

RECOMMENDATION TO APPROVE THE LOCAL TRANSPORT PLAN PROGRAMME OF CAPITAL WORKS FOR THE 2016/2017 FINANCIAL YEAR
COUNCILLOR HILLER, CABINET MEMBER FOR GROWTH, PLANNING, HOUSING AND ECONOMIC DEVELOPMENT
MARCH 2015
Deadline date: N/A

Cabinet portfolio holder:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development
Responsible Director:	Simon Machen, Corporate Director Growth and Regeneration
Is this a Key Decision?	YES If yes has it been included on the Forward Plan: Yes Unique Key decision Reference from Forward Plan: KEY/07MAR16/01
Is this decision eligible for call-in?	YES
Does this Public report have any annex that contains exempt information?	NO
Is this a project and if so has it been registered on Verto?	Once approved a programme will be created on verto to monitor delivery of the four works programmes

R E C O M M E N D A T I O N S
<p>The Cabinet Member is recommended to approve the 2016/17 Local Transport Plan (LTP) Programme of Works, as follows:</p> <ul style="list-style-type: none"> • The 2016/17 Integrated Transport Programme; • The 2016/17 Highway Maintenance Programme; and • The 2016/17 Bridge Maintenance Programme.

1. SUMMARY OF MAIN ISSUES

1.1 This report seeks approval from the Cabinet Member for Growth, Planning, Housing and Economic Development for the 2016/17 Local Transport Plan (LTP) Programme of Works

2. PURPOSE OF THIS REPORT

- 2.1 This report is for the Cabinet Member for Growth, Planning, Housing and Economic Development to consider exercising delegated authority under paragraph 3.4.3 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph (b).

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO	If Yes, date for relevant Cabinet Meeting	N/A
---	-----------	---	------------

4. DETAILS OF DECISION REQUIRED

- 4.1 The Department for Transport (DfT) calculates the block allocation for highways maintenance for each local authority using a need based formula. This is based on several factors including; total road length by classification and condition; the number of bridge structures and whether they require significant maintenance or strengthening; and the number of street lighting columns over 40 years old. The block funding for small integrated transport improvement schemes is also available for supporting development in less prosperous areas; improving road safety statistics; public transport patronage; traffic congestion; accessibility; and tackling pollution.
- 4.2 The Council expects to be awarded a total of £4,581K transport settlement for 2016/17 comprising of £1,407k Integrated Transport Block Grant and £3,174K Capital Maintenance Block Grant.
- 4.3 In addition to the £4,581K in 4.2 the Council is expected to continue to allocate additional funding of £1,777k to support the maintenance of the highway network, which has been included in the transport funding allocation detailed in Table 1 below:

Table 1 – Proposed Allocation of Funding

2016-17 Programme Categories	£k
LTP Integrated Transport Block	£1,516
Highways Maintenance	£3,376
Street Lighting Maintenance	£500
Bridge Maintenance	£966
Total	£6,358

- 4.4 The Department for Transport has set aside £578 million for an Incentive Fund scheme, to reward councils who demonstrate they are delivering value for money in carrying out cost effective improvements. Each local highway authority (excluding London) will be invited to complete a self-assessment questionnaire, in order to establish the share of the Incentive Fund they will be eligible for in 2016/17. This allocation has not been finalised and consequently some of the figures in 4.3 may change, including the possibility that the corporate allocation could be reduced.
- 4.5 Further clarification of proposed works can be found in annexes 1 – 3.
- Annex 1 – Integrated Transport Programme
Annex 2 – Highways Maintenance Programme
Annex 3 – Bridges Maintenance Programme

5. CONSULTATION

- 5.1 A report was submitted for consideration by the Growth and Environment Capital Scrutiny Committee on the 25 January 2016. The item was discussed and no recommendations

were made to make any changes to the funding allocations detailed in table 1 or the proposed programmes of works detailed in annexes 1 – 3.

