



HARTLEPOOL
BOROUGH COUNCIL

OFFICER DECISION RECORD

Department:	Development, N/hoods and Regulatory Servs
Division:	
Date of Decision / Issue of Licence:	05/03/2025
Officer Making Decision:	MR T HANSON
Subject / Description & Reason for Decision: <i>(for publication)</i>	To seek approval for a 5 year Highway Maintenance Programme, determined by carriageway condition surveys and following Department for Transport recommended asset management processes. It is recommended that the Executive Director approves the proposed programme as shown in Appendix 1 and note that this will fully commit the funding available in 2025/2026 using the most cost-effective materials available.
Type of Decision:	Key Forward Plan entry number: NRS 02/25
Nature of Delegation Being Exercised:	EDDNRS1587 Power to authorise unscheduled and scheduled maintenance in respect of the adopted highway network and under the Local Transport Plan in accordance with the approved budget.
Alternative Options Considered & Rejected:	Not undertaken pro-active maintenance and fill pot holes as and when they emerge.
Any Declared Register of Interest:	No

OFFICER WITH THE DELEGATION

NAME: MR T HANSON
POSITION: Executive Director Dev N/hood & Reg Serv

IN CONSULTATION WITH...

NAME: HAYLEY MARTIN
POSITION: Director of Legal, Governance & HR

<p style="text-align: center;">NEIGHBOURHOOD SERVICES COMMITTEE</p> <p style="text-align: center;">24th March 2025</p>



Subject: 5 YEAR HIGHWAY MAINTENANCE PROGRAMME

Report of: Assistant Director (Neighbourhood Services)

Decision Type: Key Decision (Forward Plan Reference No. NRS 02/25) **Delegated to Executive Director of Development, Neighbourhoods and Regulatory Services*

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people are enabled to live healthy, independent and prosperous lives.
- where those who are vulnerable will be safe and protected from harm.
- that is sustainable, clean, safe and green.

2. PURPOSE OF REPORT

2.1 To seek approval for a 5 year Highway Maintenance Programme, determined by carriageway condition surveys and following Department for Transport recommended asset management processes.

3. BACKGROUND

- 3.1 The condition of the highway network is established primarily from information obtained from SCANNER vehicles and Course Visual Inspections (CVIs). These inspections are carried out annually, by specialist contractors, in partnership with the other North of England Authorities. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 3.2 For the financial year 2025/2026 the capital grant allocation for highway maintenance is the same as the 2023/24 allocation - **£1,525,747**. This is made up of Highways Maintenance formula funding, Incentive Fund and Pot-hole Fund allocations, and the Council has now received a multi-year settlement of the same amount, up to and including 2026/27.
- 3.3 Due to the large number of roads having the same condition rating, results are also supplemented by rating assessments, carried out in house on the basis of Highway Inspector's reports to determine the schemes that should be given priority within the 5 year programme. Consideration is also given to requests received from members of the public and Elected Members.
- 3.4 The roads and footways included in the maintenance programme are those that are in the most need of repair, as identified by the methods detailed above. The priorities, however, may change over the coming years, as one highway can deteriorate more quickly than another. The highway network is constantly deteriorating through increases in traffic volume, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieves this through both planned and reactive maintenance based on an assessment of need, and making use of the latest available processes and techniques.

4. PROPOSALS/OPTIONS FOR CONSIDERATION

- 4.1 The rolling 5-year programme attached at **Appendix 1** is based on the multi-year settlement now received, and assumes that this will continue for all 5 years of the programme.
- 4.2 Reconstruction works have been identified where other processes are not appropriate, and will be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, which are cheaper but have a shorter-term impact than full reconstruction, will be utilised.

- 4.3 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	<p>There may be a need to re-prioritise individual projects as a result of other areas of the network deteriorating quickly and requiring emergency works, which could require the programme to be adjusted.</p> <p>It should be noted that the Council has finite resources available to support one-off Capital investment and these proposals will fully commit the available resources.</p>
FINANCIAL CONSIDERATIONS	<p>The report enables the Executive Director to approve the detailed schemes. These schemes will be funded primarily from the Structural Maintenance element of the Council's Local Transport Plan, as part of the capital grant allocation for highway maintenance (as at paragraph 3.2 of this report), giving a total budget for 2025/2026 of £1,525,747. A small amount of float is carried each year, which covers instances where the yearly total is slightly over the allocation.</p>
SUBSIDY CONTROL	No relevant issues
LEGAL CONSIDERATIONS	Temporary Prohibition of Driving Orders will be advertised, where necessary, to support the road closures required for the works.
CHILD AND FAMILY POVERTY	No relevant issues
EQUALITY AND DIVERSITY CONSIDERATIONS	No relevant issues
STAFF CONSIDERATIONS	No relevant issues
ASSET MANAGEMENT CONSIDERATIONS	The Asset Register will be updated to reflect the roads which are resurfaced.

ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	No relevant issues
CONSULTATION	The roads to be resurfaced are identified from detailed survey data, highway inspections and engineer’s site visits. Any complaints raised throughout the year are also assessed to determine whether they should be considered for inclusion in the programme.

6. RECOMMENDATIONS

- 6.1 It is recommended that the Executive Director approves the proposed programme as shown in **Appendix 1** and note that this will fully commit the funding available in 2025/2026 using the most cost-effective materials available.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To ensure that structural highway maintenance funding is prioritised to achieve maximum benefit from the available budget.

8. BACKGROUND PAPERS

- 8.1 None.

9. CONTACT OFFICER

- 9.1 Kieran Bostock
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AUTHOR OF REPORT

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Year 1 2025/26

Street	Location	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc.) (A689 westbound from Sapper's Corner) (A179 Hart Bank)		£332,000
Raby Road	Sections	£30,000
Raby Rd Service Rd	Section	£20,000
West View Road	Section	£92,000
Hart Lane	Section	£50,000
Elwick Road	Sections	£50,000
Winterbottom Ave	Holdforth Rd to Warren Rd	£25,000
Brus Roundabout	Full	£35,000
King Oswy Drive	Shops Section and B. Grove School area	£45,000
Wynyard Road	Section	£45,000
Catcote Road	Section (Oxford Rd to Masefield Rd, Full Recon)	£125,000
Rossmere Way	Section	£130,000
Old Cemetery Rd	Section	£16,000
Coal Lane	Section	£29,000
Church Close	Full	£10,000
Church Walk	Full	£15,000
Victoria St/ Sunnyside/ Middlegate (W of Northgate)	Full	£30,000
Casebourne Rd	Section + King St	£36,000
Rear Park Rd at Richard Court (Incl. Champion St/Benson St/ Bentley St & Richard St)	Full	£25,000
Richard St)	Full	
Egerton Road	Section	£16,000
Tofts Farm Ind. Est.	Main estate road to 1 way section	£20,000
Hutton Ave	Section	£18,000
Naisberry Lane	Elwick Rd to crossroads <small>*(OLD SCH. LANE PASSING PLACES)</small>	£27,000
Worset Lane	Section	£18,000
Braemar Road	Section	£15,000
Durham Street	Middlegate to Union St	£23,000
Union Street	Full	£16,000
Kingsley Avenue	Section	£50,000
Romaine Park	Full	£18,000
Shields Terrace	Full	£18,000
Bournemouth Drive	Full	£14,000
Warren Close	Full	£10,000
Museum Road	Full	£30,000
Eltringham Rd	Full	£12,000
Waldon St/ Villiers St	Mini roundabout	£12,000
Waldon Street	Elwick Rd to Lister St	£15,000
Tankerville St	Full	£15,000
Coleridge Ave	Full	£15,000
Woodstock Way	Full	£30,000
		<u>£1,532,000</u>

Year 2 2026/27

Street	Location	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc.)		£345,000
York Road	Raby Rd to Victoria Rd	£95,000
Hart Lane	Section	£60,000
Brenda Rd	Seaton Lane to Tofts Farm	£175,000
Catcote Road	Section – South Fens	£90,000
Seaton Lane	Brenda Rd to A689	£100,000
Park Road	Section	£32,000
Greatham High St	A689 – Woodgate Close	£38,000
Tees Road	Section	£35,000
Heathfield Drive	Section	£17,000
Haswell Ave	Windermere to Stockton Rd	£20,000
Rossmere Way	Section	£34,000
Winterbottom Ave	Section	£31,000
St. Paul's Road	Full	£26,000
Merlin Way	Sections	£25,000
Falcon Road	Full	£16,000
Jones Road	Section	£17,000
Braemar Road	Section	£15,000
Grainger Street	Section	£18,000
Thornhill Gdns	Full	£26,000
Hutton Ave	Section	£23,000
Warkworth Drive	Full	£23,000
Kilmarnock Rd	Owton Manor Lane to Jedburgh Rd	£73,000
Parton Street	Full	£25,000
Stockton Road	Tanfield Rd to Loyalty Rd (S)	£32,000
Friar Street	Full	£15,000
Worset Lane	Bend at bottom of bank	£8,000
Welldeck Gardens	Full	£13,000
Farndale Road	Section	£8,000
Earlsferry Road	Full	£29,000
Troutpool Close	Full	£17,000
Eaglesfield Road	Full	£46,000
		<u>£1,527,000</u>

