

MIDDLESBROUGH COUNCIL	
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Report of:	Director of Environment and Community Services – Geoff Field
Relevant Executive Member:	Executive Member for Environment and Sustainability – Cllr Peter Gavigan
Submitted to:	Executive
Date:	12 November 2025
Title:	2025/26 Transport and Infrastructure Capital Programme Update
Report for:	Decision
Status:	Public
Council Plan priority:	Delivering Best Value
Key decision:	Yes
Why:	Decision(s) will have a significant impact in two or more wards
Subject to call in?	Yes
Why:	Non-Urgent Report

Proposed decision(s)
That the Executive • Note the progress to date on the delivery of the 2025/26 Capital Programme funded through the £4.154m City Region Sustainable Transport Settlement (CRSTS) grant, as detailed in Appendices 1 and 1A. • Approve the continued allocation of CRSTS funding across both Highways Maintenance and Integrated Transport workstreams, noting that 75% of schemes are currently on programme (RAG: Green) and a further 25% are experiencing minor delays (RAG: Amber) but remain deliverable within the current or next financial year. • Approve the implementation of mitigation measures for schemes at risk of delay or underspend — particularly those in the Carriageways, Structures & Bridges, and Stainton Way Phase 2 schemes — to ensure continued alignment with CRSTS grant conditions, avoid clawback risk, and maintain the Council’s ability to meet statutory obligations. • Endorse ongoing programme management flexibilities, allowing officers to reprofile or reallocate approved funds where appropriate to support accelerated delivery of shovel-ready schemes or respond to emerging priorities.

Executive summary

This report updates Members on the allocation of CRSTS and other funding streams to support transport and infrastructure improvements across Middlesbrough.

A decision to allocate funding was taken at a Single Member Executive meeting on 4th June 2025. This report presents the current position on programme delivery, including a breakdown of schemes and progress to date (see Appendices 1 and 1A).

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 for the funding allocations and to outline the delivery progress of the approved schemes.

Our ambitions	Summary of how this report will support delivery of these ambitions and the underpinning aims
A successful and ambitious town	<i>Aims within this ambition are to:</i> - 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	<i>Aims within this ambition are to:</i> - 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	<i>Aims within this ambition are to:</i> - improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities.
Delivering best value	<i>Aims within this ambition are to:</i> - 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. <i>The programme aligns with corporate objectives and ensures resources are used efficiently to deliver long-term, measurable benefits for Middlesbrough.</i>

1. Updated Recommendations

1.1 That the Executive Member for Environment:

- Note the progress to date on the delivery of the 2025/26 Capital Programme funded through the £4.154m City Region Sustainable Transport Settlement (CRSTS) grant, as detailed in Appendices 1 and 1A.
- Approve the continued allocation of CRSTS funding across both Highways Maintenance and Integrated Transport workstreams, noting that 75% of schemes are currently on programme (RAG: Green) and a further 25% are experiencing minor delays (RAG: Amber) but remain deliverable within the current or next financial year.
- Approve the implementation of mitigation measures for schemes at risk of delay or underspend — particularly those in the Carriageways, Structures & Bridges, and Stainton Way Phase 2 schemes — to ensure continued alignment with CRSTS grant conditions, avoid clawback risk, and maintain the Council's ability to meet statutory obligations.
- Endorse ongoing programme management flexibilities, allowing officers to reprofile or reallocate approved funds where appropriate to support accelerated delivery of shovel-ready schemes or respond to emerging priorities.

2. Updated Rationale for the recommended decision(s)

This update is necessary to ensure continued effective management of the CRSTS: programme, considering delivery progress reported at Q2 (Appendices 1 and 1A). While most schemes remain on track, a few key infrastructure maintenance and cycle infrastructure works are experiencing moderate delays which require Executive awareness and mitigation planning.

2.2 Without formal approval of revised profiles and proactive mitigations, the Council risks underspending the allocated CRSTS funds within the required grant periods. The updated recommendations ensure that the authority remains compliant with grant conditions and maintains credibility with our funding partners.

