

North Tyneside Council

Report to Cabinet

9 March 2015

ITEM 7(j)

Local Transport Plan
(LTP) 2015/16 Capital
Expenditure Settlement

Portfolio(s): Economic Development
Housing and the Environment

Cabinet Member(s): Cllr F Lott
Cllr J Harrison

Report from Service

Area: Environment and Leisure

Responsible Officer: Phil Scott, (Tel: 0191 643 7295)
Head of Environment and Leisure

Wards affected: All

PART 1

1.1 Purpose:

The purpose of this report is to inform Cabinet of the settlement for Local Transport Plan Capital (LTP) Expenditure and seek approval for the proposed implementation programme for the financial year 2015/16.

1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) note the contents of this report; and
- (2) authorise the Head of Environment and Leisure to:
 - i. progress the implementation of the Local Transport Plan programme which will cover the financial year 2015/16 in accordance with the existing joint arrangements of all appropriate partners; and
 - ii. in consultation with the Cabinet Member for Economic Development and Cabinet Member for Housing and the Environment, review the programme to ensure it reflects and supports overall strategic direction, public engagement and any value for money issues.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 26 January 2015.

1.4 Council Plan and Policy Framework

The Local Transport Plan implementation programme is complementary to a number of the key priorities set out in Our North Tyneside and the Council Plan 2014 to 2018. In particular it relates to:

- 1 C We will improve accessibility in the borough and support accessibility by walking and cycling; and
- 2 A We will carry out a programme of road and pavement repairs

1.5 Information:

1.5.1 Background

The Transport Act 2000 and the Local Transport Act 2008 require each local transport authority to prepare and manage a Local Transport Plan in accordance with guidance issued by the Secretary of State for Transport. The third Tyne and Wear Local Transport Plan (LTP3) for Tyne and Wear was produced jointly by the former Tyne and Wear Integrated Transport Authority (ITA), the five local authorities and Nexus (Tyne and Wear Passenger Transport Executive) and was approved by Council in March 2011 and submitted to the Secretary of State by the former ITA. On 15 April 2014 the ITA was dissolved and its responsibilities as local transport authority transferred to the newly formed North East Combined Authority (NECA).

1.5.2 Detail

The funding for the LTP comprises two blocks: Highway Maintenance and Integrated Transport.

The Highway Maintenance block funding is allocated directly to individual authorities by the Department for Transport (DfT) and North Tyneside's Highway Maintenance block allocation for 2015/16 is £2,258,000.

The Integrated Transport block grant has been awarded by DfT to NECA in three separate blocks allocated to Durham, Northumberland and Tyne and Wear. The 2015/16 allocation for Tyne and Wear is £9.465m: this compares with £17.426m in 2014/15, and reflects the reduction in the total amount available at national level to partly fund increased allocations for Growth Deals, and a change to the national distribution formula.

The North East Leadership Board at its meeting of 20 January 2015 agreed the distribution of the Integrated Transport block funding for the Tyne and Wear allocation to be shared between the districts and Nexus. This was based on the previous locally agreed formula with adjustment for updated data sets. On this basis, North Tyneside's Integrated Transport block allocation for 2015/16 is £1,088,437.

Furthermore, a proportion of LTP funding is top-sliced for services delivered at Tyne and Wear level associated with the Local Transport Plan. This currently is set at 4%. An element of the Tyne and Wear Integrated Transport block is also allocated for Nexus and Public Transport Schemes and this is primarily used to meet the match funding requirements of the Metro Asset Renewal Programme, while the remaining balance is distributed amongst the five Tyne and Wear districts and Nexus to fund small public transport schemes. Of this, North Tyneside is allocated £22,058.

In total North Tyneside's allocation for 2015/2016 is £1,110,495.00 in respect to the Integrated Transport block funding. The Authority is able to move funding between Integrated Transport and Highway Maintenance blocks.

1.5.3 Proposed Capital Programme 2015/16

The proposed distribution of the capital programme by theme, under the general headings including Highway Maintenance and Integrated Transport, is shown in Table 1.

Table 1 Proposed Capital Programme 2015/16

	2015/16 £('000)
Highway Maintenance Block	
Highway Maintenance	850
Highway Asset Management	50
Bridges and Infrastructure	972
Highway Decluttering	50
Highway Maintenance sub-total	1,922
Integrated Transport Block	
Network Development	200
Network Management	100
Parking Management	130
Parking Initiatives	100
Sustainable Travel Initiatives	150
Accessibility Improvements	40
Road Safety Initiatives	390
Public Rights of Way Maintenance	180
Integrated Transport sub-total	1,290
Total – Highway Maintenance and Integrated Transport (excluding Tyne and Wear top-slice of 4%)	3,212
Tyne & Wear top-slice 4%	134
Public Transport Schemes funding	22
Overall Total	3,368

Individual scheme identification will be in accordance with Council Plan priorities and will take into account the Authority's Highway Asset Management Plan and other critical technical data and requests for service received, e.g. from Members on behalf of residents and at relevant events and forums attended by officers; and the Authority's regeneration priorities. The programme requires approval from the Cabinet Member for Economic Development and the Cabinet Member for Housing and the Environment, as appropriate, prior to implementation. The programme may be reviewed, in consultation with the relevant Cabinet Member(s), to reflect public engagement and any value for money issues.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

Cabinet approves the recommendations at paragraph 1.2 of this report and the proposed implementation programme.

