 2010/11 £	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
				2011/12 £	2012/13 £			
13	A6104 Hollins Road, Hollinwood – Phase 2 (Heron Street – Frederick Street)	-	7,000	93,000	11,000	111,000	5,000 (S) recent VAS Earlier schemes on adjoining sections completed (S)	Hollinwood and Medlock Vale
	Total value of schemes	59,000	454,000	346,000	30,000	889,000	151,000 + value of completed advance works	
Should there be slippage in the proposed programme above, the committed LTP spend in 2011/12 on the schemes in the above table to be designed in 2010/11 could be brought forward into 2010/11.								

Please complete the following sections for your 2010/11 new starts programme only

<p>Critical investment priorities</p>	<p>The Local Safety Scheme programme directly addresses identified locations where personal injury road traffic accidents regularly occur, based on Police accident records. These records are analysed to find the worst sites for injury accidents, feasibility studies are undertaken, and schemes that are expected to give a good return in terms of accident/casualty reduction compared to estimated cost are put forward for implementation.</p>
<p>Description of programme of works</p>	<p>The Road Traffic Act 1988 imposes a duty on highway authorities to undertake studies into the incidence of road traffic accidents in their areas and to take appropriate measures to reduce the likelihood of accidents occurring. Unity carries out this duty by following the procedure outlined above. A programme of safety schemes is recommended comprising engineering measures of various types including traffic signs, road markings, vehicle-activated signs, speed limit reductions, traffic calming, pedestrian crossings and parking controls.</p>
<p>Programme outputs</p>	<p>The schemes listed will each reduce the numbers of accidents and casualties occurring at the site in question. The later Delegated Powers report on each scheme will contain an estimate of accident reduction. National Indicators 47 and 48 refer to road traffic casualties. There are local and national casualty reduction targets applying to 2010 and provisional national targets have been put forward for 2020.</p>
<p>Support</p>	<p>Support has been indicated by Ward Members and often Partnerships as well for action at the majority of the locations of the 2010/11 schemes listed. There is also pressure for action from local residents in many cases.</p>
<p>Consultation</p>	<p>In accordance with established practice, full consultation exercises will be undertaken with the public, Ward Members, the emergency services and the Passenger Transport Executive for most schemes proposed. The PACT will also normally be involved and the outcomes of the consultations will be included in the Delegated Powers report on each scheme. (Process already complete for A635 Holmfirth Road.)</p>

Revenue implications	Some marginal increase in maintenance liability in some cases (e.g. more signs to maintain). We seek to avoid high maintenance features in scheme design.
Risk management	<p>The main risks are:</p> <ul style="list-style-type: none"> • Late approval to whole programme, with no instruction for Unity to proceed with the design from OMBC; • Extended public consultation exercises perhaps involving two references to the PACT – Unity can carry on with design work whilst this is happening; • Extended scheme approval process largely as a result of time taken for Treasurers to provide comments for EDRS Delegated Powers reports. <p>The first and the third of these need to be addressed by OMBC, especially the issue of the Treasurers comments, if all the schemes recommended for 2010/11 are to be completed and funds expended during that year.</p>
Impact on LTP targets and National Indicators	<p>What impact will the programme have on delivering LTP targets and National Indicators?</p> <p>The main impacts are on road traffic casualties NI 47 and 48, and BV 99.</p> <p>Secondary impacts concern:</p> <ul style="list-style-type: none"> • Encouraging walking and dissuading car use, especially in relation to school travel, as a result of crossings and other facilities for pedestrians, which improve access to local facilities by foot – LTP1, NI175 & 176, LTP4, NI198, LTP11. • Reduction of emissions due to speed reduction resulting from some schemes – LTP 8 and 9, NI 194, NI 185 and 186.
Strategic impact	<p>What links does the programme have to the Corporate Plan objectives and priorities</p> <p>Addresses Priority 1.1 – A safer place. The engineering measures will not only reduce the likelihood of road traffic accidents occurring but should also promote a feeling of a safe environment when people are out and about.</p> <p>Also links with Priority 1.2 – A cleaner and green place, especially with regard to reducing CO₂ emissions (see above), and Priority 3.2 – Encouraging healthy lifestyles, as a result of the promotion of walking in some cases.</p>

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Description	Value £		
	2010/11	2011/12	2012/13
Commitments	276,000	10,000	0
New starts	454,000	346,000	30,000
TOTAL	730,000	356,000	30,000
Reserve schemes ³	See footnote	See footnote	See footnote

³Reserve scheme figures for the Local Safety Scheme programme are included in the 'New starts' figures above as they are schemes on which preliminary design and preparation will take place as part of the 2010/11 programme but the implementation of which could be brought forward if required.

