

Report of:	Executive Member for Environment Director of Environment and Communities
Submitted to:	Executive
Date:	18 th January 2023
Title:	Improving our Highways – Footway Improvements
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:	

Executive summary

The condition of footways/footpaths in Middlesbrough is a cause for concern. Asset evaluation has identified a significant amount of remedial works required, both on planned schemes and responsive maintenance repairs, caused in part due to limited investment opportunities. It would therefore seem appropriate to consider diverting a sum of agreed capital funding from additional funding for carriageway repairs to maintaining and improving footway assets, with a view to improving the overall condition of the footway network.

Purpose

1. Substantial investment is required in order to improve the footway network. The current FNS (Footway Network Survey) shows that of the 1.1million square meters of footway network in Middlesbrough 225,029 square meters, or 20.4% of the footway network, is rated at Red/Amber condition. It is therefore timely to re-evaluate the current financial investment approach to maintaining and improving footway assets, with a view to improving the condition of the footway/footpath network back to a publicly acceptable and manageable level.
2. Executive is therefore asked to approve a change in already agreed capital allocation to carriageway repairs and allocate £500k from the £1m agreed funding for 2022/23 to enable a number of footway scheme works to be carried out across all Wards on the Borough and to also enable the acceleration of a number of responsive maintenance repairs to identified footway defects which require isolated repairs rather than full reconstruction, in-line with the medium-term financial plan and allowing compliance with our Statutory requirements under the Highways Act 1980 to maintain our network and National Guidance on highway asset management.

Background and relevant information

3. The condition of Middlesbrough's footway network is in decline, with 20.4% of the total footway/footpath network categorised as Red / Amber; those footways/footpaths in need of maintenance require:
 - Reconstruction in flags
 - Reconstruction in bituminous
 - Reconstruction in concrete
 - Relay blocks
 - Lift and Relay flags
 - Bituminous surface replacement
4. Repair methods focus on reconstructing sections of footway and / or responsive lift and relay of flagged footways, or removal of flags and tarmac replacement or 'plane and patch' on specific areas of failed footway surface.
5. Development of a strategy and forward work programme for the maintenance and improvements to footways has been carried out which has focussed on a re-evaluation of the approach to addressing and prioritising Red / Amber defects based on the parameters outlined below:
 - Footways with structural and major defects
 - Footways which feed major and large transport hubs e.g. bus station, train station, local centres
 - Footways with a high number of complaints
 - Footways with a high number of insurance claims

6. The existing process places schemes in yearly budgets, and the schemes prioritised into working areas with funding solely from the Councils annual CRSTS (City Region Sustainable Transport Settlement) allocation, which is funded from DfT and allocated by Tees Valley combined Authority, from which we usually allocate £500k per annum for footway schemes.

What decision(s) are being recommended?

7. That the Executive:
 - Approves the re-allocation of agreed capital investment to allow the accelerated programme of minor scheme works and responsive maintenance repairs.
 - Approves the programme of scheme works for 2022/23 as shown as Appendix 1
 - Approves the remaining £249,399k to be allocated to responsive maintenance repairs

Rationale for the recommended decision(s)

8. To provide the necessary detail to allow the Executive to make an informed decision based on need and impact, whilst ensuring that the service remains fit for purpose to best address the needs of the town.

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

9. Due to the significant levels of deterioration across the road network and the due diligence work undertaken as part of this report, no other options were considered.

Impact(s) of the recommended decision(s)

Legal

10. Implementation of the above approach will enable the Highways Team to operate within the resources available to it and continue to meet its various statutory duties; particularly, Section 41 of the Highways Act 1980 'Duty to maintain highways maintainable at public expense'.

Strategic priorities and risks

11. One of the Council's Strategic Plan has nine priorities; one of which is Physical Environment. Progression of this work is key to achieving one of the underpinning initiatives within that priority.

Human Rights, Equality and Data Protection

12. There are no concerns that the planned approach could have an adverse impact on individuals or groups as a result of holding one or more of the characteristics protected by the Equality Act 2010, therefore a Level 1 screening equality impact assessment is not required.

Financial

13. The total estimated cost of the programme as detailed in Appendix 1 is currently £250,601. The remaining £249,399 will be allocated to an accelerated programme of responsive maintenance repairs. The spending profile is summarised in the table below:

Funding Source	2022/23
Council Borrowing	500,000
Total	500,000

14. Following approval of the capital investment by Executive, the Council's Investment Strategy will be amended accordingly to reflect this.

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

Action	Responsible Officer	Deadline
Executive approval of additional capital investment for maintenance and improvements to footways/footpaths	Director of Environment and Communities	10/01/2023
Completion of prioritised 2022/23 footway/footpath improvement activity	Director of Environment and Communities	31/03/2023

Appendices

1	Footway/Footpath Programme of works
---	-------------------------------------

Background papers

There are no background papers.

