

Report subject	LTP Capital Programme 2021/22
Meeting date	10 March 2021
Status	Public Report
Executive summary	<p><i>At the time of writing this report the Department for Transport (DfT) have yet to confirm exact funding values for 2021/22 and beyond and therefore an assumption has been made that the value will remain at least at the level received in 2020/21.</i></p> <p>This Cabinet Report for the 2021/22 Local Transport Plan (LTP) Capital Programme has been developed to:</p> <ul style="list-style-type: none"> i) Seek approval for the proposed utilisation of <i>expected</i> LTP 2021/22 Capital grant allocation of £6,803k (£3,078k of Integrated Transport Block (ITB) funding and £3,725k of Highway Maintenance funding), with a recommended split of £3,358k for ITB and £3,445k for Maintenance based on need. ii) Seek approval for the indicative 2022/23 and 2023/24 Highways Maintenance Programmes as set out in Appendix B. iii) Seek approval upon receipt of the DfT confirmation letter that through delegated authority the Director of Growth & Infrastructure in consultation with Portfolio Holder's for Transportation and Environment make required LTP Capital Programme amendment to match confirmed DfT levels. iv) Note the utilisation of £147k of s106 developer contributions for the final phase of the Dorset Local Enterprise Partnership (DLEP): Townside scheme. v) Note the allocation of 2021/22 LTP Integrated Transport Block funding (combined total of £530k) as a local contribution towards the SE Dorset City Regions Transforming Cities Fund (TCF) programme. vi) Note the £40.88M of funding in 2021/22 for the delivery of the approved Transforming Cities Fund programme.

	<p>vii) Note the award of £1,062k from the Active Travel Fund, with a local contribution of £200k of LTP funding committed as part of the successful bid.</p> <p>viii) Note the ongoing delivery of over £3M of highway maintenance schemes (via DfT Challenge Fund award).</p>
Recommendations	<p>It is RECOMMENDED that:</p> <ol style="list-style-type: none"> 1. Cabinet consider and approve the proposed 2021/22 Local Transport Plan Capital Programme funding as set out in Appendix A 2. Cabinet consider and approve the indicative 2022/23 and 2023/24 Highways Maintenance Programmes as set out in Appendix B 3. Cabinet consider approval of delegated authority to Director of G&I in consultation with Portfolio Holder's for Transportation and Environment to make LTP Capital Programme amendments once actual DfT grant allocations have been confirmed
Reason for recommendations	<p>Recommendation 1.</p> <p>The approval would enable the continuation of existing Local Transport Plan capital programme schemes, delivery of schemes that are currently being planned, consulted upon and/or designed and the development of future years schemes.</p> <p>Recommendation 2.</p> <p>The approval would reduce the risk of loss of funding associated with the incentive fund element of the Structural Maintenance Block.</p> <p>Recommendation 3.</p> <p>The approval would enable adjustments to the programme in line with any revised funding allocation; reducing delays to delivery and the need to return to Cabinet for further decision making.</p>
Portfolio Holder(s):	Cllr Mike Greene - Cabinet Member for Transport & Sustainability
Corporate Director	Bill Cotton - Corporate Director of Regeneration & Economy
Report Authors	Tim Forrester - Transportation Capital Prog Manager
Wards	All
Classification	For Decision

Background

NOTE: At the time of writing and submitting this report, final confirmation of funding levels for 2021/22 and beyond had not been received from Department for Transport (DfT). Therefore, the values included are indicative and are based on an assumption that funding levels will remain the same as in the current year (2020/21).

1. The Local Transport Plan Capital Programme implements schemes that align with the Council's Local Transport Plan (LTP) 3, corporate objectives and priorities, including those set out in the Core Strategy and Dorset Local Enterprise Partnership (DLEP).
2. The Local Transport Plan covers the period from 2011 to 2026 and came into effect from April 2011. In south east Dorset, the LTP3 draws heavily on the South East Dorset Transport Study. Local Transport Plan objectives include:
 - Reducing the need to travel
 - Manage and maintain the existing network more efficiently
 - Active travel and 'greener' travel choices
 - Public transport alternatives to the car
 - Car parking measures
 - Travel safety measures
 - Strategic infrastructure improvements
3. Government funding is provided by the Department for Transport (DfT) to deliver the Local Transport Plan through the Local Transport Plan Capital Block Funding (Integrated Transport and Highway Maintenance) Specific Grant. The proposed delivery plan for expenditure of the block funding in 2021/22 is shown in Appendix A.
4. The DfT reduced the amount of needs-based funding allocated to each local authority for maintenance in 2016/17. Since this financial year authorities have had to secure additional funding on an 'incentive' basis and/or from the Competitive Challenge Fund Tranches. The amount shown for highways maintenance in Appendix A includes an estimate of the amount of "incentive based" funding expected in 2021/22 and is based on Bournemouth, Christchurch and Poole (BCP) Council operating at and maintaining Band 3 level.
5. To satisfy the 'incentive' requirements for Band 3 status Councils must have a rolling 3-year Highways Maintenance Programme published on their websites. Appendix B comprises proposed Highways Maintenance Programmes for 2022/23 2023/24.
6. During 2021/22, BCP Council will be in the second year of delivery of its three-year Transforming Cities Fund programme, with over £40million of activity scheduled for delivery. This will put enormous strain on the resource and capacity to deliver other programmes of work and the LTP Capital Programme for 2021/22 has been duly developed to recognise and reflect this.