LOCAL TRANSPORT PLAN: TRANSPORT CAPITAL PROGRAMME 2010/11

HIGHWAY MAINTENANCE

Contact officer details			
Name	Sue Eachus/Angus MacRae		
Phone number	0161 770 5243 / 0161 770 4306	Email address	Sue.eachus@oldham.gov.uk Angus.macrae@oldham.gov.uk
Organisation:	Oldham Council		

Programme area	Highway Maintenance
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Part 1: COMMITMENTS

Part 2: NEW STARTS

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Part 1: COMMITMENTS, including contractual commitments, completion of schemes started in 2009/10 and schemes approved in the 2009/10 programme but not yet delivered

Commitment	Value of commitment £		
	2010/11	2011/12	2012/13
Total contractual commitment value	173,000	0	0

Part 2: NEW STARTS: critical priorities for investment

Ref no.	Scheme name and location	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
			2011/12 £	2012/13 £			
1	Middleton Road Phase 2, carriageway and footway	147,484	-	-	147,484	0	Chadderton North, Chadderton Central
2	Ripponden Road Phase 1, carriageway	150,000	-	-	150,000	0	St James, Waterhead
3	Shaw Road Phase 3, carriageway	150,000	-	-	150,000	0	Royton South
4	Grains Road Shaw, carriageway	60,000	-	-	60,000	0	Shaw
5	Birchenlea Street, carriageway	24,640	-	-	24,640	0	Chadderton South
6	Dunkerley Street, carriageway	18,000	-	-	18,000	0	Waterhead
7	Alder Road, carriageway	30,000	-	-	30,000	0	Failsworth West
8	Leicester Road, carriageway	36,000	-	-	36,000	0	Failsworth West
9	Simister Road, carriageway	18,600	-	-	18,600	0	Failsworth East
10	Arthurs Lane, carriageway	50,000	-	-	50,000	0	Saddleworth South

Ref no.	Scheme name and location	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
			2011/12 £	2012/13 £			
11	Greenacres Road	120,000	-	-	120,000	0	Waterhead
12	Suffolk Street	31,000	-	-	31,000	0	Werneth
13	Coppice Street	51,600	-	-	51,600	0	Werneth
14	Gainsborough Avenue / Manley Road	45,000	-	-	45,000	0	Medlock Vale
15	Albert Street	19,000	-	-	19,000	0	Royton North
16	Park Street / Buckley Street / Chancery Lane	26,560	-	-	26,560	Section 106 (A)	Shaw
17	Travis Street	12,342	-	-	12,342	Section 106 (A)	Shaw
18	Gordon Street / Greaves Street	23,920	-	-	23,920	Section 106 (A)	Shaw
19	Duckworth Street / Moorland Street	13,934	-	-	13,934	Section 106 (A)	Shaw
20	Crossley Street	17,920	-	-	17,920	Section 106 (A)	Shaw
	Total new starts value	1,046,000	-	-	1,046,000		

Ref no.	Scheme name and location	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
			2011/12 £	2012/13 £			
	Reserve schemes						
21	Westway, carriageway	100,000	-	-	100,000	0	Shaw
	Total value of reserve schemes	100,000	-	-	100,000	0	

Please complete the following sections for your 2010/11 new starts programme only

<p>Critical investment priorities</p>	<p>Highway schemes are prioritised by using the following criteria:</p> <ul style="list-style-type: none"> • Scanner data collected of road condition for A, B and C class roads; • Unclassified road network data collected by the Highway Services Assets Team using visual inspection criteria and DfT rule sets; • Accident data provided by the Unity Partnership Safety Engineering Team; • Requests for service by members of the public and elected members; • Safety inspections carried out by Highway Network inspectors.
<p>Description of programme of works</p>	<p>Under the 1980 Highways Act the Authority has a legal requirement to allow safe passage of highway users through the borough. Highway works are carried out by the Highway Services Operation team and other external civil engineering contractors. All construction works are carried out using the 2007 Construction, Design and Management Regulations. All works are carried out using the Minor Highway Schedule of Rates 2009 - 2012.</p>
<p>Programme outputs</p>	<p>The programme aims to keep National Indicators at the same level by resurfacing roads classified as 'red' i.e. roads being in most urgent need of repair. This in turn will improve the built environment for the citizens of Oldham.</p>
<p>Support</p>	<p>Schemes have support from residents, elected members, partner agencies, local businesses and persons visiting the borough.</p>
<p>Consultation</p>	<p>Consultation is planned with residents, elected members, local businesses and other stakeholders on a scheme by scheme basis. Highway Services also leaflet residents before and after each scheme. Temporary scheme signs are erected at each site prior to works commencing. A press release is written for each scheme.</p>