Option 2

Cabinet does not approve the recommendations at paragraph 1.2 of this report and the proposed implementation programme.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

- i. The LTP implementation programme has been developed to secure compliance with Department for Transport guidance on the preparation of Local Transport Plans and therefore to secure maximum capital investment for transport in North Tyneside.
- ii. The programme is developed with regard to locally agreed priorities for transport, which include maintaining the asset as well as supporting economic development, carbon reduction and safer and sustainable communities.

1.8 Appendices:

None

1.9 Contact officers:

Colin MacDonald, Senior Manager – Technical and Regulatory Services, 0191 643 6620
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Mark Newlands, Highways and Infrastructure Manager, 0191 643 6129
John Cram, Integrated Transport Officer, 0191 643 6122
Alison Campbell, Financial Business Manager, 0191 643 7038

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) Tyne and Wear third Local Transport Plan (LTP3)
<http://www.tyneandwearltp.gov.uk/documents/ltp3/>
(Tyne and Wear Rights of Way Improvement Plan [RoWIP] is included as Appendix D of the LTP Strategy document.)
- (2) North Tyneside Highway Asset Management Plan (HAMP)
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=527383&p_subjectCategory=380

- (3) North Tyneside Network Management Plan
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=537632&p_subjectCategory=41 (7d)
- (4) North Tyneside Parking Strategy
http://www.northtyneside.gov.uk/browse.shtml?p_subjectCategory=360
- (5) North Tyneside Cycling Strategy
http://www.northtyneside.gov.uk/browse.shtml?p_subjectCategory=588
- (6) North Tyneside Road Safety Strategy
http://www.northtyneside.gov.uk/browse.shtml?p_subjectCategory=381
- (7) LTP Highway Maintenance funding allocations (published on the DfT website)
<https://www.gov.uk/government/publications/highways-maintenance-funding-allocations-201516-to-202021>
- (8) LTP Integrated Transport funding allocations (published on the DfT website)
<https://www.gov.uk/government/publications/local-transport-capital-block-funding> .
- (9) Report to North East Leadership Board meeting of 20 January 2015
(Supplemental Agenda item 7 – Capital Programme 2015/16)
<http://www.northeastca.gov.uk/committee-meetings/north-east-leadership-board-background-information-papers>
- (10) Report to North East Combined Authority Governance Committee meeting of 9 December 2014 (Item 9 – Strategic Risk Approach and Next Steps)
<http://www.northeastca.gov.uk/committee-meetings/governance-committee-background-information-papers>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The Local Transport Plan is included in the 2015-19 Investment Plan.

This report recommends the allocation of the Transport Capital Programme for North Tyneside for 2015/16 as set out in the body of the report.

2.2 Legal

Under the Transport Act 2000, as amended by the Local Transport Act 2008, the Tyne and Wear third Local Transport Plan (LTP3) was submitted to the Secretary of State for Transport in March 2011 by the former Tyne and Wear Integrated Transport Authority (ITA). On 15 April 2014 the ITA was dissolved and its functions transferred to the North East Combined Authority. This report concerns funding allocated to the Integrated Transport and Capital Maintenance blocks as part of LTP3.

In accordance with the Local Government Act 2000 and the regulations made under that Act in relation to responsibility for functions, Cabinet is responsible for determining this matter.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation on the development and implementation of the LTP capital programme is led by the Head of Environment and Leisure in consultation with the Cabinet Member for Economic Development and Cabinet Member for Housing and the Environment. Internal consultation on schemes in the programme will take place with ward Members as appropriate.

2.3.2 External Consultation/Engagement

The Local Transport Plan programme is a capital programme of transport funding which all metropolitan authorities are expected to implement in order to deliver on our aspirations relating to asset management and sustainability.

Schemes in the LTP capital programme are initially identified from the approximately 4000 requests for service which North Tyneside Council receives annually, from Members on behalf of residents and at the many events and interest groups which Council officers attend (e.g. North Tyneside Coalition for Disabled People; Local Access Forum), and from the Council's Highway Asset Management Plan and other critical technical data, e.g. accident statistics, speed surveys, and cycle and pedestrian survey data.

LTP capital funding is also used to implement strategies and policies which the Council has developed, such as the Highway Asset Management Plan, Network Management Plan, Road Safety Strategy, Parking Strategy, Cycling Strategy and Tyne and Wear Rights of Way Improvement Plan, each of which has involved considerable consultation.

Schemes identified from the funding programme will be subject to full statutory and non-statutory consultation during the year.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

There will be positive outcomes for equality and diversity primarily through improved accessibility. A full Equality Impact Assessment has been undertaken for LTP3 as a whole.

2.6 Risk management

The North East Combined Authority's Risk Management Policy and Strategy was agreed by its Governance Committee at its meeting of 9 December 2014. The accompanying report specified that this would support the delivery of Local Transport Plans within the Combined Authority area, by acknowledging the biggest threats to their delivery.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

There will be positive outcomes for the environment and sustainability as elements of the programme will support the use of more sustainable modes of transport by delivering improvements to walking, cycling and public transport infrastructure. A full Strategic Environmental Assessment and Assessment under the Habitats Directive of LTP3 as a whole have been carried out by consultants.

PART 3 - SIGN OFF

- Deputy Chief Executive X
- Head(s) of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Head of Corporate Strategy X