

**23 March 2016**

**ITEM: 16**

**Council**

**Cabinet Member Report – Highways and Transportation**

**Report of:** Councillor Oliver Gerrish

**This report is public**

I am pleased to be able to introduce this report as portfolio holder for Highways and Transportation, as these services lie at the heart of the delivery of the Council's ambitions for transforming the lives of our residents. The past year was challenging in terms of budgetary constraints and an increased number of capital and strategic projects and it culminated in the unveiling of the Lower Thames Crossing consultation by Highway England. Nevertheless, I have placed real emphasis on delivering the outcomes necessary to progress the projects enabling future growth and to support our residents and communities in the campaign against the crossing going through Thurrock.

The Council's £10 million investment in LED retrofit of street lighting and in improvement of highways assets such as road surfaces, drainage and traffic signals alongside the annual programme of works has not only prevented the deterioration of our assets but also has already had a positive impact on the scenery of Thurrock streets bringing pride to our residents, businesses and communities. Furthermore, these street-scene and environment improvements will be strengthened by lower emission zones' implementation, especially with three new lorry parking being developed, and by considerate contractor initiatives which will improve the traffic flows during the peak times.

In connection with the regeneration and growth of the South East and the Growth Deal, a number of strategic projects have been developed. The Council is in the process of delivery of Local Sustainable Transport Fund scheme of £1million to improve accessibility to public transport across a number of locations including Grays Town Centre, Stanley Road and Clarence Road. A design consultant contract of £250k was acquired to develop £5 million cycling infrastructure project for first phase delivery in autumn 2016. The Council has also awarded a £1.7 million contract for the preliminary design of the £90 million A13 widening scheme and I am pleased that the lengthy negotiations on the legal agreement with the London Gateway Port Limited have been concluded giving the Council powers to deliver the road widening under the Harbour Empowerment Order. Additionally, £5m of A13 widening development funds are scheduled to be transferred to the Council from April 2016. In the meantime, the stakeholder engagement over the past year with Network Rail, c2c and bus operators achieved the progress on the Stanford-le-Hope interchange project to the preliminary design stage.

And finally, we have successfully dealt with an emergency of a size of two double decker buses, a sink hole on Hogg Lane. However, David Bull's departure as Director of Highways and Transportation at the end of February 2016 is a sad close to the year.

This report is essentially split into two parts. The first part outlines the responsibilities of the key areas of the Portfolio and some of the key successes. The second part focuses on the main challenges over the remainder of the year.

## **1. THE KEY SERVICE AREAS – RESPONSIBILITIES, PERFORMANCE AND PRIORITIES**

April 2015 saw the start of a new operating structure for Transportation and Highways Service Team. Therefore, Highways and Transportation Portfolio in the past year was divided into:

- Major Projects
- Highways Infrastructure Management;
- Highways and Transportation Services; and
- Transport Development Management.

### **Major Projects**

#### *Street Lighting*

The project involves replacement of the expensive and inefficient street lighting and for £6 million of prudential borrowing the scheme will convert Thurrock's illuminated street furniture to Low Emission Diode (LED) operations. The scheme to date involved the electrical and structural testing of all columns in the Borough to ensure safety of the lantern replacements. In addition, a retrofit of illuminated signs, illuminated bollards and zebra crossings has been delivered by Thurrock's project team. Phase 2 of the contract will see LED replacements on main distributor routes which would be followed by the lamp replacements in residential areas delivered by the project team. Upon completion this capital investment of £6 million, against an asset life of 20 years, would result in an annual saving of £680,000 per year in reduced electricity bills and maintenance costs which would be offset against a repayment cost of £430k per year, leaving a net budget saving of £250k from 2017/18 onwards.

#### *A13 Widening*

In November 2014, the Cabinet authorised the Director of Planning and Transportation in consultation with the Leader to enter into an agreement with The London Gateway Port Limited (D P World) allowing the Council to act as agent for DP World ("the Harbour Authority" under the Harbour Empowerment order 2008) in carrying out works required for the widening of the A13. The Cabinet also approved the carrying out of tender processes for contractors required in order to deliver the A13 widening scheme, and delegated authority to

the then Director of Planning and Transportation to award tendered contracts. In addition to LGF funding, DP World will contribute £10m under s106 agreement to the A13 widening.

I am now pleased to inform that as a result of the number of tender processes the Council has acquired the environmental assessment specialists, topographical surveyors and the preliminary design contracts (contract value £1.7 million) required to deliver the £90 million A13 widening scheme. Moreover, after lengthy negotiations the legal agreement with the London Gateway Port Limited has now been concluded. Additionally, from April 2016, the £5m of A13 widening development funds are scheduled to be transferred to the Council.

