

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

**COUNCILLOR PETER HILLER, CABINET MEMBER FOR STRATEGIC  
 PLANNING, INVESTMENTS AND COMMERCIAL STRATEGY**

**MARCH 2021**

**Deadline date: 31 MARCH 2021**

Cabinet portfolio holder:	Councillor Peter Hiller, Cabinet Member for Strategic Planning, Investments and Commercial Strategy
Responsible Director:	Steve Cox, Executive Director Place & Economy
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/15MAR21/01
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 2021/22 Transport Programme of Works, as follows:

- The 2021/22 Integrated Transport Programme;
- The 2021/22 Highway Maintenance Programme;
- The 2021/22 Pothole Funding Programme;
- The 2021/22 Street Lighting Maintenance Programme; and
- The 2021/22 Bridge Maintenance Programme.

**1. SUMMARY OF MAIN ISSUES**

- 1.1 This report seeks approval from the Cabinet Member for Strategic Planning, Investments and Commercial Strategy for the 2021/22 Transport Programme of Works. Funding for 2022/23 and 2023/24 is yet to be confirmed, but it is expected to be similar to the 2021/22 allocation. However, at this stage approval is not being sought for these years and some of

the appendixes may contain (for information only) indicative schemes for 2022/23 and 2023/24.

## 2. PURPOSE OF THIS REPORT

- 2.1 This report is for the Cabinet Member for Strategic Planning, Investments and Commercial Strategy 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?	<b>NO</b>	If Yes, date for relevant Cabinet Meeting	<b>N/A</b>
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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 previous five year funding period has now ended and the DfT have issued a funding package solely for 2021/22. Future years funding will be assessed as part of the Spending Review process during the coming year. The Council has been allocated a total settlement of £5,740k including the Pothole Funding. This is a reduction from £7,126k in 2020/21 (including £2,353k Pothole and Challenge Fund). As a result of having less funding (£1,386k) available for 2021/22, compared to 2020/21, a number of changes had been made to the programme such as delaying some scheme works until the following year and where possible reducing some of the budget allocation for individual projects. However it must be noted that in 2019/20 the funding allocation was for a much lower amount - £4,193k, which is £1,547 less than 2021/22.
- 4.3 In addition to the £5,740k 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. The DfT funding includes the Incentive Fund £480k (reduced by £100k) 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. For information, allocations for the previous two years have also been included.

**Table 1 - Funding sources**

<b>Programme Categories</b>	<b>2021/22 £k</b>	<b>2020/21 £k</b>	<b>2019/20 £k</b>
DfT Integrated Transport Block	£1,418	£1,407	£1,407
DfT Highways Maintenance Block	£1,921	£2,786	£2,786
DfT Incentive Fund	£480	£580	£580
Corporate Funding	£805	£805	£805
Corporate Funding – Slab Replacement	£230	£230	£230
DfT Pothole Funding	£1,921	£2,353	£185

<b>Total</b>	<b>£6,775</b>	<b>£8,161</b>	<b>£5,993</b>
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**Table 2 – How funding is being allocated**

<b>Programme Categories</b>	<b>2021/22 £k</b>	<b>2020/21 £k</b>	<b>2019/20 £k</b>
Annex 1 Integrated Transport Block	£1,518	£1,507	£1,507
Annex 2a Highways Maintenance	£1,786	£2,941	£2,836
Annex 2b Pothole Funding Programme	£1,921	£2,353	£185
Annex 3 Street Lighting Maintenance	£500	£500	£500
Annex 4 Bridge Maintenance	£1,050	£860	£965
<b>Total</b>	<b>£6,775</b>	<b>£8,161</b>	<b>£5,993</b>

- 4.4 The figures contained in the tables above (column 2021/22) have received initial confirmation by the Cambridgeshire and Peterborough Combined Authority (CPCA). However, it should be noted that the allocation is subject to completion of the CPCA's governance process. Discussions have taken place and a paper will be presented at the June Board Meeting. Furthermore, programme of works included in this document are an outline proposal.
- 4.7 Future years funding allocation is unknown, but it is expected to be similar to the 2021/22 allocation. However, at this stage approval is not being sought for these years
- 4.8 Further clarification of proposed works can be found in Appendices 1 – 4.

Appendix 1 – Integrated Transport Programme

Appendix 2

Annex a – Highways Maintenance Programme

Annex b – Pothole Funding 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 2021 along with the proposed programmes of works detailed in Appendices 1 – 4.
- 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 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 A new Local Transport Plan has been prepared by the Combined Authority and was adopted by their Board at their January 2020 meeting. This document was developed over many months and the CPCA worked in partnership with Peterborough City Council. A full public consultation occurred and 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 DfT. The assessment and appraisal of options involved:

- 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 Appendices 1-4 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 as last financial year it is provided as a direct capital grant to the CPCA. 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.

7.4 As previously mentioned in section 4.4, the allocation for 2021/22 is to be presented at the CPCA Board Meeting in June and funding is expected to be released shortly after. Due to the timescales involved, waiting to commence after June would have a significant impact on successful delivery of the programme and likely to result in not all of the budget being fully spent within the financial year. Therefore, it is recommended the programme of work begins in April following approval of this decision notice.

## **8. ALTERNATIVE OPTIONS CONSIDERED**

8.1 Not to deliver a programme of works: The £5,740k (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 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. CARBON IMPACT**

13.1 Neutral impact – the nature of this type of work means that the Council will be purchasing new materials with embodied carbon but this cannot be avoided if the Council is to meet its statutory duty to maintain the Highway. However, more broadly the Council will be improving accessibility through the dropped kerb programme encouraging walking, there will be improvements made to the cycle network and additional cycle parking to be introduced at various location in the city which will have a positive impact on the number of cyclists. The improvements to bus stops and shelters and improving accessibility for bus users through the installation of raised kerbs will increase the number of public transport users, all of these measures will ultimately reduce single occupancy car journeys and therefore result in a reduction in carbon emissions. To summarize the project as a whole will have a positive impact and will reduce carbon emissions.

## **14. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED**

13.1 None

## **15. 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

- Cambridgeshire and Peterborough Combined Authority's Interim Local Transport Plan  
<https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp/>
- Department for Transport - highways maintenance funding formula allocations, 2021 to 2022 for Cambridgeshire and Peterborough Combined Authority  
<https://www.gov.uk/government/publications/highways-maintenance-funding->

## 16. APPENDICES

- Appendix 1 – The 2021/22 Integrated Transport Programme
- Appendix 2 including:
  - Annex a – The 2021/22 Highway Maintenance Programme
  - Annex b – The 2021/22 Pothole Funding Programme
- Appendix 3 – The 2021/22 Street Lighting Maintenance Programme
- Appendix 4 – The 2021/22 Bridge Maintenance Programme
- Appendix 5 – Carbon Impact Assessment