

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	6 May 2014
<b>Title:</b>	Local Transport Plan – Review of Implementation Plan
<b>Reference:</b>	5750
<b>Report From:</b>	Director of Economy, Transport and Environment

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**1. Executive Summary**

1.1. The purpose of this paper is to seek formal adoption of a rolled forward and revised version of the Local Transport Plan's three-year "Implementation Plan", which forms the delivery component of the third Hampshire Local Transport Plan (LTP).

1.2. This paper:

- (i) summarises the changes of a minor nature proposed to the revised three-year Implementation Plan as part of the annual review and roll forward process; and
- (ii) seeks approval to the revised three-year Implementation Plan as part of the Hampshire LTP, to replace the previous version of the Implementation Plan approved by the Executive Member in April 2013.

**2. Contextual information**

2.1. On 24 February 2011, the County Council formally adopted the third Hampshire LTP. The LTP comprises two main components, a long-term (20-year) strategy setting out policies, and a short-term (three-year) implementation plan covering delivery. In March 2011, the Hampshire LTP was published as a formal strategy of the County Council in two parts. Part A comprises six chapters that make up the long-term strategy, and Part B comprises the Implementation Plan. This was done with future revisions in mind.

2.2. At County Council, it was resolved that the implementation plan component of the LTP would be approved and would take the form of a three-year rolling programme that is to be considered annually as part of the County Council's Capital and Revenue Programmes.

- 2.3. On 12 June 2012, and again a year later on 2 April 2013, the Executive Member approved annual roll-forwards of the three-year LTP Implementation Plan. On each occasion, this roll-forward reflected the outcomes of the annual budget setting process and a refresh of background information about the outcome of funding bids for schemes, changes to funding streams administered by central Government, and changes to the role and responsibilities of Local Enterprise Partnerships (LEPs).

### **3. Roll Forward of Three Year Implementation Plan**

- 3.1. The three-year Implementation Plan published in April 2013 contains a number of tables setting out financial information on planned levels of expenditure against a range of categories, such as highway maintenance and integrated transport. A year on, the Implementation Plan requires rolling forward, with expenditure figures for the 2013/14 financial year requiring removal and the addition of new figures for 2016/17, where these are available.
- 3.2. Now that the annual budget setting process has been completed, the expenditure information has been updated and rolled-forward to reflect the decisions reached by the County Council in February 2014 on levels of capital and revenue spending for 2014/15. The revised three-year Implementation Plan sets out planned expenditure on transport schemes and initiatives for the period April 2014 to March 2017.

### **4. Summary of minor updates proposed to the LTP Implementation Plan, as part of process of annual review**

- 4.1. In addition to the programmed spend, the Implementation Plan part of the Hampshire LTP also describes the various different funding streams from Central Government that are used to deliver transport improvements, which are allocated to Local Transport Authorities either via formulaic allocations or via a competitive bidding process. Alongside details of how these funding streams operate, details are given of development-related funding mechanisms such as Section 106 agreements and Community Infrastructure Levy (CIL).
- 4.2. Since the last roll-forward in April 2013, the Government has confirmed funding for a number of successful Local Pinch Point Fund bids submitted by the County Council. A brief overview of each project has been included as part of the update to the Implementation Plan. Progress updates are also included on each of the projects funded through the Highways Agency's Pinch Point Fund programme.
- 4.3. In early 2013, the Government announced that funding for major transport schemes was going to be devolved to LEPs. It tasked each LEP to set up Local Transport Bodies (LTBs), to prioritise major schemes within each LEP area. The Government indicated a range of funding that each LEP could expect to receive for major schemes, and in July 2013, the Enterprise M3

and Solent LTBs met and agreed a prioritised list of schemes that could be delivered within the funding envelope. Hampshire County Council is represented on both the Enterprise M3 and Solent LTBs by the Executive Member for Economy, Transport and Environment.

