

## Appendix 1

**Question 1** - *Do you have any objections to the principle of updating the formula to reflect current transport priorities?*

The County Council updated its own transport priorities as part of the development of the third local transport plan, all of which are reflected in the proposed changes and include priorities related to the economy and carbon. The County Council does not therefore have objections to the principle of updating the formula to reflect current transport priorities.

**Question 2** - *Do you think IT Block funding should continue to be based solely on need?*

Whilst it is logical to base the funding predominantly on need it is considered that there should be an incentive for improvement.

**Question 3** - *Do you have any comments on the proposed new formula to eliminate perverse incentives?*

The County Council agrees with the principle of eliminating perverse incentives and rewarding improvement.

**Question 4** - *Do you have any suggestions for trend data for any of the elements of the current formula?*

No.

**Question 5** - *Do you have any views on the proposed balance (75%:25%) between 'need' and 'improvement'?*

It is logical to base the funding predominantly on need but it is considered that there should be an incentive for improvement. The County Council does not have sufficient information to determine if 75%:25% is a reasonable split between 'need' and 'improvement' but there was historically a 25% 'reward' for effective delivery and improvement throughout the second LTP period.

**Question 6** - *Do you have any further comments on Option 1?*

If a suitable data set cannot be found to determine an element to represent the economy, Option 1 is the County Council's preferred option.

**Question 7** - *Should carbon be part of the IT Block formula?*

The County Council, through consultation as part of the development of the third local transport plan, identified minimising transport's impact on the environment (particularly relating to carbon) as one of its transport priorities. It is therefore considered that carbon should be part of the IT block formula.

**Question 8** - *Do you have any comments on the suggested data set for adding a carbon element to the formula? Are there further alternatives you would like to suggest?*

No.

**Question 9** - *Should economic growth be part of the IT Block formula?*

The County Council, through consultation as part of the development of the third local transport plan, identified economic growth as its highest transport priority. It is therefore considered that economic growth should be part of the IT block formula if a suitable data set for determining the formula can be established.

**Question 10** - *Do you have any comments on the use of employee earnings for measuring economic growth? Are there further alternatives you would like to suggest?*

Using the level of employee earnings as the measure of economic growth is not considered to be an effective means of assessing transport need. This data set would also obviously favour the East of England, South East and South West given their higher average earnings.

**Question 11** - *Do you have any further comments on Option 2?*

Option 2 does not provide any incentive for continuous improvement and will continue to reward perverse incentives.

**Question 12** - *Do you have any comments on Option 3?*

If a suitable data set can be determined for the economy element Option 3 would be the preferred option. This is because it will include all of the County Council's current transport priorities within the elements included and gives a greater balance to the weighting of them. The County Council therefore supports Option 3, provided that a more representative data set than the proposed average employee earnings can be found to determine economy element.

**Question 13** - *Do you have any suggestions for how walking and cycling data might be included in the funding formula?*

It is not considered that the Active People Survey has a large enough sample size to make it a robust method for determining funding as it is based on a small sample size of only 500 people per district and therefore is subject to fluctuation. Whilst each authority will probably monitor walking and cycling at a local level the different methodologies used to collect this data mean that it would be difficult to use this data in a consistent way.

**Question 14** - *Do you think the Department should base weightings on current transport priorities, rather than historic spend patterns?*

The County Council considers that the weightings should be based on current transport priorities rather than historic spend patterns.

**Question 15** - *Which elements in the formula should be given the heaviest weighting?*

The County Council broadly agrees with the proposed weighting of the elements. The Council has identified improving the economy as its highest transport priority and therefore elements which deliver this priority should be given the greatest weighting (particularly congestion, accessibility and economic data elements). These elements (as detailed in the proposals put forward by DfT) account for 50% of the weighting and therefore it is considered that they already have sufficient weighting.

**Question 16** - *The Department is not considering changes to the data sets used for four elements of the existing formula: Objective One Areas, public transport, accessibility and air quality. Do you agree with this approach?*

Yes.

**Question 17** - *Do you have any comments on the two alternatives for the road safety element of the formula? Are there further alternatives you would like to suggest?*

The County Council considers the proposed option given in Option 3 which is based 75% on need and 25% on performance using trend data to be the preferred alternative, in line with the other elements where this can be done.

**Question 18** - *Do you see any problems with the current measure for congestion? Do you have any comments on the suggested alternative? Are there further alternatives you would like to suggest?*

Further information on how the trend data is determined/weighted is required to allow for comprehensive comments on the suggested alternative and to consider how robust it is. For example, how are the differing speed limits along roads considered, as driving at 25mph would be considered free flowing within a 30mph speed limit but would be very poor within a 60mph speed limit area?

Comparability of alternative datasets would be difficult as it is unlikely that they will have been collected in a consistent way.

**Question 19** - *The Government is keen for local authorities to provide more transparency around spending on small transport projects. Do you have any views on how this might be achieved?*

The County Council includes details on spending on transport projects (including small transport projects) in its Local Transport Plan Implementation Plan which is updated annually and is published on the County Council's website.

**Question 20** - *Do you have any other issues that you would like to raise about the calculation or distribution of the IT Block Funding?*

No