

18th October 2012**Agenda Item:12****REPORT OF SERVICE DIRECTOR, HIGHWAYS****LOCAL TRANSPORT BOARDS****Purpose of the Report**

1. The purpose of this report is for Committee to approve the Council's response to the Department for Transport regarding the delivery of local major transport schemes in 2015/16 and beyond.

Information and Advice

2. The Department for Transport (DfT) has established proposals to devolve funding for major local transport schemes to Local Transport Boards (LTB). These proposals are set out in more detail in a report to the County Council's cabinet on 18th April 2012 regarding the DfT consultation.
3. In the response to that consultation the County Council stated a preference for a LTB to be formed for the geographic area of the D2N2 Local Enterprise Partnership (LEP) consistent with guidance from DfT. The four Local Transport Authorities of Nottinghamshire, Nottingham City, Derbyshire and Derby City have all indicated their support for this approach.
4. However DfT has given an opportunity for District Councils who are within the geographic area of more than one LEP to express their preference into which LTB their district should be included. Bassetlaw District Council is within both the D2N2 LEP and also the Sheffield City Region (SCR) LEP and is currently considering its position.

Response to Department for Transport

5. The DfT had asked for a response regarding the proposed LTB from all local authorities. The County Council's response pending consideration by the Committee is attached at Appendix A.

Reasons for Recommendations

6. To approve the Council's response to DfT.

Other Options Considered

7. The option of a combined Local Transport Board over the combined geographic area of the D2N2 and SCR LEP appeared to offer few benefits to the D2N2 local transport authorities given the different nature of the transport, economic and community needs.

Statutory and Policy Implications

8. This report has been compiled after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

9. A D2N2 LTB is likely to attract government grant for local transport major schemes of some £13M a year allocated to project(s) across the four local transport authorities. The withdrawal of Bassetlaw district from the LTB would reduce the annual grant by some £700,000 a year.

Implications for Sustainability and the Environment

10. Local transport major schemes generally improve the local environment.

RECOMMENDATION

It is RECOMMENDED that:

11. The response to DfT attached at Appendix A be approved.

For any enquiries about this report please contact:

Andrew Warrington – Service Director Highways

Constitutional Comments [SSR 9/10/12]

12. The recommendation set out in the report may be determined by the Transport and Highways Committee.

Financial Comments [MA 9/10/12]

13. The financial implications are as stated in paragraph 9 of the report with detail on specific grants included in year specific allocations.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Report to Cabinet Member for Transport and Highways 1st March 2011, Changes to Highway Maintenance Policies.

Report to Cabinet 18th April 2012, DfT Consultation on devolution of local major scheme funding

Electoral Division(s) and Member(s) Affected

All