

# Swindon Local Transport Plan

## Implementation Plan 2016/17

**Cabinet**

**Date: 16<sup>th</sup> June 2016**

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Author:	Cabinet Member for Sustainability, Highways, and Transport Head of Highways & Transport
Wards:	All
Locality Affected:	All
Parishes Affected:	All

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### **1. Purpose and Reasons**

- 1.1 The Local Transport Plan (LTP) is the principal means of delivering the Council's transport programme. It is the statutory document that contains the transport policies and programmes of the local transport authority. It is listed in Article 4 of the Council Constitution as a key document in forming the policy framework for the Council and it is subject to an annual report to the Cabinet in order to ensure transparency in the apportionment of the funding and aid the delivery of the programme.
- 1.2 The report seeks approval for the adoption of the Local Transport Plan Implementation Plan for 2016/17 and for the Local Transport Plan Capital Programme budget apportionment for 2016/17.
- 1.3 The Local Transport Plan is the transport delivery plan for the wider strategic objectives of the Council. It supports and is consistent with the Vision for Swindon and the Council's planning policies; in particular the Local Plan and Central Area Action Plan. The Local Transport Plan has a key role in implementing the Corporate Plan's priorities and objectives, particularly in relation to the Vision for Swindon priorities.

### **2. Recommendations**

Cabinet is recommended to:

- 2.1 Approve the Local Transport Plan (LTP) Implementation Plan for 2016/17.
- 2.2 Approve the Local Transport Plan Capital Programme budget categories and total spend for 2016/17, as detailed in Tables 1 to 7 of the Implementation Plan attached as Appendix 3.

Subject to approval of the Local Transport Plan Implementation Plan by Council:  
to

- 2.3 Authorise the Head of Highways and Transport, in consultation with the Cabinet Member for Sustainability, Highways, and Transport to:

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Further information on the subject of this report can be obtained from Philip Martlew, Direct Dial Telephone Number 01793 466369, [pmartlew@swindon.gov.uk](mailto:pmartlew@swindon.gov.uk).

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- 2.3.1 Prioritise schemes in accordance with Vision for Swindon priorities,
  - 2.3.2 Approve scheme progression in accordance with the updated Protocol (attached as Appendix 2 and originally approved by the Cabinet in July 2010),
  - 2.3.3 Amend the Protocol to reflect changing job titles and organisational restructuring,
  - 2.3.4 Vary allocations between different budget categories,
  - 2.3.5 Approve variations in scheme costs,
  - 2.3.6 Add/substitute schemes, provided expenditure is contained within the approved total budget, and
  - 2.3.7 Vary the allocation of the £200k of previous funding set out in paragraphs 3.10 and 3.11 such that it is returned to the Council's reserves to be used for Corporate priorities.
- 2.4 Approve the Sustainable Travel Transition Year revenue funding budget categories and allocations for 2016/17 as detailed in table 8 of Appendix 3 and authorise the Head of Highways and Transport in consultation with the Cabinet Member for Sustainability, Highways, and Transport to amend budget allocations between the package elements where necessary to ensure delivery of the projects set out in the bid document.
- 2.5 Authorise the Head of Highways and Transport in consultation with the Cabinet Member for Sustainability, Highways and Transport to work with the Swindon and Wiltshire local Enterprise Partnership to submit a bid to the Large Local Major Schemes Fund for development funding for the Thamesdown Drive to Barnfield Link as set out in paragraphs 3.13 to 3.15 of the report.
- 3. Detail**
- 3.1 The current Local Transport Plan (LTP3) was approved by Cabinet on 9<sup>th</sup> March 2011 and by Council on 14<sup>th</sup> April 2011 (Cabinet Minute 94, 2010/11 and Council Minute 134 2010/11 refer). It sets out an overarching strategy document (covering the period 2011 to 2026) supported by nine thematic Supplementary documents and an Implementation Plan.
- 3.2 The Local Transport Plan - LTP3 - was prepared within the context of the Swindon Transport Strategy and under the supervision of the Local Development Plans Working Party. It is the delivery plan for the wider Transport Strategy and reflects the objectives of the Strategy. LTP3 also supports and is consistent with
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- One Swindon and the Council's planning policies; in particular the Local Plan and Central Area Action Plan.
- 3.3 Seven key transport challenges have been identified which the Local Transport Plan must address. Seven transport outcomes have been identified that should be achieved in order to address the challenges. This has been translated into six transport policies, which form the core of LTP3. A copy of the full Local Transport Plan Strategy document and supplementary documents is available on the Council's website and in the Members Room. A summary document setting out the headline policies is included as Appendix 1.
- 3.4 An Implementation Plan is produced for each year, with indicative information for the following two years (a rolling three year programme) and is subject to annual approval by Cabinet.
- 3.5 At its meeting on 25<sup>th</sup> February 2016, Council approved the Capital Programme budget for 2016/17 (Council Minute 74, 2016/17 refer). This includes details of the overall Highways and Transport capital budget for 2016/17.
- 3.6 The Government has confirmed Local Transport Plan grant funding for 2016/17 of £3,944,000. The proposed Highways and Transport programme has therefore been developed within this total envelope of funding to ensure no further borrowing is required which would require a subsequent increase in debt charges.
- 3.7 The draft Implementation Plan for the period 2016/17 is included as Appendix 3, which sets out the proposed breakdown of the overall Highways and Transport capital budget across the different expenditure categories. In the absence of any firm funding notification beyond 2016/17 only an indicative allocation is shown for 2017/18 and 2018/19.
- 3.8 Individual schemes within the expenditure categories are authorised by the Head of Highways and Transport in consultation with the Cabinet Member for Sustainability, Highways, and Transport in accordance with the Protocol first approved by Cabinet in July 2010 (Cabinet Minute 23, 2010/11 refers). The latest version of the Protocol is included as Appendix 2. The Protocol will be further revised to reflect changing job titles and amendments arising from structural reorganisation. Schemes will be selected from the pool of schemes in each category up to the value of the available budget.
- 3.9 In previous years the Highways Locality Fund provided £25,000 for each Locality area to deliver minor highway schemes that were identified as a community priority. The budget position meant that at its meeting on 9<sup>th</sup> December 2015 Cabinet agreed that this funding could not be repeated in 2016/17 and no provision was made for this fund in the Budget approved on 25<sup>th</sup> February 2016
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(ibid). In future, Member requests for local priority highway schemes will be recorded by officers on a Ward basis. These requests will be reviewed periodically and will inform the planning of future years capital programmes.