Revenue implications	The programme will reduce the number of insurance claims and payouts and will reduce the number of requests for service dealt with by Highway Services Staff, thereby reducing the overall impact on revenue budget.
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Risk management	Key delivery risks are severe weather conditions in winter and late approval of the programme.
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Impact on LTP targets and National Indicators	What impact will the programme have on delivering LTP targets and National Indicators?		
	The programme is aimed at achieving improvements in the following National Indicators and LTP indicators:		
	BV223	NI 168	Reducing the proportion of <u>Oldham's principal roads</u> in need of structural maintenance
	BV224a	NI 169	Reducing the proportion of <u>Oldham's non-principal classified roads</u> in need of structural maintenance
	BV224b	N/A	Reducing the proportion of <u>Oldham's unclassified roads</u> in need of structural maintenance
	BV187	N/A	Reducing the proportion of <u>Oldham's category 1, 1a and 2 footways</u> in need of maintenance

Strategic impact	What links does the programme have to the Corporate Plan objectives and priorities
	<p>Priority 1.1: Safer Oldham Priority 1.2: Cleaner and greener Oldham Priority 2.3: Support local businesses Priority 4.1: Accessible and responsive services Priority 4.3: One place approach to service delivery</p> <p>All the above objectives feed in to the improvements on the highway network and improvements to the built environment.</p>

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Description	Value £		
	2010/11	2011/12	2012/13
Commitments	173,000	0	0
New starts	1,046,000	0	0
TOTAL	1,219,000	0	0
Reserve schemes	100,000	0	0

LOCAL TRANSPORT PLAN: TRANSPORT CAPITAL PROGRAMME 2010/11

STREET LIGHTING

Contact officer details			
Name	John McAuley		
Phone number	0161 770 4411	Email address	John.mcauley@oldham.gov.uk
Organisation:	Oldham Council		

Programme area	Street Lighting
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Part 1: COMMITMENTS

Part 2: NEW STARTS

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Part 1: COMMITMENTS, including contractual commitments, completion of schemes started in 2009/10 and schemes approved in the 2009/10 programme but not yet delivered

Commitment	Value of commitment £		
	2010/11	2011/12	2012/13
Total contractual commitment value	4,000	0	0

Part 2: NEW STARTS: critical priorities for investment

Ref no.	Scheme name and location	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ – secured (S) or – anticipated (A)	Wards affected
			2011/12 £	2012/13 £			
1	Denton Lane street lighting	18,800	-	-	18,800	0	Chadderton Central
2	Featherstall Road street lighting	34,600	-	-	34,600	0	Coldhurst
3	Fields New Road - street lighting	34,600	-	-	34,600	0	Chadderton Central
4	Lansdowne Road street lighting	24,000	-	-	24,000	0	Chadderton Central
	Total new starts value	112,000	-	-	112,000	0	
	RESERVE SCHEMES						
5	Cross Street street lighting	60,000	-	-	60,000	0	St Marys
	Total value of reserve schemes	60,000	-	-	60,000	0	

Please complete the following sections for your 2010/11 new starts programme only

