



Leicester
City Council

MINUTE EXTRACT

Minutes of the Meeting of the HIGHWAYS AND TRANSPORTATION SCRUTINY COMMITTEE

Held: WEDNESDAY, 3 MARCH 2004 at 5.30pm

P R E S E N T :

Councillor Thompson - Chair
Councillor Ramsdale - Liberal Democrat Spokesperson
Councillor Connelly - Labour Spokesperson

Councillor Allen
Councillor Bhatti

Councillor Henry
Councillor Panchbhaya

In accordance with the provisions of the Constitution (Section 4A, Rule 42), the following Councillor attended the meeting and with the sanction of the Committee, spoke on the item indicated, but did not vote: -

Councillor Kitterick – Minute 78 (Petition – Residents Parking – Highfields South)

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73. DECLARATIONS OF INTEREST

Members were requested to declare any interests they may have in the business on the agenda.

No declarations were made at this time.

82. TRANSPORT CAPITAL PROGRAMME 2004/05

The Service Director, Highways and Transportation submitted a report that seeks agreement to proposals for spending the Transport Capital Programme 2004/05, for both Integrated and Capital Maintenance.

Members were informed that the allocation within the Single Capital Pot for Capital Maintenance was £3.77 million, which was half a £0.5 million more than the 2003/04 allowance. However, it was reported, that under the Council's Capital Strategy, the allocation for maintenance was reduced by 20% each year, leaving actual budgets of £2.689 million in 2003/04 and £3.022 million in 2004/05. Members attention was drawn to Appendix A of the report that explained how the allocation was to be spent.

Members were informed that the allocation for Integrated Transport was £6.077 million, some £700,000 less than the allocation for 2003/04.

Within the report was a methodology for determining which schemes and programmes should proceed during 2004/05 and the table set out in Appendix B of the report showed the resulting capital programme for 2004/05, as well as a draft programme for 2005/06.

Members were also informed that the settlement letter from the Department for Transport had also advised that the Government had provisionally approved the proposed Upperton Road viaduct scheme, expected to cost £19.1 million, spread over four years, to start after all the necessary legal processes had been completed.

The officers reported that as bridge repairs / maintenance was currently running ahead of schedule it was intended to allocate funding from this heading to footpath and pavement repairs.

Members questioned whether there was now closer contact with other public utilities regarding the digging up of highways and footways on a co-ordinated basis. It was stated that the City Council had powers to issue a S. 58 Notice preventing other utilities digging up particular stretches of highway or footway for a period of one year, except for emergency repairs. However, the City Council and the utilities were developing three year strategies for planned maintenance in an effort to avoid different utilities digging up the same stretch of highway or footway over a short period of time.

Members stated that they were pleased to see that the road humps in Melbourne Road were to be reduced in height and it was stated that this was to encourage the bus companies to introduce low-floor buses on this route.

Members questioned the expenditure from within this year's settlement for the Upperton Road Viaduct, and which was reported as mostly being recoverable from the Department for Transport. Officers reported that the funding recovered would be put back into the Highways and Footways maintenance programme.

In concluding Members noted the increased expenditure of £500,000 available within the Single Capital Pot for Capital Maintenance for 2004/05, compared to 2003/04, and urged Cabinet to consider making inroads into the backlog of maintenance work that had built up over several years.

RESOLVED:

- (1) that the increased expenditure of £500,000 available within the Single Capital Pot for Capital Maintenance for 2004/05, compared to 2003/04, be noted and Cabinet be urged to consider making inroads into the backlog of maintenance work that has built up over the last few years.
- (2) that the content of the report be noted.

