

CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE - CLL BRIDGET WAYMAN

HIGHWAYS AND TRANSPORT SERVICE

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PROGRAMME FOR INTEGRATED TRANSPORT SCHEMES IN 2018/19

Purpose of Report

1. To agree the transport schemes to be funded in 2018-19 from the Local Transport Plan (LTP) Integrated Transport Block Allocation.

Relevance to the Council's Business Plan

2. The [Business Plan 2017-2027](#) sets out Wiltshire Council's priorities for the next ten years:
 - Growing the local economy
 - Protecting the vulnerable
 - Creating strong communities
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.

Background

4. The LTP Integrated Transport capital settlement for the 2018-19 financial year is **£2.181 million** and is provided as capital grant.

Main Considerations for the Council

5. 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)**.
6. 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.

7. 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.

Allocation of the LTP Integrated Transport Settlement in 2018-19

8. Integrated transport funding is crucial in helping local authorities stimulate their economies by reducing congestion and providing new infrastructure, improving road safety, and improving accessibility within local communities.
9. 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.
10. The schemes that are recommended for funding in 2018-19 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
11. 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**.
12. 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.

Overview and Scrutiny Engagement

13. No engagement.

Safeguarding Considerations

14. None identified.

Public Health Implications

15. As the highway authority, Wiltshire Council is responsible for monitoring and reducing collisions and accident casualties on its roads and the LTP provides funding to undertake engineering solutions at identified collision cluster sites.
16. 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

17. 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

18. 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

19. 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

20. The LTP Integrated Transport Block Allocation needs to be spent during 2018-19 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.
21. 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

22. Whilst the LTP Integrated Transport Block Allocation will provide an important source of capital funding for transport projects in 2018/19, 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 projects in order to deliver further highway improvements in Wiltshire.
23. The LTP Integrated Transport Block funding allocation provides capital funding for investment in transport infrastructure and facilities, which enables improvements to be made to the Council's transport system. However, the LTP grant settlement provides 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

24. None identified.

Options Considered

25. 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

No other options have been considered.

Reason for Proposal

26. To ensure that the LTP Integrated Transport Block Allocation is prioritised and targeted towards schemes that meet the Council's transport policies and goals.

Proposal

27. That the proposed funding allocations for integrated transport projects in the county in 2018-19, as outlined in **Tables A to D of Appendix 1** of this report, be approved.

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

None