

MIDDLESBROUGH COUNCIL	
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Report of:	Director of Environment and Community Services
Relevant Executive Member:	Executive Member for Environment and Sustainability
Submitted to:	Single Member Executive
Date:	4 June 2025
Title:	2025/26 Transport and Infrastructure Capital Programme
Report for:	Decision
Status:	Public
Council Plan priority:	Delivering Best Value
Key decision:	Yes
Why:	Decision(s) will incur expenditure or savings above £250,000
Subject to call in?	Yes
Why:	Not Applicable

Proposed decision(s)
<p>That the Executive</p> <ul style="list-style-type: none"> • approve the allocation of £4.154m 2025/2026 City Region Sustainable Transport Settlement (CRSTS) Highways Maintenance / Incentive grant funding to specific schemes as detailed in Appendix 2. • delegate any programme amendments and virements to new or prioritised projects, up to the value of £0.250m, and where such activity is permissible within the funding criteria, to the Director of Environment and Community Services in consultation with the Chief Finance Officer, and the Executive Member for Environment where appropriate.

Executive summary
<p>The purpose of this report is to gain approval to allocate funding to develop and deliver transport and infrastructure improvements contained within the report.</p> <p>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 £0.250m. Approval will ensure that the proposals are aligned with the Councils ambitions and objectives.</p>

1. Purpose of this report and its contribution to the achievement of the Council Plan ambitions

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

Our ambitions	Summary of how this report will support delivery of these ambitions and the underpinning aims
A successful and ambitious town	<p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - 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.
A healthy Place	<p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - 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.
Safe and resilient communities	<p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities.
Delivering best value	<p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - improving infrastructure, enabling growth, and supporting sustainable travel. It delivers best value through targeted investment, focusing on: - Supporting access to employment, education, and services. - Reducing future maintenance costs through asset renewal. - Encouraging modal shift and reducing carbon emissions. - Enhancing safety and accessibility across the network. <p><i>The programme aligns with corporate objectives and ensures resources are used efficiently to deliver long-term, measurable benefits for Middlesbrough.</i></p>

1. Recommendations

1.1 That the Executive Member for Environment

- approve the allocation of £4.154m of approved CRSTS grant funding to develop and deliver infrastructure improvements as outlined within the report.

2. Rationale for the recommended decision(s)

- 2.1 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 Council's ambitions and objectives.
- 2.2 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".
- 2.3 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.
- 2.4 In accordance with Section 6.38 of the Executive Scheme of Delegation, decisions that involve expenditure or savings above £250,000, or that have a significant impact across the Borough, are reserved to the Executive. The proposals outlined within this report meet these criteria and therefore require formal Executive approval in accordance with paragraph (g) of the Executive Scheme of Delegation, matters relating to bids for funding that do not have major financial or strategic significance — or which have already been approved in principle by the Executive, or as part of the Council's Budget and Policy Framework — fall within delegated authority. However, due to the value of the proposals and their strategic importance, formal Executive approval is sought in this instance. Details of the scope of each Executive Portfolio can be found in the Executive Scheme of Delegation.

3. Background and relevant information

- 3.1 Middlesbrough Council receives City Region Sustainable Transport Settlement funding from the Department for Transport, via Tees Valley Combined Authority, to undertake maintenance and improvement works on the Council's transport network.
- 3.2 The current Council approved CRSTS allocation for 2025/26 is £1.065m, specified against Incentive Funding (new works) and £2.339m for Highways Maintenance. In addition, the Council has been allocated a one-off grant totalling £0.750m from the Department of Transport towards re-surfacing works as part of the Government's December Spending Review. Appendix 2 details the planned works totalling £4.154m.
- 3.3 It is proposed that the Council approves the expenditure of the City Region Sustainable Transport Settlement allocation for 2025/26, 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.
- 3.4 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.

3.5 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.

3.6 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.

3.7 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.

4. Ward Member Engagement if relevant and appropriate

4.1 Ward members will be consulted on individual schemes that impact constituents in their locality.

5. Other potential alternative(s) and why these have not been recommended

5.1 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.

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

6. Impact(s) of the recommended decision(s)

Topic	Impact
Financial (including procurement and Social Value)	<p>The Transport and Infrastructure Capital Programme is 100% grant funded from the Local Transport Plan provided by the Department of Transport via the Tees Valley Combined Authority. The proposals have been costed at a high level (including an element for contingencies), based on delivering similar schemes in previous years. Appendix 2 of this report details the planned expenditure.</p> <p>The project allocations are indicative and may require alteration to address unforeseen issues and service demand responsiveness. Should costs exceed the available budget, the programme can be re-prioritised, and projects removed to account for unforeseen additional expenditure. This can be</p>

	<p>completed via Officer Delegated Decision, as the approved Councils financial procedures permit resource re-allocation up to the value £0.250m to be delegated to the relevant Chief Officer in consultation with the Chief Finance Officer.</p> <p>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.</p>
Legal	<p>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.</p> <p>The funding allocations and proposed expenditure is required to ensure the Council complies with Highways Act 1980.</p>
Risk	<p>The proposal does not require any change to the Council's existing policy framework.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
Human Rights, Public Sector Equality Duty and Community Cohesion	<p>There will be no negative, differential impact on protected groups and communities.</p> <p>It is not anticipated that any other protected groups will be impacted upon negatively because of progressing with</p>

	proposals. The Equality Impact Assessment in appendix 3 provides this assurance.
Reducing Poverty	The proposed decision will not contribute to an increase or reduction in poverty.
Climate Change / Environmental	The proposals will improve accessibility to key services and facilities and assist the Borough's impact on climate change and the environment by providing and updating our infrastructure to support alternative methods of travel therefore improving the public realm, and reducing congestion, traffic noise and improving air quality
Children and Young People Cared for by the Authority and Care Leavers	The proposals outlined will not negatively impact children and young people cared for by the authority and care leavers as the highway schemes we have proposed will be accessible to all and will improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities.
Data Protection	The proposed decision does not involve the collation and use of personal data.

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 (Liyakat Ud-Din)	March 2025

Appendices

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

Background papers

Body	Report title	Date
n/a	Future years scheme document (internal document)	January 2025

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