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HIGHWAYS AND TRANSPORT SERVICE

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PROGRAMME FOR INTEGRATED TRANSPORT SCHEMES AND ALLOCATION OF WILTSHIRE'S NATIONAL PRODUCTIVITY INVESTMENT FUNDING IN 2017-18

Purpose of Report

1. To:
 - (i) Agree the transport schemes to be funded in 2017-18 from the Local Transport Plan (LTP) Integrated Transport Block Allocation.
 - (ii) Agree the allocation of Wiltshire's National Productivity Investment Fund (NPIF) award in 2017-18.

Relevance to the Council's Business Plan

2. The [Business Plan 2013-2017](#) sets out Wiltshire Council's priorities for those four years:
 - Protect those who are most vulnerable.
 - Boost the local economy.
 - Bring communities together to enable and support them to do more for themselves.
3. The LTP sets out policies to help address all of these priorities in respect of transport. In addition, LTP integrated transport block funding will be used to:
 - Implement schemes that safeguard vulnerable road users and improve accessibility for those people without access to a car;
 - Stimulate economic development and growth across the county; and
 - Provide a discretionary highways budget for the 18 Area Boards so that their Community Area Transport Groups can identify and deliver local solutions to local highway and transport problems.
4. The NPIF funding is primarily to be invested in transport projects that reduce congestion and upgrade highways infrastructure in order to improve access to employment and housing, thereby promoting economic development.

Background

5. The LTP Integrated Transport capital settlement for the 2017-18 financial year is £2.181 million and is provided as capital grant.
6. The NPIF was announced by the government in the Autumn Statement of November 2016. It plans a £23.7 billion increase in government spending on housing, research and

development, and economic infrastructure over the period from 2017-2018 to 2021-2022 period.

7. In January 2017, the Department for Transport (DfT) issued a "Roads Funding: Information Pack"¹, setting out the distribution of government capital investment to local highway authorities in England outside London in the financial year ending 2018. That announcement confirmed £185 million in 2017-18 for local highway and other local transport improvements to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, to improve access to employment and housing, and to develop economic and job creation opportunities.
8. Wiltshire's NPIF allocation for 2017-18 is £2.946 million and is provided as capital grant.

Main Considerations for the Council

9. The LTP is a statutory document and provides the context for achieving the transport related aims of the Wiltshire Core Strategy (CS) and the Strategic Economic Plan (SEP).
10. The LTP financial settlement provides capital funding for investment in transport infrastructure and facilities in the county. The LTP Integrated Transport Block Allocation is currently the primary source of capital funding that Wiltshire Council has available to finance integrated transport measures. This funding is aimed principally at stimulating economic development and combatting climate change, as well as improving safety, reducing road accident casualties, easing traffic congestion, increasing accessibility, managing the highway network effectively, and promoting sustainable transport.
11. Continued investment in these areas of transport is necessary to enable the Council to support economic growth, and make progress towards meeting local and national objectives and targets in respect of transport, road safety and climate change.
12. The NPIF funding must be spent in the year 2017-18. The DfT has also confirmed that this spending must be in addition to any planned maintenance service or other programmes. In addition, councils have to publicise how they plan to spend NPIF prior to the end of March 2017.

Allocation of the LTP Integrated Transport Settlement in 2017-18

13. Integrated transport funding is crucial in helping local authorities stimulate local economies by reducing congestion and providing new infrastructure, improving road safety, and improving accessibility within local communities.
14. Wiltshire's LTP identifies transport strategies that embody the aspirations of local communities and aims to ensure that transport projects and services deliver benefits for local people, as well as contribute towards achieving local and national transport goals.
15. The schemes that are recommended for funding in 2017-18 are split into four generic categories which align with the Council's LTP goals and objectives, and reflect the investment priorities contained within it:
 - Local Safety Schemes
 - School travel plan improvements
 - Projects that support economic growth, promote accessibility and safety, and improve the environment
 - Traffic management

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/583263/roads-funding-information-pack.pdf

16. It is recommended that the LTP Integrated Transport Block Allocation (£2.181 million) be divided as outlined in **Tables A to D in Appendix 1**.
17. These projects will deliver transport schemes that will improve safety, improve accessibility, support economic development, reduce carbon emissions, and promote sustainable transport options in the county.

Allocation of the NPIF Settlement in 2017-18

18. The NPIF provides funding for local highway and other local transport improvements to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, to improve access to employment and housing, and to develop economic and job creation opportunities.
19. The attached programme at **Appendix 2** proposes a range of design and construction projects that are deliverable within the NPIF period (2017-18 to 2021-22), and which meet the desired outcomes of the fund. In addition, these projects align with the Council's LTP goals and objectives.