7. Within the programme there is an ongoing commitment to deliver over £3million of additional highway maintenance schemes as part of the Challenge Fund award secured and approved by Cabinet in 2020.

Summary of financial implications

8. ***At the time of writing and submitting this report, final confirmation of funding levels for 2021/22 and beyond had not been received from Dept for Transport (DfT). Therefore, the values included are indicative and are based on an assumption that funding levels will remain the same as in the current year (2020/21).***
9. Approval is sought to deliver the LTP Capital Programme 2021/22 as set out in Appendix A. Appendix A mirrors the 2021/22 highways capital programme approved by Council in February 2021 (through the Budget MTFP report). The only differences are the inclusion of an additional £143k of s106 developer contribution funding for DLEP: Townside scheme and the allocation of £372k of 2021/22 LTP as funding for local contribution requirements.
10. Appendix A assumes an indicative allocation of £6,803k LTP grant in 2021/22. This is based on prior year allocations that are yet to be formally confirmed. It also assumes £2,864k Pothole Grant funding in 2021/22 – also an indicative value based on previous years that is yet to be confirmed. Clearly planned utilisation of both grants will have to be revised should final grant allocations differ significantly from values assumed.
11. As in previous financial years, DfT has indicated that the 2021/22 Local Transport Plan grant will be allocated to the Council for expenditure on transportation improvements and highways maintenance.
12. Appendix A also includes £700k DfT capital grant funding to support Neighbourhood Services planned maintenance / pre-patching work. This allocation has been factored into the Council's revenue budget for 2021/22. In the event of a significant reduction in LTP and Pothole grant funding in 2021/22 (to that currently assumed), this commitment could be met from the redirection of prior year DfT capital grant allocated to deferred highways maintenance projects.
13. The ability to maintain a similar level of annual allocation to Neighbourhood Services for the remainder of the MTFP (2022/23 and 2023/24) will be confirmed once final LTP and Pothole allocations are formally announced. Whilst the Council's MTFP assumes annual allocation of £700k throughout the period of the MTFP, the Budget MTFP paper recognises that this is an indicative estimate only, to be reviewed once actual grant allocations are known. Pothole Grant funding not allocated to Neighbourhood Services will be available as funding for highways maintenance within the capital programme.
14. Once actual DfT grant allocations are confirmed it is recommended that any required LTP Capital Programme amendments are undertaken through delegation by Director of G&I in consultation with Portfolio Holder for Transportation and Environment.

15. The Council is required to publish a 3-year Highways Maintenance Programme on its website to maintain Band 3 status. If this is not done the Highways Maintenance element of the grant shown in both Appendix A and B may be reduced significantly (to Band 2 status funding).
16. Before the end of the 2020/21 financial year the Council's Section 151 Officer will be presented with evidence that demonstrates that BCP Council is performing at Band 3 level with regards to 'incentive' funding criteria and be asked to sign a declaration to that effect for passing onto DfT.
17. The Integrated Transport Block (ITB) programme in Appendix A identifies local contribution funding in support of the Transforming Cities Fund programme award (March 2020). The commitment to government in accepting the funding award was that BCP Council would provide a local contribution to the programme utilising LTP funding to deliver schemes locally that continue to promote walking, cycling and bus and rail usage.
18. The LTP Capital Programme in Appendix A (pages 1 & 2) also identifies other funding commitments (highlighted rows) to which defined contributions are specified.

Summary of legal implications

19. The programme includes local contribution funding to the TCF programme; these local contributions are committed to in agreements between BCP Council and DfT as part of the funding award process.
20. The programme also includes local contribution funding to the Dorset Local Enterprise Partnership (DLEP) programmes; these local contributions are committed to in agreements between BCP Council and DLEP as part of the funding award process.

Summary of human resources implications

21. Continuity of delivery of the LTP Capital Programme for 2021/22 is subject to the effective implementation of the ongoing restructure of Growth & Infrastructure Unit.

Summary of sustainability impact

22. Refer to Appendix C – Decision Impact Assessment (DIA) Report 187

Summary of public health implications

23. LTP schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

Summary of equality implications

24. The programme has been Equality Impact Assessment (EQIA) screened and a full EQIA for the programme itself is not required, however, individual projects within the programme would need to be EQIA screened and full EQIAs completed should a need be identified during screening.

Summary of risk assessment

25. Primary risk is funding uncertainty due to lack of confirmation from the DfT.
26. No significant risk implications with regards to approval of the respective programmes have been identified.
27. Schemes of significant scale would be subject to specific risk assessments and risk registers as part of the overarching programme delivery process.
28. Risks associated with not getting the programme approved in advance of the commencement of the 2019/20 financial year are summarised in section 3.

Appendices

1. Appendix A - 2021/22 Local Transport Plan Capital Programme
2. Appendix B - 2022/23 and 2023/24 Highways Maintenance Programmes
3. Appendix C – DIA Report 187