

Shadow Authority

Bournemouth, Christchurch and Poole Shadow Executive Committee

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Report Subject	BCP Local Transport Plan (LTP) Capital Programme for 2019/20
Meeting date	Tuesday 12 February 2019
Report Author	Richard Pincroft
Status	Public
Classification	For decision
Key Decision	Report to Shadow Executive Committee and Shadow Authority
Executive summary	Seek approval to deliver proposed BCP Local Transport Plan 2019/20 Capital Programme and to publish indicative 3 year structural maintenance programme to ensure that the new authority is compliant with Department for Transport Band 3 Incentive Fund criteria.
Recommendations	That the Shadow Executive Committee recommends that the Shadow Authority approves:- <ol style="list-style-type: none"> 1. The 2019/20 BCP Local Transport Plan Capital Programme as set out in Appendix A 2. Indicative 2020/21 and 2021/22 BCP Highways Maintenance Programmes as set out in Appendix B
Reason for Recommendations	Recommendation 1. To ensure continuity of the delivery of the programme.

	<p>The approval would enable the completion/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. The approval would reduce the risk of loss of funding associated with the incentive fund element of the Structural Maintenance Block.</p>
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1.0 Background detail

- 1.1 In November 2018 the Shadow Executive Council agreed that for delivery purposes the BCP 2019/20 LTP Capital Programme shall comprise 3no. separate programmes approved by each existing authority's approval process which would then be combined into a single programme for approval by the Shadow Executive Council before the start of the 2019/20 financial year.
- 1.2 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).
- 1.3 The Local Transport Plan covers the whole of Bournemouth, Poole and Dorset. It 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
- 1.4 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 funding in 2019/20 is shown in Appendix A.
- 1.5 The Department for Transport (DfT) has advised BCP Financial Services officers that it will not adjust the amounts of funding awarded to the highway authorities in Dorset (Poole, Bournemouth and Dorset) in advance of Local Government Reorganisation (LGR).

1.6 Christchurch comprises 5.6% of Dorset County Council's highway network. On the basis that DfT has advised that the grant amounts awarded to each authority will not be adjusted in advance of LGR 5.6% has been used to calculate the proportion of DfT grant that Dorset County Council currently receives that will be reallocated to BCP Council from 1 April 2019 onwards.

1.7 In November 2018 the DfT granted all highway authorities additional Local Highways Maintenance Funding. The amount of additional funding allocated to each authority was:

- Poole £709,000
- Bournemouth £644,000
- Dorset £6,165,000

These grants have been added to each Council's 2018/19 programmes. Dorset has allocated £345,240 (5.6% of the £6,165,000) of this funding to deliver maintenance works in Christchurch. If Dorset County Council is unable to deliver the schemes identified in Christchurch before the end of the 2018/19 financial year then after 1 April 2019 any unspent funding will be transferred to BCP for it to deliver the remaining schemes.

1.8 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 2019/20 and is based on the new Bournemouth, Christchurch and Poole (BCP) Council operating at Band 3 level. Note: Bournemouth, Christchurch (via Dorset County Council) and Poole are all currently Band 3 authorities.

1.9 To satisfy the 'incentive' requirements for Band 3 status Councils are required to have a rolling 3 year indicative Highways Maintenance Programme published on their website. Appendix B comprises proposed Highways Maintenance Programmes for 2020/21 2021/22 for BCP Council.

2.0 Consultation

2.1 The Local Transport Plan (LTP) covers the whole of Bournemouth, Poole and Dorset for the period from 2011 to 2026. The LTP has been approved and adopted by all three authorities and submitted to the Department of Transport following extensive consultation.

2.2 The 2019/20 BCP LTP Capital Programme as set out in Appendix A comprises schemes that are aligned with the objectives of the Local Transport Plan. The majority of schemes within the programme would require consultation. The extent of consultation required would vary due to the complexity and nature of individual schemes. For example a major highway scheme would require

consultation from the outset, whereas a simple dropped crossing would not ordinarily be consulted upon.

- 2.3 The 2019/20 BCP LTP Capital Programme and 2020/21 and 2021/22 BCP Structural Maintenance Programmes as set out in Appendices A and B comprises schemes that are aligned with the objectives of the Local Transport Plan.

3.0 Options

- 3.1 Option A – Do nothing. No approval for the feasibility, design or procurement and/or delivery of schemes that form the 2019/20 BCP LTP programme would result in delay of the delivery of the schemes which would lead to underuse of existing resources and likely reputational damage to the Council.

No 3 year structural maintenance programme posted on BCP website would place Band 3 Incentive funding allocation at risk.

- 3.2 Option B – Seek approval for 2019/20 BCP LTP programme based on 3no. prioritised and approved programmes for the respective areas that form BCP which are then combined to form a single programme and indicative 2020/21 and 2021/22 Highways Maintenance Programmes.

This option would ensure continuity in the delivery of the LTP programme thus avoiding the underuse of resources and potential reputational damage to the Council. Furthermore the approval and publication of the indicative future year maintenance programmes would ensure that Band 3 Incentive Funding requirements are met.

4.0 Summary of Finance and Resourcing Implications

- 4.1 Approval to deliver the programme as set out in Appendix A.
- 4.2 BCP financial officers would need to liaise with Dorset Council counterparts to agree transfer of funds between the authorities for the Christchurch elements of the capital programmes.
- 4.3 There are no staff directly linked to the delivery of the LTP capital programme that have been identified to date that are due to join BCP Council from Dorset County Council as part of the TUPE process (note: Dorset County Council currently act as the highway authority in Christchurch).
- 4.4 At the time of writing this report Tier 1 and Tier 2 BCP Council appointments had been confirmed. Unless Tier 3 appointments and the structures beneath them are confirmed before 1 April 2019 officers within the existing capital programme delivery teams within Poole and Bournemouth would share the increase in work generated by taking on responsibility for the delivery of LTP schemes in the Christchurch area.

5.0 Summary of Legal Implications

5.1 The programme includes some funding which are local contributions to the following Dorset Local Enterprise (DLEP) programmes:

- Bournemouth International Growth (BIG)
- Port of Poole

These local contributions are committed to in legal agreements between the respective Councils and DLEP.

6.0 Summary of Human Resources Implications

None.

7.0 Summary of Environmental Impact

7.1 LTP schemes aim to promote sustainable travel and/or minimise congestion and thereby would contribute positively to the environment.

7.2 The environmental impact of constructing the schemes within the programme varies dependent on the scale and environment within which the schemes would be delivered. Schemes would be designed and delivered to minimise the impact on the environment both during and post construction.

8.0 Summary of Equalities and Diversity Impact

8.1 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.

9.0 Summary of Risk Assessment

9.1 No significant risk implications with regards to approval of the respective programmes have been identified. Schemes of significant scale would be subject to specific risk assessments and risk registers as part of the overarching programme delivery process.

9.2 Risks associated with not getting the programme approved in advance of the commencement of the 2019/20 financial year are summarised in section 3.

10.0 Background Papers

10 January 2019, Borough of Poole Transportation Advisory Group Report (Agenda item 5) - 2019/20 Local Transport Plan Capital Programme

14 January 2019, Shadow Dorset Council Report – Capital Highways Forward Programme 2019/20, 2020/21 and 2021/2022

30 January 2019, Bournemouth Borough Council Executive Gateway Report – 2019/20 Local Transport Plan Capital Programme.

11.0 Appendices

Appendix A - 2019/20 Local Transport Plan Capital Programme

Appendix B - 2020/21 and 2021/22 Highways Maintenance Programmes