#### *Local Sustainable Transport Fund*

The Local Growth Fund (LGF) included the Thames Gateway South Essex (TGSE) Local Sustainable Transport Fund (LSTF) allocation of £5m which contained £1m for improvement of Thurrock bus infrastructure schemes of which £750k is currently being implemented in various Thurrock locations, including measures to address the unsatisfactory one-way system in Grays' Town Centre. A further £250k of works will take place in the 2016/17.

#### *Stanford-le-Hope Integrated Transport*

The £12.05 million Stanford-le-Hope transport package contains £7.5 million of LGF funding, £3 million of c2c/Network Rail contribution, £300k of the Council's Capital Works Programme and £550k of London Gateway (DP World) contribution. Consultants, on behalf of the current train operator c2c, have produced a feasibility study and initial design of the scheme and this has informed the project plan and project planning process. The stakeholder engagement over the past year with Network Rail, c2c and bus operators achieved the progress on the Stanford-le-Hope interchange project to preliminary design stage.

#### *Cycle Infrastructure Delivery Plan*

The team works proactively towards encouraging active travel, especially after successful Local Growth Fund (LGF) bid which indicatively allocated £5 million funding towards a network of improvements. The capital allocation will be ratified by South East Local Enterprise Partnership (SE LEP) via approval of a further business case submission in early 2016, outlining how the proposed network will support economic growth in the region.

A cycle audit was undertaken to review the existing routes and identify missing links and barriers to cycling, as well as new routes that would lead to increased uptake in cycling. The brief was to identify and prioritise schemes that can bring about modal shift in more congested areas, particularly on the home-to-work or school journey; and focussed in areas where access to housing, jobs and future growth is vitally important.

The result of this audit has fed into the production of a Cycle Infrastructure Delivery Plan to support the business case for economic growth in the Borough which is required in the next stage of the LGF bid. The January 2016 Cabinet agreed the programme of cycling network improvements as the basis for the Business Case for the draw-down of Local Growth Funding from the South East Local Enterprise Partnership (SELEP) in April 2016, and delegated authority to the Corporate Director, in consultation with the Cabinet Member and Chief Executive, to agree the final business case for SELEP approval.

Since then a design consultant contract of £250k was recently acquired to develop final proposal of the cycling infrastructure project for first phase delivery in autumn 2016.

### **Highways Infrastructure Management**

The Council, as Local Highways Authority, is responsible for maintaining highways infrastructure assets used by vast majority of Thurrock residents and visitors. This includes:

- 560km of carriageway;
- 1000km of footway;
- 133 structures;
- 168 roundabouts;
- 50 traffic signals;
- 17,500 lighting columns;
- 3,500 illuminated signs;
- 1,500 illuminated bollards;
- 30,000 signs; and
- 20,000 gullies.

According to the 59 count points, the annual average daily traffic flow through Thurrock (A roads) is about 1.75 million vehicles.

Last year the Council acknowledged that recent and continuing growth in Thurrock puts added pressure on this already aging and overloaded infrastructure and thus decided to invest £10 million in addition to the Department for Transport (DfT) capital funding allocation for providing capital improvements to its highway infrastructure. The £6 million of supplementary funding is invested in achieving savings on the Council's electricity expenditure and £4 million is spread over 3 year period. In 2015/16 this funding supported the annual capital programme and the schemes delivered included:

- improvement of the Treacle Mine Roundabout to resolve the flooding issues which regularly occur;
- road resurfacing whole stretches of roads, not just pot holes, along stretches of the A128, Daiglen Drive in South Ockendon and Long Lane in Stifford; and

- improvement of footpaths in Sherwood Road, Lawns Crescent and Stifford Road.

### *Highways Maintenance Efficiency Programme*

The Council's highways function is currently undergoing a modernisation programme as part of wider agenda for digital Council. This is also necessary for compliance with a number of quality issues principally related to the national Highway Maintenance Efficiency Programme (HMEP) ensuring eligibility for DfT's incentive funding.

From 2016/17 to 2020/21 an increasing share of the funding (incentive funding) will be allocated on the basis of compliance with the HMEP. This means that by 2020/21 low performing authorities would lose 20% of their maintenance funding. On current performance, without the programmed change, Thurrock would be in the lowest band. However, the Service has a Highways Modernisation Programme; developed from the recommendations of the 2015 HMEP Strategic Review which will improve Thurrock's standing and will avoid loss of funding.