Contact: Chris Bates Head of Highways Infrastructure

Email: chris_bates@middlesbrough.gov.uk

Appendix 1 – Footway Programme 2022/23

FOOTWAY ADDITIONAL SCHEMES - ONE SCHEME PER WARD (Year 2022-2023)				
Ward	Road Name	Location (Both Sides Unless Stated Otherwise)	Treatment (Full Width Unless Stated Otherwise)	Material
ACKLAM	GLENDALE ROAD	GLEN COURT ENTRANCE to TOLLESBY ROAD	FLAGS TO FLEXIBLE & PAINT BOLLARDS	DENSE ASPHALT
AYRESOME	CROFT AVENUE PHASE 1	LEVICK CRESCENT to STONELEIGH AVENUE	RESURFACE FLEXIBLE & RECON 1 DRIVE	DENSE ASPHALT
BERWICK HILLS & PALLISTER	ROUNTON GREEN	JUNCTION OF CANNOCK RD to END OF NUMBERS 3 & 4 BOTH SIDES (O/S 1-3 & 2-4)	RECONSTRUCT FLAGS TO FLEXIBLE	DENSE ASPHALT
BRAMBLES & THORNTREE	THE GREENWAY	THORNTREE PRIMARY SCHOOL JUNCTION to SHREWSBURY ROAD	LIFT & RELAY UNEVEN FLAGS	FLAGS
CENTRAL	GRANGE ROAD	SIDE OF MIMA to FOUNTAINS COURT	RESURFACE FLEXIBLE	DENSE ASPHALT
COUBLY NEWHAM	BONNY GROVE	NUMBERS 6 to 28 RED DRIVE CROSSINGS	RESURFACE RED DENSE DRIVES	DENSE ASPHALT
HEMLINGTON	CASS HOUSE ROAD	JUNCTION OF ANDOVER WAY to ZEBRA CROSSING OUTSIDE VIEWLEY HILL SCHOOL	RESURFACE FLEXIBLE	DENSE ASPHALT
KADER	MALVERN DRIVE	MEADFOOT DRIVE to WELLEND CLOSE (O/S 67-75 MALVERN DRIVE)	RECONSTRUCT FLAGS	FLAGS
LADGATE	WESTWICK TERRACE	O/S NO's 1-6	FLAGS TO FLEXIBLE & REPAIR DRIVES	DENSE ASPHALT
LINTHORPE	BURLAM ROAD	NURSERY LANE to CEMETRY ENTRANCE (opposite number 89)	DEEP RESURFACE FLEXIBLE	DENSE ASPHALT
LONGLANDS & BEECHWOOD	DENE ROAD	THROUGHOUT	RESURFACE FLEXIBLE	DENSE ASPHALT
MARTON EAST	SCOTFORTH CLOSE	FULL LENGTH	RESURFACE FLEXIBLE	DENSE ASPHALT
MARTON WEST	FAIRYDELL	THROUGHOUT	RESURFACE FLEXIBLE	DENSE ASPHALT
NEWPORT	GRESHAM ROAD PHS 1	309 LINTHORPE RD to JUNCT. TENNYSON ST & INCLUDE SIDE OF 5 GRESHAM RD	FLAGS TO FLEXIBLE	DENSE ASPHALT
NORTH ORMESBY	LAWSON WAY	UNIT 2 to BREWSDALE ROAD	DEEP RESURFACE FLEXIBLE	DENSE ASPHALT
NUNTHORPE	HILDERTHORPE PHS 1	FROM COOKGATE O/S 2 to 64 HILDERTHORPR (EVENS SIDE)	RESURFACE FLEXIBLE	DENSE ASPHALT
PARK	CUMBERLAND ROAD	98-100 CUMBERLAND ROAD SHOPS AND SIDE AT SOUTHWELL ROAD	FLAGS TO FLEXIBLE	DENSE ASPHALT
PARK END & BECKFIELD	BURWELL ROAD	SIDE OF FLATS 8-18 ON ACCESS RD OFF BURWELL TO REAR OF 24 BURWELL ROAD	FLAGS TO FLEXIBLE	DENSE ASPHALT
STAINTON & THORNTON	HEMLINGTON ROAD,	BETWEEN CEDARWOOD GLADE JUNCTIONS (SOUTH SIDE)	RESURFACE FLEXIBLE	DENSE ASPHALT
TRIMDON	WIGTON SANDS	FULL LENGTH	DEEP RESURFACE FLEXIBLE	DENSE ASPHALT
TOTAL COST OF WORKS £250,601				