Safeguarding Considerations

20. None identified.

Public Health Implications

21. As the highway authority, Wiltshire Council is responsible for monitoring and reducing collisions and accident casualties on its roads and the LTP and NPIF provide funding to undertake engineering solutions at identified collision cluster sites.
22. One of the aims of Wiltshire's LTP is to improve air quality and reduce air and noise pollution caused by transport. The LTP contains policies that set out to reduce dependence on car-borne travel and increase cycling, walking and public transport. These policies aim to reduce the rate of traffic growth in the county and improve the environment by reducing air and noise pollution. Furthermore, the LTP provides the funding to develop solutions to address the Air Quality Management Areas within the county.

Corporate Procurement Implications

23. None identified. The majority of the projects and expenditure outlined in the programme for integrated transport will be undertaken by our term consultant, Atkins, and term contractor, Ringway. These term contractors were commissioned in accordance with the corporate procurement strategy.

Environmental and Climate Change Considerations

24. The LTP was subject to a Strategic Environmental Assessment. One of the priority goals is to reduce carbon emissions from transport and LTP3 sets out policies that aim to reduce dependence on travel by private car and promote cycling, walking and the use of public transport. The objective of these policies is to reduce the rate of traffic growth in the county and bring about an improved environment by reducing CO₂ emissions, as well as addressing community severance and air and noise pollution.

Equalities Impact of the Proposal

25. The LTP was the subject of a full Equality Impact Assessment (EqIA). The LTP financial settlement provides capital funding that is used to improve access and accessibility in the county for all people. Particular attention is paid to the needs of children, disabled people

and those with mobility impairments, in order to meet their access and transport requirements.

Risk Assessment

26. It is a requirement of the NPIF that the funding for 2017-18 is spent by the end of the financial year. Any unspent funding has to be handed back to the DfT. Therefore, it is essential that a timely decision is taken to enable the programme of expenditure on schemes to be delivered within the 2017-18 financial year.
27. The LTP Integrated Transport Block Allocation needs to be spent during 2017-18 to ensure that the Council's agreed programme of schemes is delivered. Failure to deliver the proposed investment programme would impair Wiltshire Council's ability to meet national and local objectives and targets and could have adverse repercussions on the settlement received in subsequent years. For that reason it is essential that decisions are taken that allow for a realistic programme of expenditure on schemes that will assist with progress towards meeting the Council's transport goals and objectives.
28. In order to provide a cost-effective and efficient service, it is essential that the delivery of the integrated transport scheme programme is linked to the Council's schedule of highway maintenance. However, there are a number of uncertainties that have the potential to affect the Council's highway maintenance programme. These include the operations of the public utilities companies, influencing the Council's ability to deliver the integrated transport programme.

Financial Implications

29. For 2017-18 the LTP Integrated Transport Block and NPIF settlements are provided entirely as capital grant.
30. Whilst the LTP Integrated Transport Block Allocation and NPIF settlement will provide the primary sources of capital funding for transport projects in 2017-18, the Council also secures developer contributions for highways improvements where it is appropriate to do so. Every effort will be made to use the available developer funding to complement the LTP integrated transport and NPIF projects in order to deliver further highway improvements in Wiltshire.
31. The LTP Integrated Transport Block and NPIF funding allocations provide capital funding for investment in transport infrastructure and facilities, which enables improvements to be made to the Council's transport system. However, the LTP and NPIF grant schemes provide no additional revenue funding to assist with the future maintenance of this infrastructure and this will inevitably increase the Council's future maintenance liabilities.

Legal Implications

32. None identified.

Options Considered

33. It is proposed that the LTP Integrated Transport Block Allocation be allocated to the development and delivery of transport schemes that support community aspirations where these are consistent with the goals, objectives and transport strategies set out in the LTP:
 - Local Safety Schemes
 - School travel plan improvements
 - Projects that support economic growth, promote accessibility and safety, and improve the environment
 - Traffic management

34. It is proposed that the NPIF funding for local highway and other local transport improvements be allocated to design and construction projects that are deliverable within the NPIF plan period (2017-18 to 2021-22) and which meet the criteria for NPIF funding, i.e. they reduce congestion and upgrade or improve the maintenance of local highway assets, in order to improve access to employment and housing, and develop economic and job creation opportunities.
35. No other options have been considered.

Reason for Proposals

36. To ensure that the LTP Integrated Transport Block Allocation is prioritised and targeted towards schemes that meet the Council's transport policies and goals, and that Wiltshire's NPIF award is allocated to projects that meet the funding criteria, can be delivered in the plan period, and deliver the expected economic development and employment outcomes.

Proposals

37. That:
- (i) The proposed funding allocations for integrated transport projects in the county in 2017-18, as outlined in **Tables A to D of Appendix 1** of this report, be approved.
 - (ii) The proposed funding allocations for NPIF projects in the county in 2017-18, as outlined in **Appendix 2** of this report, be approved.

The following unpublished documents have been relied on in the preparation of this Report:

None