

## **Local Transport Plan Financial settlement for 2001/02**

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**Chiltern Local Committee**

**30 January 2000**

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**1 Purpose Of Report**

- a To advise the Local committee of the Local Transport Plan financial settlement for 2001/02.

**2 Proposed Action**

- b The Committee is invited to NOTE the level of funding for Maintenance, Integrated Transport, and major highway schemes during 2001/02 secured through the Local Transport Plan.

**3 Resources Appraisal**

- c This report highlights the financial resource implications of the Local Transport Plan settlement.

**4 Supporting Information**

- d The Local Transport Plan is a document put together by the County Council in consultation with the District Councils, Parish Councils, and other key stakeholders. The Local Transport Plan 2001/02 to 2005/06 was submitted to the Government in July 2000. It describes the transport strategy for the County over the years 2001/02 to 2005/06 and beyond. It is also a bid to the Government for funding in order to implement the planned transport improvements.
- e On 14<sup>th</sup> December 2000 the Government Office for the South-East issued a settlement letter to the County Council. This details the level of Government funding secured by the County Council, mainly in the form of 'borrowing approvals', for capital schemes.
- f In total the County Council secured £14.408m for 2001/02, more than a 120% increase on the £6.5m secured in 2000/01. This is a much higher increase than for the South-East region as a whole,

and is largely a reflection of the high regard in which Buckinghamshire's Local Transport Plan is held.

g The settlement letter includes an assessment of the Local Transport Plan. Whilst all sections were rated positively, some sections received high praise indeed, including:

- School Travel – described as ground breaking and one of the best strategies in the country;
- Public transport information – considered excellent, with the County Council showing a leadership role;
- Bus strategy – described as being especially good;
- Maintenance strategy – rated as excellent; and
- Rural issues – the treatment of the County's rural issues is seen to be one of the plan's key strengths.

The letter also recognised the County Council's clear commitment to the needs of disabled people and action on climate change.

h The £14.408m is broken down as follows:

i). Maintenance - £8.227m. This includes funding for:

- Principal roads;
- Non-principal roads; and
- Bridge strengthening.

ii). Integrated Transport - £4.8m. This includes funding for:

- Local Safety Schemes;
- Principal road improvements;
- Passenger transport information;
- Public transport and interchanges;
- School Travel Plans;
- Marketing and Promotions;
- The two urban area strategies;
- The three rural area strategies; and
- Rural strategic rights of way.

iii). Major schemes - £1.381m. This includes funding for:

- A4146 Stoke Hammond and Linslade Western Bypass;
- Tingewick Bypass.

and

i It is worth noting that in previous settlements the County Council has not been allowed to use this type of funding for the maintenance of local roads (non-principal roads). However, the Government this time has included local roads in the £8.227m for maintenance. This is an area of work that has been under-funded in the past and it is hoped

that continued funding through the Local Transport Plan will help to reverse the decline in the condition of local roads.

## **5 Background Papers**

The Local Transport Plan 2001 – 2006 (Volumes 1 to 5).

- ***Report ends*** -