- 5.2 Appropriate consultation will be undertaken on individual schemes in the programme as required

6. ANTICIPATED OUTCOMES

- 6.1 Delivery of the LTP Programme of Works 2016/17 will contribute to the transportation aims of both the Council and the Government by encouraging/enabling travel by sustainable modes. Further, it will facilitate sustainable growth, improve accessibility to key services, provide safer roads and reduce congestion. Leading to an improved environment and better air quality.

7. REASONS FOR RECOMMENDATIONS & ANY RELEVANT BACKGROUND INFORMATION

- 7.1 The Peterborough LTTS (2011-2026) and the fourth Peterborough LTP (2016-2021) were developed in consultation with a wide range of key stakeholders. The Council considered a range of transport interventions to best address local problems, meet the growth aspirations of the City and integrate the Government's transport priorities agreed nationally by the Local Government Association and the Department for Transport. The assessment and appraisal of options involved:

- Policy Fit (meets objectives of the strategy)
- Cost Benefit Analysis (value for money)
- Key Performance Indicator Assessment
- Network Improvement Impact Assessment
- Equality Impact Assessment (EIA)
- Strategic Environmental Assessment (SEA)
- Habitats Regulation Assessment (HRA)

- 7.2 On an annual basis the Council receives numerous requests for improvements to the transport network from the general public, Council Members and other stakeholders. These potential schemes are assessed against recognised assessment methodologies and prioritised for consideration in future years programmes. In some areas like highways and street lighting, scheme prioritisation is based on inspection processes, which assess condition and target spending where it is needed most. As budget allocations are finite it is inevitable that some alternative schemes, which broadly meet objectives, will not be included in the proposed programme. These schemes will remain on the Request Database and be considered for the following year's programme. Other schemes that have been assessed, and which do not meet objectives, would be rejected and not be considered again in the immediate future. The Programme of Works shown in Annexes 1-3 is considered to be the best programme to meet the Council's objectives.

- 7.3 LTP capital funding is awarded in the form of a single capital pot and this financial year is provided as direct capital grant. An early mandate for the proposed LTP Programme of Works is essential in order to provide sufficient timeframe for consultation, design and implementation of identified schemes within allocated budgets.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Not to deliver a LTP programme of works: The £4,581k expected transport settlement is grant funding - non delivery of a LTP programme of works would mean that the funding could be lost. Successful delivery of the proposed LTP programme of works will provide significant benefits to the residents of Peterborough and the wider travelling public, resulting in improvements to: condition of roads and pavements; street lighting; public

transport; road safety; accessibility and the environment. These benefits will be lost if the programme is not delivered

- 8.2 Agree an alternative scheme/works programme: The schemes put forward have been developed in consultation with a wide range of key stakeholders and assessed to ensure they meet objectives and provide value for money.

9. IMPLICATIONS

- 9.1 The Highways Act 1980 provides that the highway authority for a highway maintainable at the public expense is under a duty to maintain the highway. This requires that the highway has to be maintained so that it is reasonably passable by the ordinary traffic of the area. Failure to identify a timely programme of works could result in a risk that the authority may not meet its legal duty to maintain the highway.
- 9.2 Additionally, failure to identify a timely programme of works could result in the Council being unable to deliver the 2016/17 LTP allocation in full. This may result in a reduced LTP allocation for subsequent financial years, impacting negatively on the authority's highway network.
- 9.3 In addition the legal implications of not approving the spend outlined in this document and the annexes may mean that the Council cannot meet the requirements of Local Transport Plan 4, which sets out the strategic transport and highway priorities for Peterborough following a substantial period of consultation with stakeholders and partners.
- 9.4 The legal and financial implications of approving the LTP Programme of Works 2016/17 are that the highway network can be maintained thereby meeting the statutory duty to maintain the highway, and improvements can be carried out using grant funding from DfT (Department for Transport), thereby meeting the objectives set by the Local Transport Plan 4

10. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

None.

11. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985) and The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

- Peterborough Local Transport Plan 4 (2016 – 2021)
<http://www.peterborough.gov.uk/ltp>

12. APPENDICES

- Appendix A - The 2016/17 Integrated Transport Programme
- Appendix B - The 2016/17 Highway Maintenance Programme
- Appendix C - The 2016/17 Bridge Maintenance Programme