- 3.10 £100k funding for Queen Elizabeth Drive widening was approved by Council on 24<sup>th</sup> February 2014 in a package of measures using “unspent Corporate Contingency Fund in 13/14” (Council Minute 94 2013/14 refers). This was hoped to address concerns raised by local residents but it has not proved possible to devise a suitable scheme. It is therefore proposed that the funds released by cancelling this project are returned to the Council’s reserves.
- 3.11 £100k funding to “Improve access to shops and business on Commercial Road by slowing traffic” was approved by Council on 23<sup>rd</sup> February 2015 in a package of measures using New Homes Bonus money set aside in the Infrastructure and Regeneration Reserve to support Swindon’s growth (Council Minute 81, 2014/15 refers). The current stage of town centre regeneration planning means that there is no immediate plan to bring forward this scheme. It is therefore proposed that the funds released by cancelling this project are returned to the Council’s reserves.

### Growth Deal

- 3.12 In July 2014, the Government announced the successful Growth Deal negotiated with the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) amounting to an investment of £129.1 million. The successful schemes in Swindon relate to New Eastern Villages, Rapid Transit, Wichelstowe third access and Sustainable Transport. There are additional schemes in the Wiltshire Council area. The previously prioritised Local Transport Board schemes for M4 junctions 15 and 16 have been rolled into the Growth Deal process.

### Large Local Major Schemes Fund

- 3.13 The Department for Transport has invited Local Enterprise Partnerships to bid to a new “Large Local Major Schemes Fund” that was announced in the last budget. The aim is to provide funding for those exceptionally large transport schemes that are too big to be taken forward within regular Local Growth Fund allocations and could not otherwise be funded. The competitive bidding process has a deadline of 21 July 2016.
- 3.14 Officers are working with the Wiltshire and Swindon LEP on a bid to this fund for the Thamesdown Drive to Barnfield Link. Swindon’s bid will request £1.27m to cover development of the next stage of the Thamesdown Drive to Barnfield Link project, which will include all environmental surveys, detailed design, preparation of a planning application and the final business case. A further bid will then be submitted to the Department of Transport for full funding support in 2019.

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- 3.15 This work represents progress towards Pledge 4 to “Make the case to Government to invest in a Thamesdown Drive extension”.