### *Highways Inspectors*

The highways infrastructure requires to be inspected on a regular and ad hoc basis and involves a team of highways inspectors who ensure that the Council fulfils its statutory duty thus keeping the residents safe. This service was brought in-house in August 2015 and has been successfully integrated with the remainder of the highways infrastructure service.

### *Network Management*

Furthermore, under 2004 Traffic Management Act Thurrock Council as Local Highways Authority has a statutory responsibility to manage its local road network to support free movement of traffic both on Thurrock roads and on those of neighbouring Local Authorities.

A particular challenge in recent months has been the need to reconcile the requirement of utility companies, building and civil engineering contractors to undertake emergency repairs and infrastructure improvements with the needs of road users seeking to access local businesses and amenities.

A review of best practice has highlighted measures introduced in the City of London where anyone conducting works on or near the road is encouraged to take extra care to carry out their operations in a safe and considerate manner, with regard to pedestrians and other road users. Thus January 2016 Cabinet approved the development, for future approval, of a considerate contractor scheme to improve traffic management within Thurrock aimed at reducing the inconvenience to businesses and residents resulting from works on the highway.

## *Highways Objectives*

Investment and modernisation of our infrastructure is important to Thurrock's growth agenda, safety of the travelling public and promoting healthier lifestyles:

- Growth agenda - well-maintained infrastructure, in a sustainable funding environment, is pivotal in achieving the Council's growth agenda. Housing growth, for example, cannot be achieved without sufficient infrastructure to attract development and sustain it once complete.
- Safety - a network of roads in poor condition has a direct correlation to highway safety. As the local highway authority, the Council has a legal duty to maintain the network to a reasonable standard. Furthermore, an asset in poor condition is likely to promote a lack of pride in the community, and can be a precursor to crime, fear of crime and anti-social behaviour. Clearly, the Authority and relevant senior managers have a duty of care where any part of the asset is life expired and is prone to failure, which could result in members of the public being seriously injured.
- Promoting Healthier lifestyles - an asset in poor condition, particularly footways and cycle-ways, curtails promotion of sustainable modes of transport such as walking and cycling. Accordingly, assets in good condition increase the safety and attractiveness of these modes, with the resultant health benefits and the reducing need to access healthcare.

## **Highways and Transportation Services**

The highways and transportation services include the Passenger Transport Unit and Road Safety.

### *Passenger Transport*

The Passenger Transport Unit provides a comprehensive passenger transport service in partnership with other service directorates, other local authorities, Transport for London, stakeholders, bus, rail and taxi operators, community transport (Transvol), Port of Tilbury, Schools and infrastructure providers to achieve best value for customers and residents. This is achieved by the development and implementation of policies, the co-ordination, promotion and purchase of passenger transport and infrastructure enhancements and the operation of a fleet of passenger transport vehicles. The objective is to provide a passenger transport option for people to access work, education, food shopping and health care, offering an improved quality of life, a reduction in traffic congestion and social inclusion.

- *Thameside Rail Franchise* - 2014 saw the award of the Thameside Rail Franchise to c2c for a further 15 years. The franchise was won on strong commitments to invest in both infrastructure and services. Building on this opportunity, Thurrock has signed a Memorandum Understanding with c2c to

work closely in partnership to deliver future service and access needs. c2c is currently in the process of £12 million investment which affected Thurrock, especially areas of South Ockendon and Chafford Hundred, by changed train timetable in December 2015. I have personally been in discussions with c2c over the capacity problems arising from the major surge in passenger demand which followed the timetable changes. I fully support the Motion at February Council and the recommendations of Planning, Transportation, Regeneration Overview and Scrutiny Committee to lobby c2c for an urgent increase in rolling stock and a return to satisfactory levels of service. I further support the position that Thurrock residents forced to stand for long periods, or those who are unable to catch their preferred train due to it being packed to capacity, should be recompensed for the inconvenience.

- *Buses and Community Transport* - in 2015/16, whilst Passenger Transport had limited resources, public transport services were maintained for the majority of Thurrock's communities, particularly thanks to the bus routes 11, 265 and 374 which were underpinned by Council subsidies.

Trans Vol, our Community based Transport Service won service 265 allowing access to residents from Bulphan, which is extremely rural, and the operator agreed to serve Horndon- on- the- Hill at no extra cost.