<p>Critical investment priorities</p>	<p>Street lighting schemes are prioritised by using the following criteria:</p> <ul style="list-style-type: none"> • Inspection criteria using electrical regulations rule sets; • Accident data provided by the Unity Partnership Safety Engineering Team; • Requests for service by members of the public and elected members.
<p>Description of programme of works</p>	<p>Under the Electrical Regulations the Authority has a legal requirement to allow safe passage of highway users through the borough by lighting streets to the appropriate level. Street lighting works are carried out by the Highway Services Operation team. All construction works are carried out using the 2007 Construction, Design and Management Regulations, and current lighting regulations.</p>
<p>Programme outputs</p>	<p>The programme aims to keep local indicators at the same level by repairing and upgrading street lighting columns, which in turn improves the built environment for the citizens of Oldham.</p>
<p>Support</p>	<p>Schemes have support from residents, elected members, partner agencies, local businesses and persons visiting the borough.</p>
<p>Consultation</p>	<p>Consultation is planned with residents, elected members, local businesses and other stakeholders on a scheme by scheme basis. Highway Services also leaflet residents before and after each scheme. Temporary scheme signs are erected at each site prior to works commencing. A press release is written for each scheme.</p>
<p>Revenue implications</p>	<p>The programme will reduce the number of insurance claims and payouts and will reduce the number of requests for service dealt with by Highway Services Staff, thereby reducing the overall impact on revenue budget.</p>

Risk management	Key delivery risks are severe weather conditions in winter and late approval of the programme.
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Impact on LTP targets and National Indicators	<p>What impact will the programme have on delivering LTP targets and National Indicators?</p> <p>The programme is aimed at achieving improvements in the following local indicators:</p> <table border="1" data-bbox="418 475 1617 547"> <tr> <td>215a</td> <td>local</td> <td>Time taken to repair street lighting columns in days</td> </tr> <tr> <td>215b</td> <td>local</td> <td>Time taken for DSO to repair lighting columns in days</td> </tr> </table>	215a	local	Time taken to repair street lighting columns in days	215b	local	Time taken for DSO to repair lighting columns in days
215a	local	Time taken to repair street lighting columns in days					
215b	local	Time taken for DSO to repair lighting columns in days					

Strategic impact	<p>What links does the programme have to the Corporate Plan objectives and priorities</p> <p>Priority 1.1: Safer Oldham Priority 1.2: Cleaner and greener Oldham Priority 2.3: Support local businesses Priority 4.1: Accessible and responsive services Priority 4.3: One place approach to service delivery</p> <p>All the above objectives feed in to the improvements on the highway network and improvements to the built environment.</p>
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Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Description	Value £		
	2010/11	2011/12	2012/13
Commitments	4,000	0	0
New starts	112,000	0	0
TOTAL	116,000	0	0
Reserve schemes	60,000	0	0

LOCAL TRANSPORT PLAN: TRANSPORT CAPITAL PROGRAMME 2010/11

BRIDGES AND STRUCTURES

Contact officer details			
Name	Graham Pointon		
Phone number	0161 770 4373	Email address	Graham.pointon@unitypartnership.com
Organisation:	Unity Partnership		

Programme area	Bridges/Structures
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Part 1: COMMITMENTS

Part 2: NEW STARTS

Part 3: SUMMARY OF COMMITMENTS AND NEW STARTS

Part 1: COMMITMENTS, including contractual commitments, completion of schemes started in 2009/10 and schemes approved in the 2009/10 programme but not yet delivered

Commitment	Value of commitment £		
	2010/11	2011/12	2012/13
Total contractual commitment value	10,000	0	0

Part 2: NEW STARTS: critical priorities for investment

Ref no.	Scheme name and location	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ - secured (S) or - anticipated (A)	Wards affected
			2011/12 £	2012/13 £			
1	Inspection and Assessment	100,000	-	-	100,000	0	Boroughwide
2	Minor retaining wall works	25,000	-	-	25,000	0	Boroughwide
3	Br374 Carr Lane Bridge Strengthening, Diggle	307,000	93,000	-	400,000	0	Saddleworth North
4	Br320 Millcroft Lane bridge works	60,000	90,000	-	150,000	0	Saddleworth North
5	Br366 Network Rail Ward Lane	35,000	-	-	35,000	0	Saddleworth North
	Total new starts value	527,000	183,000	-	710,000	0	
	RESERVE SCHEME						
6	Br386 Dirty Lane	10,000	90,000		100,000	0	Saddleworth North
7	Br 274 Horest Lane Br	10,000	190,000	-	200,000	0	Saddleworth North
8	Br 385 Cote Intake La Br	10,000	30,000	360,000	400,000	0	Saddleworth North

Ref no.	Scheme name and location	Proposed LTP allocation 2010/11 £	LTP commitment into		Total scheme cost £	Match funding £ - secured (S) or - anticipated (A)	Wards affected
			2011/12 £	2012/13 £			
9	Br 504 Union Street West Footbridge	10,000	375,000	-	385,000	0	Coldhurst / Werneth
	Total reserve value	40,000	685,000	360,000	1,085,000	0	