- 4.4. In July 2013, the Government issued guidance to LEPs which saw major schemes funding subsumed into a wider funding stream - the 'Local Growth Fund' (LGF), which is worth £2billion a year nationally from 2015/16 onwards and will be allocated between the 39 English LEPs using a part-formulaic and part-competitive bidding process, through a Local Growth Deals process. The competitive element will be awarded following the assessment of final Strategic Economic Plans (SEPs) submitted by each LEP at the end of March 2014. The LGF is made up of capital funding and has been created by pooling existing funding mechanisms, from across Government departments, either wholly or in part. Notable inclusions within the LGF are transport major schemes funding, the Local Sustainable Transport Fund (LSTF) capital element and 43.7% of integrated transport block funding. In the 2014/15 financial year, the County Council will receive a total of £9.82million of integrated transport block funding from the Department for Transport (DfT). With 43.7% of this amount being reallocated to the LGF from 2015/16 onwards, it is important that both the Solent and Enterprise M3 LEPs fare well in Growth Deal negotiations and that the LEPs recognise the importance of spending funding on integrated transport, if current levels of expenditure in this area are to be maintained. However, the LGF provides an opportunity to deliver a greater number of major schemes within Hampshire from 2015/16 onwards than would have been possible under the present system of funding.
- 4.5. The SEPs of the Solent and Enterprise M3 LEPs submitted at the end of March 2014 acknowledge the crucial role that delivery of new transport infrastructure plays in supporting economic growth, through both improving journey time reliability and supporting delivery of new housing and employment sites. The County Council has worked closely with both LEPs to prioritise major schemes, structural maintenance schemes and sustainable transport improvements for inclusion within SEPs. The level of funding available to each LEP through the LGF will be determined by central Government by the summer of 2014. This is likely to be a firm allocation for 2015/16 and indicative allocations for future years. The County Council has commenced work on the development of business cases for major schemes that were prioritised by LTBs in July 2013, and, once the outcome of the Growth Deals process with each LEP is known, will do the same for other major schemes that are to be delivered from 2015/16 onwards. LTBs will play an important role in assessing full business cases for major schemes.
- 4.6. In December 2013, the DfT invited Local Transport Authorities to submit bids for a share of £64million worth of LSTF Revenue funding for 2015/16. The County Council is involved as a partner in a total of five bids. Details of these bids have been provided. The outcome of these bids is expected to be announced by the DfT in July 2014.

## **5. Annual Review of the LTP Strategy**

- 5.1. A review of the “long-term Strategy” component of the LTP was carried out in January 2014. This review confirmed that the high level priorities and policy objectives adopted in February 2011 still accurately reflect the County Council's priorities for transport, so it is recommended that no changes are required to this part of the LTP. In January 2013, a series of minor updates were made to the Strategy that sought to improve factual accuracy. No further amendments to improve factual accuracy are considered necessary at the present time. The only other change was to update the Glossary section of the LTP, to add a definition of the Local Growth Fund, to help stakeholders and interested parties understand the scope of this new fund.

## **6. Recommendation**

- 6.1. That the revised and rolled forward three-year Implementation Plan section of the Hampshire Local Transport Plan (LTP), be approved to replace the previous version of the LTP Implementation Plan approved by the Executive Member in April 2013.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Local Transport Plan – Review of Implementation Plan and Strategy	4780	2 April 2013
Hampshire Local Transport Plan 3 - Revision and Roll-Forward of three-year Implementation Plan	3873	12 June 2012
Hampshire Local Transport Plan Strategy and Implementation Plan	1680	24 February 2011
Hampshire Local Transport Plan Strategy and Implementation Plan	1681	11 February 2011
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u>	<u>Date</u>	
Local Transport Act	2008	

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on 'Develop Hampshire's highway network and transport systems'.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### **2. Impact on Crime and Disorder:**

- 2.1. The Local Transport Plan refers to how the County Council will look to improve levels of personal security through good standards of design of transport improvements, for example new brighter street lighting.

### **3. Climate Change:**

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The Hampshire LTP Implementation Plan contains a range of planned schemes, many of which seek to reduce the need to travel, improve travel choice through investment in sustainable forms of travel, and exploit advances in technologies such as travel information and low-carbon vehicles.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Measures to both mitigate and adapt to climate change form part of the LTP priorities, policy framework, and the delivery aspects of the LTP Implementation Plan.