Amber Coaches commercially supported service 374 linking Basildon to Grays via Linford, East and West Tilbury with a small contribution from the Council and service 11 which supports a number of areas with a link to Thurrock, Orsett and Basildon Hospital. Whilst a service to Fobbing could not be provided from the initial bus subsidy allocation, following a Motion to Council, a reduced service was reinstated (Service 14) between December 2015 and March 2016.

The Council also met its statutory obligation in issuing around 23,000 concessionary passes to eligible residents and funding £1.1 million of free journeys for concessionary pass holders.

I am delighted to note that, following the agreed £190k 2016/17 revenue allocation agreed at February Council, we have awarded tenders to maintain a bus service to all outlying routes, including Fobbing.

- *Tilbury Ferry* - the Council facilitated the ongoing operation of Tilbury Ferry, with support from the Port of Tilbury. A new waiting shelter and a non slip covering for the ramp were implemented in 2015/16 via the Local Sustainable Transport Fund. We are in discussions with the Port of Tilbury about future support for the Ferry to secure the service for years to come, as a sustainable means of accessing increasing numbers of jobs at the Port.

### *Road Safety*

I am pleased to inform that the Council's Road Safety team had a 1<sup>st</sup> successful year of working closely in the recently launched Safer Essex Roads Partnership

(SERP) with Essex Police which facilitates delivery of road safety schemes such as Surround A Town (SAT), Roadster or Theatre & Education road shows raising awareness amongst the young people to minimise child fatalities. The team's #mysmallchange initiative has been shortlisted for the second annual FirstCar Young Driver Road Safety Awards. There was no child fatality in 2015/16. Also, the Partnership enables the enforcement of various targeted areas keeping dangerous drivers off the road. Nevertheless, according to the Essex Police figures there were 335 collisions last year, including 59 serious and 3 fatal between August 2014 and August 2015.

Even though the Local Sustainable Transport Fund (LSTF) promotional road safety campaigns have now stopped due to unsuccessful LSTF revenue bid, the Road Safety team effectively delivers road safety and Bikeability training to all schools in the Borough having positive impact on future sustainable behaviour of 25,000 students' up to age 19. The team also provides road safety training to parents and children younger than year 3 students. Additionally, the Bikeability training is being piloted to the reception classes and young driver training is being offered to year 10 students.

### **Transport Development Management**

The Transport Development team provides a strategic transport service which co-ordinates, funds and delivers transport improvements to make Thurrock a safe, accessible and attractive place to live, work and visit.

The team deals with day to day transportation related enquiries from the public, businesses and Members, provides advice and support to other Thurrock Council services and other local authorities. It liaises with Thurrock's Planning teams and Developers to help deliver new development projects, ensuring they are properly integrated within the highway and transportation network without risk to safety, efficiency or the environment, in accordance with the Council's and Government policies and guidelines.

Through development proposals, the team promotes the objectives of sustainable transport and optimises opportunities for the funding of transport infrastructure through development projects. The team commissions and project-manages capital transport schemes secured through developer funding. The team also checks engineering drawings and supervises adoptable highway works to ensure that new transport infrastructure is designed and constructed to appropriate standards. The team advises and assists in the preparation of highways and transportation policies, including the Local Development Framework and Thurrock's transport policies.

With regard to strategy, the Transport Act 2008 places the duty for each Local Highway Authority to produce, develop and implement a Local Transport Plan (LTP). The latest LTP was produced in 2011 and is a vital tool to help Thurrock Council work with its stakeholders to strengthen its place-shaping role and its delivery of transport services to the community.



The Thurrock Transport Strategy (which sits above the LTP) has been developed to ensure that the key strategic objectives for transport are addressed. The Strategy document was refreshed for the period 2013 – 2026 and was approved by Cabinet in February 2013 to ensure that the Council's key priorities are appropriately emphasised, i.e. improvements to J30/31 of the M25 and A13 widening.

#### *Air Quality and Lower Emission Zone Pilot*

The Transport Development Management team is also working hard to bring improvements to air quality within current Air Quality Management Areas and further to production of Thurrock Air Quality and Health Evidence Base (October 2015) the Air Quality and Health Strategy reviews potential options for air quality improvements such as implementation of clean air zones, clear zones, engine switch off zones, bus quality partnerships, roadside emission testing, retrofit pollution reduction equipment and pollution barriers.