### Sustainable Travel Transition Year Revenue Fund

- 3.16 Details of the one year Sustainable Travel Transition Year revenue project are included in Appendix 3, table 8. Funded directly by the Department for Transport following a competitive bidding process this allows additional work to be carried out to promote sustainable transport initiatives for 2016/17. This work supports the Sustainable Transport capital schemes funded through the Growth Deal.
- 3.17 The Swindon Cycling Framework, developed in partnership with local stakeholder groups, and approved by Cabinet at its meeting on 16<sup>th</sup> March 2016 was an important element in the successful bid. This funding will allow the Council to proceed with implementing the strategies to further encourage cycling which are set out in the Framework.

## **4. Alternative Options**

- 4.1 The production of a Local Transport Plan is a statutory requirement for each local transport authority in England. Failing to produce and maintain a Local Transport Plan is not therefore an option. It is listed in Article 4 of the Council Constitution as a key document in forming the policy framework for the Council.
- 4.2 It is intended that LTP3 will be reviewed and refreshed during its life. There is therefore the option to review and refresh elements of the plan as appropriate.
- 4.3 The Implementation Plan will be further updated for 2017/18 and is proposed to be presented to Cabinet in June 2017.
- 4.4 Alternative options to individual schemes within the Implementation Plan can be considered at the initial Business Case preparation stage. In so doing, there is a necessity to co-ordinate works with other supportive funding streams and strategic plans. Whilst, through consultation, specific schemes may change or be replaced the fundamental principles of delivering the Local Transport Plan Strategy approved by the Cabinet will be maintained.

## **5. Implications, Diversity Impact Assessment and Risk Management**

### Financial and Procurement Implications

- 5.1 The financial implications arising from producing the Local Transport Plan are met from existing Highways and Transport Delivery budgets.
- 5.2 The Local Transport Plan Strategy document sets out the policy background for establishing the transport spending priorities of the Council to 2026. The overall

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Highways and Transport budget is subject to separate annual approval by Cabinet as part of the Council's overall Capital programme.

- 5.3 The Implementation Plan sets out a pool of schemes. The Local Transport Plan does not necessarily commit the Council itself to funding proposals contained within it. This will largely be dependent on the outcome of the funding settlements from central government and the availability of developer contributions and other grants and awards.
- 5.4 Where the Implementation Plan refers to possible S106 funding for individual schemes this remains subject to the approvals process for the use of S106 funding.
- 5.5 Contracts for works and services in the programme are procured in accordance with Council Standing Orders.

### Legal and Human Rights Implications

- 5.6 The content of this report will not have a direct implication on human rights issues and it is believed to be compatible with Convention Rights.
- 5.7 There are no direct legal issues arising from the report. The production and adoption of the Local Transport Plan is a statutory duty covered by the Local Transport Act (2000) as amended by Part 2 of the Local Transport Act (2008).

### All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.8 A Strategic Environmental Assessment, Habitats Regulation Assessment and Health Impact Assessment have been carried out in accordance with legislative requirements. Consultation has taken place with the appropriate LTP statutory consultees. A Rural Supplementary document was produced as part of LTP3.

### Diversity Impact Assessment

- 5.9 A Diversity Impact Assessment (DIA) was completed for the overarching LTP Strategy in 2011. The DIA was reviewed and updated for 2015. This included a detailed analysis of the 2011 Census data. The conclusions were that:
- 5.9.1 Some equality groups have significantly lower levels of car ownership than the population generally and will therefore have different transport issues (eg more reliance on public transport, walking and cycling),
- 5.9.2 Caution should be used in applying "Swindon-wide" average figures for equality groups on a local basis, and



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- 5.9.3 The concentration of certain groups into distinct parts of Swindon will mean that transport issues unique to those communities (eg non car ownership, reliance on public transport, concern over safety on-street at night) will be particularly emphasised in those areas
- 5.10 As a result transport officers planning and designing services and schemes for local areas should consider the detailed demographic data for those areas to ensure that particular and unique issues for any equality groups strongly represented locally are identified at an early stage. Locality based decision making over scheme prioritisation may provide an opportunity to address particular equality group issues at a local level.
- 5.11 This DIA is available from the report author.

### Risk Management

- 5.12 A risk register is maintained for the overall LTP programme.

## **6. Consultees**

- 6.1 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

## **7. Background Papers**

- 7.1 None

## **8. Appendices**

- 8.1 Appendix 1: LTP3 Strategy Summary
- 8.2 Appendix 2: Protocol for approving capital funded schemes
- 8.3 Appendix 3: LTP3 Implementation Plan 2016/17 – 2018/19

## **9. Key Decision/Decision in Cabinet Work Programme and Forward Plan**

- 9.1 This is a Key Decision and is included in the Cabinet Work Programme and Forward Plan for June 2016.