

**RECOMMENDATION TO APPROVE THE LOCAL TRANSPORT PLAN
 PROGRAMME OF CAPITAL WORKS FOR 2019/20 – 2021/22**

**COUNCILLOR PETER HILLER, CABINET MEMBER FOR GROWTH,
 PLANNING, HOUSING AND ECONOMIC DEVELOPMENT**

MARCH 2019

Deadline date: MARCH 2019

Cabinet portfolio holder:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development
Responsible Director:	Dave Anderson, Interim Development Director
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/24DEC18/01
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?	The existing programme is on Verto and this will be amended to reflect the new programme.

RECOMMENDATIONS

The Cabinet Member is recommended to approve the 2019/20 Transport Programme of Works, as follows:

- The 2019/20 Integrated Transport Programme;
- The 2019/20 Highway Maintenance Programme
- The 2019/20 Street Lighting Maintenance Programme; and
- The 2019/20 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 2019/20 Transport Programme of Works. Funding for 2020/21 and 2021/22 is only indicative at this stage so approval is not being sought for these years and the appendixes also have indicative schemes for 2020/21 and 2021/22.

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
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4. DETAILS OF DECISION REQUIRED

- 4.1 The Department for Transport (DfT) calculates the allocation for Highways Maintenance Programme for each local authority using a needs 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 Integrated Transport Programme funding is available for supporting highway enhancements; road safety statistics; public transport patronage; traffic congestion; accessibility; and tackling pollution.
- 4.2 The Council expects to be allocated a total transport settlement of £4,193k per year between 2019/20 – 2021/22 comprising of £1,407k Integrated Transport Block Grant and £2,786k Capital Maintenance Block Grant, although this funding has been devolved to the Combined Authority by Government.
- 4.3 In addition to the £4,193k in 4.2 the Council is expected to continue to allocate additional funding of £805k to support the maintenance of the highway network and £230k for slab replacement. Further grant funding of £580k is also to be awarded through the Incentive Fund as the Council is now within Band 3, therefore ensuring it is awarded its full share of the funding. All of the additional funding has been included in the transport funding allocation detailed in Tables 1 and 2 below and is in line with funding allocations that were published in LTP4.

Table 1 - Funding sources

Programme Categories	2019/20 £k	2020/21 £k (provisional)	2021/22 £k (provisional)	Total
DfT Integrated Transport Block	£1,407	£1,407	£1,407	£4,221
DfT Highways Maintenance Block	£2,786	£2,786	£2,786	£8,358
DfT Incentive Fund	£580	£580	£580	£1,740
Corporate Funding	£805	£805	£805	£2,415
Corporate Funding – Slab Replacement	£230	£230	£230	£690
Total	£5,808	£5,808	£5,808	£17,424

Table 2 – How funding is being allocated

Programme Categories	2019/20 £k	2020/21 £k (provisional)	2021/22 £k (provisional)	Total
Annex 1 Integrated Transport Block	£1,507	£1,507	£1,507	£4,521
Annex 2 Highways Maintenance	£2,836	£2,836	£2,836	£8,508
Annex 3 Street Lighting Maintenance	£500	£500	£500	£1,500
Annex 4 Bridge Maintenance	£965	£965	£965	£2,895
Total	£5,808	£5,808	£5,808	£17,424

- 4.4 The tables above contain indicative allocations as the funding at the time of this report has not been confirmed. It should also be noted that the programme of works included in this document are an outline proposal.
- 4.5 Under Devolution some of this funding has been devolved to the Combined Authority but no official decisions have been made on how the Combined Authority intends to allocate funding for 2019/20 – 2021/22. The number of schemes delivered will be adapted as the programme develops in line with this and schemes will be added or deleted as required based on a clear “needs based” prioritisation exercise.
- 4.6 In the interim, until the Combined Authority approves the funding allocation, the Council will proceed with all of the programmes and spending in advance of and in anticipation of the grant funding coming through.
- 4.7 Further clarification of proposed works can be found in Appendices 1 – 4.

Appendix 1 – Integrated Transport Programme
Appendix 2 – Highways Maintenance Programme
Appendix 3 – Street Lighting Maintenance Programme
Appendix 4 – Bridge Maintenance Programme

5. CONSULTATION

- 5.1 A briefing note will be submitted for consideration to the Growth, Environment and Resources Scrutiny Committee before 1 April 2019 along with the proposed programmes of works detailed in Appendices 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 Transport Programme of Works 2019/20 – 2021/22 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)

In 2019, there will be a new Local Transport Plan prepared by the Combined Authority. The Combined Authority Board agreed to adopt the previous Local Transport Plans of Cambridgeshire County Council and Peterborough City Council as a single Local Transport Plan as an interim measure until a comprehensive statutory process can be undertaken to review the Combined Authority's strategic transport planning role to produce a long term, new Local Transport Plan for the Cambridgeshire and Peterborough area. The Combined Authority is currently developing its first Local Transport Plan and public consultation is planned in the summer of 2019 and it should be adopted later in 2019.

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 Appendices 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 to the Combined Authority. An early mandate for the proposed Transport 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 programme of works: The £4,193k (annual allocation) expected transport settlement is grant funding - non delivery of a transport programme of works would mean that the funding could be lost. Successful delivery of the proposed 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. LEGAL IMPLICATIONS

- 9.1 The Highways Act 1980 provides that the highway authority 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 In addition, the legal implications of not approving the finance and spend outlined in this document and the appendices may mean that the Council cannot meet its strategic transport and highway priorities for Peterborough following a substantial period of consultation with stakeholders and partners.
- 9.3 The legal and financial implications of approving the Programme of Works 2019/20 – 2021/22 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, thereby meeting the Council's transport objectives.

10. FINANCIAL IMPLICATIONS

- 10.1 The recommended programme will ensure that that the planned expenditure is consistent with the capital programme of works via the performance measurement and efficiency mechanisms built into the Highway Services Agreement.

11. PROCUREMENT IMPLICATIONS

- 11.1 There are no procurement implications.

12. EQUALITY IMPLICATIONS

- 12.1 An Initial Equality Impact Assessment has been carried out and there are no detrimental effects associated with the schemes.

13. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

- 13.1 None

14. 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>
- Cambridgeshire and Peterborough Combined Authority's Interim Local Transport Plan
<http://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/Interim-Transport-Plan-170628.pdf>

15. APPENDICES

- Appendix 1 – The 2019/20 – 2021/22 Integrated Transport Programme
- Appendix 2 – The 2019/20 – 2021/22 Highway Maintenance Programme
- Appendix 3 – The 2019/20 – 2021/22 Street Lighting Maintenance Programme
- Appendix – The 2019/20 – 2021/22 Bridge Maintenance Programme