As part of an impact assessment of the strategy options, a pilot project is proposed which involves camera enforcement to control freight on unsuitable routes:

- Camera enforcement of existing width restrictions with bus bypass facilities at London Road/Askews Farm Lane and High Road, North Stifford;
- Introduction of new width restrictions with bus bypasses with camera enforcement in Aveley High Street/Stifford Road;
- Investigation of spot HGV camera enforcement (with bus exemptions but excluding other except for access rights) at London Road, west bound from its junction with Devonshire Road, London Road/Motherwell Way, South Road in South Ockendon, and Rectory Road/Towers Road.

As suggested by the 'Health Impacts and Air Pollution in Thurrock' Public Health report the pilot project focuses on lowering exposure of local residents to air pollution and emissions to mitigate health impacts. The January 2016 Cabinet gave their approval to consult on a pilot project to provide more effective management of HGV movements in sensitive areas, as a means of improving air quality and reducing conflict caused by freight vehicles in residential areas.

#### *Lower Thames Crossing Consultation*

Highways England have published options for a Lower Thames Crossing and the consultation has been taking place since 26 January and is due to end tomorrow, 24 March 2016.

Throughout the process of public consultations, Thurrock Council's policy towards another Lower Thames Crossing has been "opposed to government plans for a further river crossing in Thurrock and committed to continue campaigning, alongside residents, on this issue". This was agreed on 28

November 2012, unanimously reaffirmed on 25 November 2015 and again confirmed by all councillors at Full Council on 27 January this year.

The public meeting in South Ockendon on 25 January 2016 was attended by around 400 people and the meeting in Tilbury Cruise terminal on 25 February attracted 1,000 residents included representatives of all three political parties. Thurrock has been engaged in dialogue with all parties interested in opposing Lower Thames crossing through Thurrock, in particular with Gravesham District Council.

An extended Planning, Transportation, Regeneration Overview and Scrutiny meeting took place on the 9 February 2016 where the representation from Thurrock residents, businesses and community groups, as well as political representatives were heard. These views, alongside the technical expert advice on the implications of the three options on the business, growth and transportation have informed the Council Consultation Response. The response provides a balanced and factually accurate view in a fair manner in accordance with the statute of Local Government Act 1986, Code of Recommended Practice on Local Authority Publicity.

We have written to the Secretary of State for Transport asking for the current consultation to be suspended, pending the provision of adequate comparative data. We are undertaking further studies in relation to the claims associated with Highways England's Business Case, and the extent of potential impacts on the environment, and specifically air quality impacts on public health.

## **2. THE MAIN CHALLENGES MOVING FORWARD**

Since taking responsibility for this Portfolio, I have consistently promoted my view that the services within my Portfolio should now concentrate on making the good intentions in all our strategies actually happen. I have emphasised that projects involving job creation for local residents, business support for local businesses and capturing inward investment that improves local infrastructure, must be priorities for the months, and indeed years, ahead.

In this way, I am seeking to ensure that Thurrock is well placed to maximise the opportunities available to it, that we will compete to be an attractive location for investment and that local residents will directly benefit from our successes.

In recent months, I have become increasingly aware of the extent of current and potential future adverse impacts of Thurrock's location in relation to the M25 and the Dartford Crossing on our local road network, local communities and the environment. I am determined that we will equip ourselves with adequate evidence, and make robust representation to government ministers to ensure that Thurrock's interests are addressed.

For the remainder of the year, the significant areas of work will be:

**a) Securing maximum benefit through the Local Enterprise Partnership**

With most transport funding now contained within the devolved Local Growth Fund it is vital that Thurrock, together with the rest of Thames Gateway South Essex, articulates a compelling case through the Strategic Economic Plan to secure the necessary investment in local roads and infrastructure to support the delivery of our ambitious growth agenda. We will need to be ready to engage fully with Government following the submission of the Strategic Economic Plan to secure the full £200m which we are requesting across Thames Gateway South Essex to deliver critical infrastructure.

**b) Progressing the Transportation Agenda**

The provision of an effective, free-flowing transportation network is an essential requirement if the Council's regeneration ambitions are going to be achieved. In this regard, there are four key priorities that will be pursued with vigour; the widening of the A13 and resistance to a Lower Thames Crossing in the Borough. In addition, we will be working with the LEP and key partners in the rail sector to seek funding to address the challenges of surface level crossings in Thurrock and liaising with Highways England, Connect Plus and Essex Police to tackle congestion and manage litter and other antisocial behaviours associated high volumes of traffic and freight movements in the borough.

