

9 July 2019		ITEM: 5
Planning, Transport, Regeneration Overview and Scrutiny Committee		
Integrated Transport Block Capital Programme 2019/20		
Wards and communities affected: All	Key Decision: Not applicable	
Report of: Mat Kiely, Strategic Lead of Transportation Services		
Accountable Assistant Directors: Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection and Julie Nelder, Assistant Director of Highways, Fleet and Logistics		
Accountable Director: Andrew Millard, Interim Director of Place and Julie Rogers Director of Environment and Highways		
This report is Public		

Executive Summary

This report sets out the recommended programme of work which will utilise the funding allocations available to the Transport Development and Highways Maintenance Services within the 2019/20 financial year.

The report covers the Integrated Transport Block (ITB) Capital allocation and the Maintenance Block allocation that is assigned to the Council through the Department for Transport's annual capital settlement of £971,000 and £1.938m respectively.

It sets out the proposed programme of expenditure for 2019/20, to implement improvement and enhancement schemes covering the following strategic priority areas as set out and agreed in the Council's Transport Strategy:

- Freight Management
- Public Transport Infrastructure
- Parking Management
- Traffic Management
- Rights of Way
- Road Safety Engineering
- Safer Routes to Schools

It also sets out the proposed programme of expenditure from the Maintenance Block funding allocation covering the following maintenance categories:

- Classified Resurfacing
- Unclassified Resurfacing
- Footway / Cycleway Maintenance
- Street Lighting
- Drainage
- Traffic Signals
- Road Markings

1. Recommendation(s)

1.1 That Planning, Transport and Regeneration Overview and Scrutiny Committee comment on the report and the Cabinet recommendations:

- **Approves the Integrated Transport Block Capital Programme and the Highways Maintenance Capital Programme for 2019/20 (as detailed in Appendices 1 and 4).**
- **Note and approve the process by which the Safer Routes to School and Road Safety Engineering programme (as detailed in Appendix 2 & 3) is assessed and prioritised for implementation over the next 5 years through the delegated authority held by the Director of Place, in consultation with the Cabinet Member for Highways and Transport**
- **Delegates the authority to the Director of Place and the Director of Environment and Highways, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to these programmes during the course of the year taking into account local views and priorities.**

2. Introduction and Background

2.1 This report seeks approval for the 2019/20 Integrated Transport Block (ITB) Capital Programme. The programme sets out how the Council will prioritise available funding from the Department for Transport (DfT) allocation to enhance transport infrastructure and service provision within the Borough. It also establishes the provision for variation to the programme and the means by which requests for additional works are considered and authorised.

3. Issues, Options and Analysis of Options

2019/20 Integrated Transport Block Capital Programme

- 3.1 The DfT annual settlement provides the allocation for Integrated Transport Block (ITB) schemes. The total Integrated Transport Block capital programme allocation for Thurrock for 2019/20 amounts to £971,000.
- 3.2 The 2019/20 ITB programme has the ability to deliver an extensive range of transport improvements which reflect the vision and aims set out within the Council's long term Transport Strategy (2013-26). Tackling congestion,

delivering accessibility, improving air quality and making Thurrock's roads safer are core elements of the Transport Strategy which support sustainable growth and regeneration in the Borough.

- 3.3 The 2019/20 ITB programme focuses on schemes including Road Safety (including walking & cycling), Freight Management, Parking Management, Rights of Way, Public Transport, Traffic Management and Safer Routes to Schools.
- 3.4 These programme areas are consistent with the delivery areas identified within the Council's Transport Strategy and support wider priority themes such as Air Quality, Sustainable Travel, Growth and Regeneration.
- 3.5 The benefits of some schemes will overlap due to the nature of work delivered. For example, traffic management schemes will deliver air quality benefits while Rights of Way and SRTS schemes can encourage walking and cycling and help to reduce congestion and improve local air quality.
- 3.6 It is important to identify a methodology for prioritising and delivering certain elements of the ITB Capital Programme in order to ensure a level of consistency and focus within certain programme areas. Examples of this include the Safe Routes to Schools (SRTS) proposals and Road Safety Engineering. The Transport Development Team will continue to apply set criteria in order to prioritise and deliver these schemes over a 5 year period through delegated authority held by the Director of Place, in consultation with the Cabinet Member for Highways and Transport. Additional information relating to the priority listing for SRTS and Road Safety Engineering are detailed in Appendix 2 & 3.
- 3.7 The Department for Transport (DfT) confirmed that Thurrock Council will receive a total capital settlement of £971,000 for the Integrated Transport Block capital programme for the 2019/20 financial year. This allocation is not 'ring fenced' for spend in the specific areas set out by DfT and therefore, Local Authorities have some flexibility to manage these allocations. As a result, the funding allocations may be amended slightly, within the total allocation, to meet local needs on the network.
- 3.8 Table 1 below provides a summary of how the DfT funding is allocated across the 2019/20 ITB works programme. These allocations are informed by the Council's Transport Strategy. The full programme of works is attached at Appendix 1.

