

Report of:	Executive Member for Regeneration Executive Member for Environment Director of Regeneration Director of Environment and Commercial Services
Submitted to:	Executive
Date:	14 February 2023
Title:	Transport and Infrastructure Capital Programme 2023/24
Report for:	Decision
Status:	Public
Strategic priority:	Physical environment
Key decision:	Yes
Why:	Decision(s) will incur expenditure or savings above £150,000
Urgent:	No
Why:	Not Applicable

Executive summary

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

A decision is required, as the proposals contained will impact upon the whole Borough and utilise different streams of funding allocations secured by the Council; to a value greater than £150,000. Approval will ensure that the proposals are aligned with the Councils ambitions and objectives.

Purpose

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.

Background & relevant information

2. Middlesbrough Council receives 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.
3. The indicative LTP allocation for 2022/23 is £1.065m, specified against Integrated Transport (new works); £1.27m Highway Maintenance Formula and Incentive; and, £1.067m Pothole Funding (£3.4m total).
4. It is proposed that the Council approves the expenditure of the indicative LTP allocation for 23/24, as outlined in appendix 2. 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 achieved.
5. The projects within the proposed programme have been identified from the Council's "Future Year scheme" list. This is a compiled table of all known requirements and suggestions received, which are matrix ranked for their suitability against a set criterion, forming a priority basis. However, this is also conditional upon external funding criteria, eligible uses, statutory obligations, and other implications.
6. 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 based on public safety and asset longevity priorities (such as ensuring that structures are safe). This ensures that the Council is sequentially addressing the areas of the network in most need of resolving.
7. 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 matrix scoring criteria (although this may be used to identify the most suitable candidates) and can be awarded / is accessible throughout the financial year. The proposals within this report include all known awarded allocations at time of approval but can be subject to change. If required, approvals will be sought through the formal decision-making process.
8. A map of the scheme locations can be found in appendix 1. The full funding allocations used to identify the projects / programmes can be found in appendix 2.

What decision(s) are being recommended?

9. That Executive be asked to:
 - a) approve the allocation of funding to develop and deliver infrastructure improvements as outlined within the report.
 - b) approve the programme package as set out in Appendix 2; and,
 - c) delegate any programme amendments and virements to new or prioritised projects, up to the value of £150,000, and where such activity is permissible within the funding criteria, to the Director of Regeneration/Director of Environment and Commercial

Services in consultation with the Executive Member for Regeneration/Executive Member for Environment where appropriate.

Rationale for the recommended decision(s)

10. Recommendation will allow strategic 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”.
11. The allocations that are being proposed are based on ensuring a balance between maintaining the existing assets and making improvements to the accessibility of the current network/alternate modes of transport enhancements. This balance is crucial to ensure the safety of the infrastructure, and to assist in encouraging sustainability and longevity of the network.

Other potential decision(s) and why these have not been recommended

12. Re-assessing the project proposals – this is not recommended, as they have been identified using a robust scoring matrix and the prescribed funding criteria, to ensure best allocation of resources. Any changes would deviate from this process and add delays to the delivery programme.

Do nothing

13. 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 requires prudent planning, and co-ordination, so approvals in a timely manner are pivotal to ensuring a successful delivery programme.

Impact(s) of the recommended decision(s)

Legal

14. 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 beyond the delegation sought in this report, appropriate Executive approvals will be sought.
15. The funding allocations and proposed expenditure is required to ensure the Council complies with Highways Act 1980.

Strategic priorities and risks

16. The proposal does not require any change to the Council’s existing policy framework.
17. 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.

18. By approving this allocation of funding, the Council is positively and actively managing risk to support the outcomes of the department(s), such as not having appropriate planning in place.
19. 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 because 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 stakeholders such as the Police, the Fire Authority, and the NHS, but also reputational damage to the Council as the Highway Authority.
20. The proposed programme reduces 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.

Human rights, equality and data protection

21. There will be no negative, differential impact on protected groups and communities.
22. It is not anticipated that any other protected groups will be impacted upon negatively because of progressing with proposals. The Equality Impact Assessment in appendix 3 provides this assurance.
23. The proposed decision does not involve the collation and use of personal data.

Financial

24. 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.
25. The project allocations are indicative and may require alteration to address unforeseen issues and service demand responsiveness. Should this occur, the programme can be adjusted, allowing projects to be removed / replaced to allow financial stability within the allocations available.
26. Should additional funding become available during the financial year, this will be considered subject to the same rules and regulations, and Executive/financial approvals; and governed as such.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Produce project management documentation for all new projects, which will be monitored by the Transport and Infrastructure Capital Programme Board, and the Project Management Office, which will ensure prudent and active management of projects	Infrastructure Programme Manager (Chris Orr)	March 2023

Appendices

1	Ward map of locations for intervention
2	Indicative Funding allocations and proposed projects
3	Equality Impact Assessment

Background papers

The following background papers were used in the preparation of this report:

Body	Report title	Date
N/A	Future years scheme document (internal document)	January 2023