

**CAPITAL PROGRAMME 2016/17**  
**INTEGRATED TRANSPORT**

**Director of Environment, Culture & Communities**

**1 PURPOSE OF DECISION**

- 1.1 To approve the 2016/17 Integrated Transport Capital Programme.

**2 RECOMMENDATION**

- 2.1 **That the Executive approves the 2016/17 Integrated Transport Capital Programme as detailed in Annex 1.**

**3 REASONS FOR RECOMMENDATION**

- 3.1 To facilitate transport services in line with the Council's Local Transport Plan 3 (LTP3).

**4 ALTERNATIVE OPTIONS CONSIDERED**

- 4.1 None. Failure to deliver Integrated Transport programmes would not be in accordance with the Council's adopted Transport Policy. The £200,000 reduction in the Integrated Transport programme budget makes it essential to target activity where there is a clear evidence base for taking action - this results in a significant reduction in minor improvement work.

**5 SUPPORTING INFORMATION**

- 5.1 The Integrated Transport Capital Programme is formed to support the adopted Local Transport Plan which sets out the key challenges facing Bracknell Forest through the period 2011-2026. Schemes are developed taking account of the wider policy goals and issues such as deliverability and public impact/acceptability.
- 5.2 Historically, funding for the programme has been made up of an Integrated Transport Grant from central Government, alongside developer contributions (S106) for transport mitigation measures. However, in 2013, additional Borough capital funding was allocated to the period 2013-17 for various town centre highway works, including junction capacity improvements.
- 5.3 In addition to grant allocation (£720k) and S106 funds (£865k), the Council has been successful in securing additional funds from central Government through the Local Growth Fund towards implementing transport measures linked to economic growth and carbon reduction with a focus on unlocking Bracknell Town Centre regeneration and borough-wide housing development. This work began with the Warfield Link Road and Coral Reef Junction Improvement in 2015/16 along with enhanced Town Centre accessibility improvements which will continue into 2016/17. Further Local Growth Funds are sought for the A329 London Road corridor improvements planned for 2017/18.

- 5.4 As well as these strategic schemes, the Council continues to implement local improvements that support the Local Transport Plan. These focus on improving access, mobility, traffic management and road safety.
- 5.5 **Annex 1** shows the proposed programme for 2016/17 and the level of funding that is being considered by The Executive elsewhere on this agenda. These schemes align with the transport policies and objectives within the Local Transport Plan but with a reduction in grant allocation of £200k. This reduced allocation has resulted in a significant reduction in minor improvement schemes which in future will only focus on identifiable road safety, traffic management and accessibility issues where intervention is considered a priority for the Council.

## **6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS**

### Borough Solicitor

- 6.1 No significant legal implications arise from the matters set out in this report.

### Borough Treasurer

- 6.2 The total cost of the schemes in Annex 1 is £6,874,000, the funding of which is £3,385,000 from the 2016/17 approved capital budget for Environment, Culture & Communities and the remaining £3,489,000 from the Corporates Services approved capital budgets for 2015/16 and 2016/17.

### Equalities Impact Assessment

- 6.3 There are no equality impact issues.

### Strategic Risk Management Issues

- 6.4 There are no strategic risk management issues.

## **7 CONSULTATION**

- 7.1 Transport schemes within the Integrated Transport Capital Programme are subject to statutory or informal public consultation as required.

### Background Papers

None.

### Contacts for further information:

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