2.3 Key programme risks have been identified in a small number of areas, notably:

- **Carriageways and Structures & Bridges:** Delivery delayed due to ongoing contract/legal issues. Completion is now forecast for Q1 of 2026/27.
- **Stainton Way Phase 2 and Ormesby Beck:** Minor delays due to ward-level consultation and resourcing gaps earlier in the year. Mitigations proposed include carrying forward delivery into next financial year, accelerating delivery of 'Green' rated schemes, and utilising contingency allowances for inflation or emergent issues.

2.4 While the overall programme remains strategically aligned and financially balanced: with a total funding envelope of **£8.436m** comprising £4.154m CRSTS and £4.282m Council funding (Appendix 1) - the scale and complexity of schemes, combined with the need for formal approval of CRSTS allocations, mean the decision falls within Executive responsibility under Section 6.38 of the Executive Scheme of Delegation.

3. Background and relevant information

3.1 Middlesbrough Council receives CRSTS funding via Tees Valley Combined Authority. The 2025/26 allocations are:

- £1.065m for Integrated Transport
- £2.339m for Highways Maintenance
- £0.750m additional DfT resurfacing grant

The total proposed programme (including Council funding) is £8.436m.

3.2 Scheme-level detail and financial breakdown is outlined in **Appendix 1**.

3.3 Progress against schemes is outlined in **Appendix 1A**.

4. Ward Member Engagement if relevant and appropriate

4.1 Ward members will be consulted on individual schemes that affect constituents within their respective localities. However, these consultations do not impact the scope of this update / programme.

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 effective and prudent allocation of resources. Reassessing proposals at this stage would undermine the integrity of this established process and introduce significant delays to a time-sensitive delivery programme. With 75% of schemes progressing on schedule and 25% experiencing only minor delays (Appendix 1A), the current approach remains the most efficient and strategically sound.

5.2 *Do nothing*

This is also not recommended. Failing to approve the updated funding allocations and associated programme management arrangements would jeopardise timely delivery, reduce the Council's ability to respond flexibly to delivery risks, and potentially result in underspend or clawback of CRSTS funding. The infrastructure programme requires forward planning and financial approval to secure contractor capacity, align delivery windows, and remain compliant with grant conditions. Delaying approvals would impede progress and risk non-delivery of schemes that are essential to maintaining the highway network and improving active travel infrastructure.

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

Topic	Impact
Financial (including procurement and Social Value)	The 2025/26 Transport and Infrastructure Capital Programme is funded through a combination of CRSTS grant (£4.154m) and Council capital contributions (£4.282m), totalling £8.436m (Appendix 1). High-level cost estimates, including contingency allowances, have been applied based on recent delivery experience. Funding allocations may be reprofiled to respond to inflationary pressures, contractor availability, or

	delivery delays, in line with delegated financial procedures. Officer Delegated Decisions allow for reallocation of resources up to £0.250m, ensuring operational flexibility. Any additional funding identified during the financial year will be subject to standard approvals and governance.
Legal	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. The funding allocations and proposed expenditure is required to ensure the Council complies with Highways Act 1980.
Risk	The proposal does not require any change to the Council's existing policy framework. The funding allocations identified are indicative or are pending funding allocation within the programme. Should funding levels alter, there is sufficient 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. 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. 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. 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, Public Sector Equality Duty and Community Cohesion	There will be no negative, differential impact on protected groups and communities.

	It is not anticipated that any other protected groups will be impacted upon negatively because of progressing with proposals.
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
Continue to monitor scheme progress on a monthly basis, with quarterly reviews undertaken to assess financial spend, delivery progress, and compliance with funding conditions.	Infrastructure Programme Manager (Liyaqat Ud-Din)	March 2026

Appendices

1	2025/26 Capital Programme – Funding Breakdown
1A	Scheme Delivery Update – September 2025

Background papers

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

Contact: Li Ud-Din – Infrastructure Programme Manager
Email: Liyaqat_Ud-din@middlesbrough.gov.uk