

Report of:	<p>Councillor Eric Polano - Executive Member for Regeneration Councillor Barrie Cooper - Executive Member for Environment, Finance and Governance Richard Horniman - Director of Regeneration and Culture Geoff Field - Director of Environment and Commercial Services</p>
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Submitted to:	Executive - 8 March 2022
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Subject:	2022/23 Transport and Infrastructure Capital Programme
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Proposed decision(s)
That Executive approves the proposals to allocate funding to deliver infrastructure as identified within the report.

Report for:	Key decision:	Confidential:	Is the report urgent?¹
Decision	Yes	n/a	n/a

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
The proposals will improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities.	The proposals will improve accessibility to key services and facilities, and assist the Borough in improving its reputation and aesthetics by improving the public realm, and reducing congestion and traffic noise, and improving air quality.	By improving accessibility to key economic centres, the Council will be improving business opportunities for further inward investment by ensuring that transport does not act as a barrier to economic growth.

Ward(s) affected
All wards. Identified schemes are marked on the Ward map in appendix 1.

¹ Remove for non-Executive reports

What is the purpose of this report?

- 1) The purpose of this report is to gain approval to allocate funding to develop and deliver transport and infrastructure improvements contained within the report.

Why does this report require a Member decision?

- 2) This requires a decision as the proposals will impact upon the whole Borough, and utilise different streams of funding allocations secured by the Council. Approval will ensure that the proposals are aligned with the Councils ambitions and objectives.

Report Background

What decision(s) are being asked for?

- 3) That Executive approves the allocation of funding to develop and deliver infrastructure improvements as outlined within the report.

Why is this being recommended?

- 4) This is being recommended as it will allow prudent allocation of funding to ensure that the Council is not only working toward its ambitions and objectives, but is allocating resources to ensure statutory requirements placed upon the Council as the Highway Authority, "to ensure the safe and expeditious movement of people and goods on its network".
- 5) The allocations that are being proposed are based on ensuring a balance between maintaining existing asset, and making improvements to the accessibility of the current network/alternate modes of transport enhancements. This balance is crucial in order to ensure the safety of the infrastructure, and to assist in encouraging sustainability of the network.

Background Information

- 6) Middlesbrough Council is passported Local Transport Plan (LTP) funding from the Department for Transport (DfT) via Tees Valley Combined Authority (TVCA) to undertake maintenance and improvement works on the Councils transport network.
- 7) In recent years, allocations have only been awarded for single year settlements, and not confirmed in a timely manner. This makes planning projects difficult; particularly for larger projects where different streams of funding are required.
- 8) Under the Combined Authority arrangements, the Government have recognised this issue, and are providing the opportunity for TVCA to make a five-year settlement plan under the City Region Sustainable Transport Settlement (CRSTS), which will provide a five-year settlement for local allocation across the Tees Valley.
- 9) The funding will provide allocations to make improvements for Sustainable Transport initiatives across the region (TBC following DfT and subsequent TVCA assessment), but also pool the Councils Local Transport Plan value within the allocation over the five-year period. This provides confidence to the Council to be able to make longer-term plans for its LTP allocation, but also to help plan and deliver longer-term larger transformational infrastructure improvements.

- 10) The final CRSTS allocation is yet to be confirmed by the DfT. However, the indicative LTP allocation is £1.065m Integrated Transport (new works), £1.27m Highway Maintenance Formula and Incentive, and £1.067m Pothole Funding (£3.4m total) per annum.
- 11) Due to the un-certainty of the value of funding for the CRSTS (yet the importance of having an approved programme to allow works to commence in 2022/23 for the LTP allocations), a programme for the next financial year has been developed. It is proposed that the Council approves the expenditure of the indicative LTP allocation for 22/23, allowing more certainty to be gained regarding the additional funding levels and projects to be delivered over the five year period from the CRSTS/LTP allocations.
- 12) If approved, this will provide the Council time to identify the most prudent method of delivering a longer term programme; ensuring that best value for money is gained.
- 13) The projects within the proposed programme have been identified from the Councils "Future Year scheme" list. This is a compiled table of all known requirements and suggestions received, which are ranked for their suitability against a set criteria. This then forms the priority basis. This is however dependent upon external funding criteria, statutory obligations and other implications.
- 14) The maintenance schemes are based on asset condition rating systems, and allocation of resources work to address a "worst first" is used. This is rationalised on the basis of public safety and asset longevity priorities (such as ensuring that structures are safe). This ensures that the Council is addressing the areas of the network in most need of resolving.
- 15) The Council also receives specific allocations through competitive grant programmes and awards that are to deliver prescribed pieces of work, depending upon national / regional criteria. Any awards for such projects by-pass the scoring criteria (although this may be used to identify the most suitable candidates), and can be awarded / is accessible throughout the year. The proposals within this report include all known awarded allocations at time of approval, but can be subject to change. If so, approvals will be sought through the formal decision making process.
- 16) The full funding allocations used to identify the projects / programmes can be found in appendix 2.