Please complete the following sections for your 2010/11 new starts programme only

<p>Critical investment priorities</p>	<p>Bridge schemes are prioritised by using the following criteria:</p> <ul style="list-style-type: none"> • National condition data/information and programmed principal and general bridge inspections; • Accident data provided by the Unity Partnership Safety Engineering Team; • Requests for service by members of the public and elected members and; • Safety inspections carried out by Highway Network Inspectors.
<p>Description of programme of works</p>	<p>Under the 1980 Highways Act the Authority has a legal requirement to allow safe passage of highway users through the Borough. Bridges and retaining wall works are carried out by the Highway Services Operation team and other external civil engineering contractors. Works carried out may be procured using the current appropriate Minor Highway Schedule of Rates or other appropriate procurement mechanism and contract for civil engineering works. All construction works are carried out using the 2007 Construction, Design and Management Regulations.</p>
<p>Programme outputs</p>	<p>The schemes listed will allow the free movement of vehicles throughout the Borough's road network by in effect removing the weight restrictions that currently apply to the bridges in question. This will remove the diversions that traffic currently has to take to go around the existing weak bridges, ensuring optimum use of the Borough's highway network. It will also increase levels of safety for highway users as the new bridges will be built to current standards including those for vehicles impacting with the bridges' parapets. All structures will be rebuilt as far as possible to be sympathetic to their environment and will incorporate reclaimed materials if appropriate.</p>
<p>Support</p>	<p>Schemes will have support from residents, elected members, partner agencies, local businesses and persons visiting the Borough for the reasons as stated above.</p>

Consultation	<p>Consultation is planned with residents, elected members, local businesses and other stakeholders on a scheme by scheme basis. Unity Partnership will send out leaflets and questionnaires to residents before and after each scheme. Temporary scheme signs are erected at each site prior to works commencing and appropriate press releases will be written for each scheme.</p>
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Revenue implications	<p>The programme will reduce the potential number of insurance claims and payouts due to vehicles using non-ideal and congested diversion routes, and will reduce the number of requests for service dealt with by Unity Partnership staff, thereby reducing the overall impact on revenue budget. It will also reduce the current use of diversion routes that may not be ideal for the current traffic imposed on them and which may be deteriorating due to the traffic flows.</p>
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Risk management	<p>The main risks are:</p> <ul style="list-style-type: none"> • Late approval of the whole programme, with no instruction for Unity to proceed with the design from OMBC; • Extended public consultation exercises perhaps involving two references to the PACT – Unity can carry on with design work whilst this is happening; • Extended scheme approval process largely as a result of time taken for Treasurers to provide comments on EDRS reports. <p>The first and the third of these need to be addressed by OMBC, especially the issue of the Treasurers comments, if all the schemes recommended for 2010/11 are to be completed and funds expended during that year.</p> <p>Severe weather in winter could be a further risk to completion of work on site, but the risk would be minimised by early approval of the programme.</p>
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Impact on LTP targets and National Indicators	<p>What impact will the programme have on delivering LTP targets and National Indicators?</p> <p>The bridge network connects the highways and therefore assists in improving the structural maintenance national indicators 168 and 169 and reduces congestion as weight limits are removed from the network as bridges are strengthened. All three bridges mentioned i.e. Carr Lane Bridge, Millcroft Lane Bridge and Ward Lane Bridge currently have weight restrictions in place.</p>
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Strategic impact	<p>What links does the programme have to the Corporate Plan objectives and priorities</p> <p>Priority 1.1: Safer Oldham Priority 1.2: Cleaner and greener Oldham Priority 2.3: Support local businesses Priority 4.1: Accessible and responsive services Priority 4.3: One place approach to service delivery</p> <p>All the above objectives feed in to the improvements on the highway network and improvements to the built environment.</p>
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Part 3: SUMMARY COMMITMENTS AND NEW STARTS

Description	Value £		
	2010/11	2011/12	2012/13
Commitments	10,000	0	0
New starts	527,000	183,000	0
TOTAL	⁴537,000	183,000	0
Reserve schemes	40,000	685,000	360,000

⁴ A further £370,000 has been allocated from the 2010/11 LTP settlement towards the required 10% local contribution to the major highway retaining wall scheme in accordance with EDRS 10010095.