With regard to the latter, we are at the very early stages of mobilising a Congestion Task Force with Business, Police and Highways England to develop measures to address the impacts of Thurrock's roads resulting from incidents on Highways England's network. This is an immediate issue, which needs to be addressed regardless of how plans are taken forward for a Lower Thames Crossing. It is key to ensuring quality of life for local residents, and for the sustained viability of Thurrock's businesses, particularly those in the Freight and Logistics Sector.

**c) Supporting the Development of the Local Plan**

Having a clear and positive policy framework in place is critical to the delivery of the Council's wider regeneration ambitions. Developing the transport evidence base and infrastructure plan to underpin future development in the borough is crucial to ensuring our long term needs are met.

**d) Leading the delivery of key projects**

The recent decisions in respect of Purfleet Centre and Grays South and the work underway in Lakeside and Thames Enterprise Park give a clear indication of the way in which the Council will have to operate in future to secure delivery of its growth agenda. The Authority must continue to take the lead on complicated projects to broker relationships and use its influence, including committing its own resources, to achieve its ambitions.

#### **e) Refresh of Thurrock's Transport Strategy**

In parallel with the development of the Thurrock Local Plan, Highways and Transportation will be refreshing Thurrock's Transport Strategy to reflect Thurrock's growing business sector and the evolving needs of local communities. This plan will underpin future funding bids and investment opportunities

#### **f) Assisting in the delivery of growth and investment in the Borough**

Dealing effectively and efficiently with development proposals is vital to ensuring that Thurrock becomes a key location for investment and growth. The work of the Development Management service enables and assists in this being achieved. Major developments expected to progress over the next 12 months and beyond include commercial developments associated with London Gateway and the Port of Tilbury, retail and leisure developments at Lakeside and major education projects and housing developments including at the new Purfleet Centre.

#### **g) Taking actions needed to ensure that adverse impacts relating to Highways England's current and future road network on Thurrock's communities are adequately addressed**

This will include working with partners to mitigate the current recurring problems associated with the M25 and the Dartford Crossing, and to commissioning appropriate technical studies to underpin Thurrock's interests in relation to a possible future Lower Thames Crossing.

### **3. CONCLUSION**

I hope that from the contents of my report, Members will acknowledge the scale and breadth of the activities contained within this Portfolio. I am very aware of the importance of each of those services in contributing to the improvement of the quality of life for the residents of Thurrock.

There are particularly difficult challenges to my ambitions to ensure that those improvements are made, but no one should be in any doubt about my determination to deliver this important agenda, whatever the circumstance.

## Financial Information:

Table 1 - Highways and Transportation Revenue Budget

Services	Sub Services	Budget (£000)
Highways and Transportation Operational	Operational & Staffing	1,287.98
	Passenger Transport Contractors (including Ferry)	560.11
	<b>Operations Total</b>	<b>1,848.09</b>
Transportation	Transport Scheme Development	100.00
	Traffic Management	128.10
	Transport Asset Management	33.50
	Concessionary Fares	1,153.30
	<b>Transportation Total</b>	<b>1,414.90</b>
Highways	Drainage Maintenance	177.80
	Traffic Light Maintenance	190.26
	Street Furniture Maintenance	195.10
	Road Markings Maintenance	30.00
	Carriageway & Footway Maintenance	723.50
	Bridge Maintenance	111.20
	Bridge Assessment	15.00
	Street Lighting Maintenance & Electricity	1,343.57
	Public Rights of Way Maintenance	64.00
	<b>Highways Total</b>	<b>2,850.43</b>
Chargeable services	Private developments	- 10.46
	Statutory Duty fees	- 69.85
	Fees and Charges	- 13.18
	<b>Income Total</b>	<b>- 93.49</b>
	<b>Service Revenue Budget Total</b>	<b>6,019.93</b>

Table 2 - Highways and Transportation Capital Programme

<b>Projects</b>	<b>Budget (£000)</b>
Bridge Maintenance	428.00
Principal Roads resurfacing/reconstruction	450.00
Classified roads resurfacing/reconstruction	250.00
Unclassified roads resurfacing/reconstruction	130.00
Footway & cycleway maintenance	275.00
Street lighting maintenance	150.00
Drainage maintenance	310.00
<b>Total Maintenance</b>	<b>1,993.00</b>
Congestion	140.00
Traffic Management	135.00
Public Transport improvements	50.00
Walking and cycling infrastructure	200.00
Rights of Way	50.00
Road Safety	180.00
Safer routes to school	50.00
Parking	91.00
Air quality management	75.00
<b>Total integrated transport</b>	<b>971.00</b>
Developer funded (S106)	2,004.00
<b>Grand Total</b>	<b>4,968.00</b>