Table 1

Integrated Transport	
Freight Management	£100,000
Parking Management	£51,000
Traffic Management	£200,000

Road Safety Engineering	£270,000
Safer Routes to Schools	£250,000
Rights of Way	£50,000
Public Transport Infrastructure	£50,000
Total	£971,000

Variation

- 3.9 The Council receives regular requests for improvements to be carried out on the transport network. These requests are prioritised using the agreed scheme determination process with the responsibility to authorise recommendations delegated to the Director of Place in consultation with the Leader of the Council or the Cabinet Member for Highways and Transport.
- 3.10 Whilst there is limited flexibility within the programme once agreed, in some cases requests will need to be implemented within the current financial year rather than held pending a future programme. This might include works to protect the public from risk of injury, for example.
- 3.11 Similarly, delegated authority can be used if schemes are subject to cost changes as a result of increasing scope or unforeseen revisions to schemes.

2019/20 Maintenance Block Capital Programme

- 3.12 The DfT annual settlement provides the highway maintenance allocation. The total Maintenance Capital Programme allocation for Thurrock for 2019/20 amounts to £1,938,000.
- 3.13 The 2019/20 Highway Maintenance programme supports the requirements of the DfT's Highway Maintenance Efficiency Programme (HMEP). Areas are identified for treatment using a data led approach and includes measures for preventative maintenance, increasing the life cycle of the highway asset. This approach has enabled Thurrock to achieve Band 3 status (the highest available level) in accordance with the DfT's Highway Maintenance Efficiency Programme, securing the maximum level of funding available for Thurrock roads.
- 3.14 The funding has been allocated to support all elements of the highway assets. A breakdown of the allocation is shown in Appendix 4.

4. Reasons for Recommendation

- 4.1 Approving the recommendations set out in this report will enable the 2019/20 ITB Capital Programme to be implemented. The delivery of the programme

will ensure ongoing improvements to transport infrastructure and service provision within the Borough.

5. Consultation (including Overview and Scrutiny, if applicable)

5.1 The Capital Programmes have been developed in line with the priority areas that are set out and agreed in the Council's Strategy, following extensive community and stakeholder engagement.

5.2 Local residents, interest groups and key stakeholders (including the Thurrock Road User Group, Congestion Taskforce, Bus User Group, Local Access Forum and Your Place, Your Voice etc.) have been influential in providing regular input for the evidence base that has informed the development of the Capital Programmes. Ward Members will be advised of works affecting their respective wards.

6. Impact on corporate policies, priorities, performance and community impact

6.1 The Capital Programmes will help improve and enhance the transport network across the Borough making it safer, less congested and more accessible, thereby promoting and supporting People, Place and Prosperity within Thurrock.

7. Implications

7.1 Financial

Implications verified by: **Mark Terry**
Senior Financial Accountant

Calculations have been provided, based on the DfT Decision Letter, confirming final allocations for 2019/20. The cost of implementation will be contained within the funding announced by Government or built into future capital programmes.

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Law (Regeneration)

The legal implications are included in the body of the report.

7.3 Diversity and Equality

Implications verified by: **Natalie Warren**
Strategic Lead, Communities and Libraries

An Equality Impact Assessment has been undertaken for the 2019/20 ITB Capital Programme. It recognises the transport interventions that will support improved quality of life in the Borough and its social and economic regeneration as well as transport priorities for, congestion & CO2 mitigation, accessibility, safety, air quality and climate change adaptation.

Access to services and the safety of residents have been highlighted and will be addressed throughout the plan period. The ITB programme takes account of specific areas of the borough and population where implementation will be prioritised to improve road safety, air quality and access to services, taking account of legislative considerations such as the Equality Act. These have been applied to the capital programme.

The capital maintenance programme has been compiled using a data lead approach as required by the DfT. Condition data is compiled in accordance with council policy which sets out inspection frequencies and priorities, based on the risk and safety of road users.

7.4 **Other implications** (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None

8. **Background papers used in preparing the report** (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- Thurrock Transport Strategy
- Implementation Plan

9. **Appendices to the report**

- Appendix 1 – 2019/20 ITB Capital Programme
- Appendix 2 – Safe Routes to School programme
- Appendix 3 – Road Safety Engineering programme (provide additional detail)
- Appendix 4 – Highways Maintenance Capital Works Programme 2019-20

Report Author:

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