Other potential decisions and why these have not been recommended

- 17) The other potential decisions that have not been recommended include:
 - a) Do nothing - this is not recommended as it will not allow the Council to allocate funding and make the necessary arrangements in advance of receipt of the allocations. The delivery of infrastructure improvements require prudent planning, and co-ordination, so approvals in a timely manner are pivotal to ensuring a successful delivery programme.
 - b) Re-assessing the project proposals – this is not recommended, as they have been identified using a scoring matrix to ensure best allocation of resources. Any changes would deviate from this process, and add delays to progressing.

Impact(s) of recommended decision(s)

Legal

- 18) Any legal issues associated with the approved programme will be managed through the Council's established procedures. The allocations within this report are indicative, are not committed and can alter. Should the figures vary significantly from the indicative levels, appropriate approvals will be sought.
- 19) The funding allocations and proposed expenditure is required in order to ensure the Council complies with Highways Act 1980.

Financial

- 20) The Transport and Infrastructure Capital Programme is 100% grant funded from the DfT. The proposals have been costed at a high level (including an element for contingencies), based on delivering similar schemes in previous years.
- 21) The project allocations are indicative, and may require alteration to address unforeseen issues and service demand reaction. Should this occur, the programme can be adjusted, to allow projects to be removed/replaced to allow financial stability within the allocations available.
- 22) Should additional funding become available during the financial year, this will be subject to the same rules and regulations, and Executive/financial approvals.

Policy Framework

- 23) The decisions within this report align with the Council's policy framework and will not require alterations to this.

Equality and Diversity

- 24) It is not anticipated that any other protected groups will be impacted upon negatively as a result of progressing with proposals. The Equality Impact Assessment in appendix 3 provides the evidence that allowed this conclusion.

Risk

- 25) The funding allocations identified are indicative, or are pending funding allocation within the programme. Should funding levels alter, there is an element of contingency within the proposed programme. Should this be exceeded, the programme will be re-addressed and approval sought to allow re-prioritisation to fit with the available funding.
- 26) By approving this allocation of funding, the Council is positively and actively managing risk to support the outcomes of the department, such as not having appropriate planning in place.
- 27) The approval of the programme will allow targeted interventions, which will reduce the risk of Road Traffic Accidents. Without investment in mitigations, those killed and seriously injured as a result of road traffic accidents may increase, particularly in areas

where the Council is aware of issues. Additional to increased injury to individuals, this also results in increased costs on other local services (police, NHS etc), but also negative media and damaged reputation would follow.

28) By undertaking the programme outlined, there is reduced financial risk. Highway network deterioration is greater than the available funding to maintain it. By approving the allocations, the Council will be able to minimise the number of claims made against it due to surface defects.

Actions to be taken to implement the decision(s)

29) Council Officers, upon approval, will commence producing project management documentation for all new projects, which will be monitored by the Transport and Infrastructure Capital Programme Board, and the Project Management Office. This will ensure prudent and active management of projects. Quarterly progress reports will be produced to ensure senior management are aware of any issues should they arise

Appendices

30) The following appendices have been produced to support the Capital Programme 2022/23 report:

- Ward map of locations for intervention
- Indicative Funding allocations and proposed projects
- Equality Impact Assessment

Background papers

31) The following documents have been consulted in compiling this report:

- Future years scheme document (internal document)

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Appendix

Appendix 1; Scheme location Map (separate document)

Appendix 2; Funding and scheme allocations (separate document)

Appendix 3; Equality Impact Assessment (separate document)