Year 3 2027/28

Street	Location	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc.)		£330,000
Catcote Road	Sections. Full recon	£130,000
Chester Road	Section	£35,000
Tees Road	Section	£35,000
Owton Manor Lane	Top of loop	£36,000
Oxford Road	West Section	£58,000
Tristram Avenue	Section	£26,000
Ardrossan Road	Full	£32,000
Hart Village	A179 to western village entrance	£75,000
A179	Tall Ships Roundabout	£46,000
A179	Hart Roundabout	£90,000
Kesteven Road	(Full reconstruction)	£96,000
Jones Road	Section	£17,000
Marlborough Street	Full	£21,000
Charterhouse St	Full	£21,000
Rugby St	Full	£21,000
Uppingham St	Full	£21,000
Grainger Street	Section	£24,000
Tuson Walk	Full	£16,000
Moor Parade	Full	£66,000
Ashgrove Ave	Section	£18,000
Brierton Lane	A689 to Catcote Phase 1	£36,000
Dalton Back Road	Section	£45,000
Surtees Street	Full	£33,000
Milbank Road	Avondale Gdns to Allerton Close	£19,000
Monach Road	Full	£18,000
Penrith Street	Section	£20,000
Bath Terrace	Section	£22,000
Alston Street	Full	£15,000
Edgar Street	Full	£12,000
Penrhyn Street	Full	£14,000
Rydal Street	Full	£17,000
Rowell Street	Full	£27,000
Grosvenor Street	Grange Rd to School	£34,000
		<u>£1,526,000</u>

Year 4 2028/29

Street	Location	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc.)		£430,000
Catcote Road	Sections (Full reconstruction)	£140,000
Brierton Lane	A689 to Catcote Phase 2	£95,000
Park Road	Section	£50,000
Elwick Road	Section	£80,000
Brenda Road	Windermere Rd to Stockton Road (1/2 width)	£19,000
Hart Lane	Section	£90,000
Burn Road	Section	£35,000
Throston Grange Ln	Sections	£81,000
Ashgrove Ave	Section	£18,000
Dunston Road	Section	£16,000
Queen Street	Full	£16,000
Mainsforth Tce	Newburn Bridge to Musgrave	£57,000
Dalton Piercy	Full	£45,000
Tunstall Ave	Full	£32,000
Westmoreland St	Full	£8,000
Milton Road	Section	£9,000
Lightfoot Crescent	Full	£28,000
Chichester Close	Cul-de-sacs	£12,000
Deerpool Close	Full	£14,000
Pinero Grove	Full	£8,000
Wilson Street	Full	£17,000
Chaucer Ave	Full	£33,000
Arabella Close	Full	£6,000
Ivy Grove	Full	£26,000
Brecongill Close	Full	£28,000
Carroll Walk	Full	£33,000
Town Wall	West Section	£18,000
Campbell Road	Full	£32,000
Hart Avenue	Full	£8,000
Burns Close, Hart	Full	£9,000
Roxby Close	Full	£16,000
North Road, Seaton	Full	£14,000
Appleby Close	Full	£7,000
		<u>£1,530,000</u>

Year 5 2029/2030

Street	Location	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc.)		£430,000
Cleveland Road	Section	£34,000
Jesmond Gdns	Section	£60,000
West View Rd	Section	£90,000
King Oswy Drive	Sections	£82,000
Owton Manor Lane	Section	£70,000
Bamburgh Road	Full	£45,000
Warrior Drive	Section	£60,000
Northgate	Section	£34,000
Broomhill Gdns	Full	£19,000
Brougham Tce	Section	£26,000
Dalkeith Road	Full	£50,000
Percy Street	Full	£41,000
Retford Grove	Full	£14,000
Silverwood Close	Full	£33,000
Albert Street	Full	£8,000
Archer Street	Full	£5,000
Exeter Street	Full	£9,000
Firby Close	Full	£24,000
Allerton Close	Full	£22,000
Irvine Road	Full	£44,000
Galsworthy Rd	Full	£28,000
Manners Street	Full	£10,000
Tennyson Ave	Full	£35,000
Farnell Grove	Full	£7,000
Amberton Road	Full	£19,000
Garside Drive	Full	£25,000
Manor Close	Section	£15,000
Mildenhall Close	Full	£38,000
Newark Road	Full	£45,000
Winthorpe Grove	Full	£8,000
Navenby Grove	Full	£6,000
Sheriff Street	Section	£40,000
Radnor Grove	Full	£22,000
Cowper Grove	Full	£25,000
		<u>£1,523,000</u>

Notes:

***1 Year 1 fixed. Some schemes in future years may need to be prioritised/ substituted due to other roads deteriorating more quickly.**

2 The estimates above are based on current prices on Annual Tender so costs likely to change when current contract renewed 2025/26 or if increase in material costs etc.

3 Estimates are based on HBC receiving the same budget allowance year on year.

4 A small amount of contingency funding is carried each year which comes from underspends on other schemes, and this covers instances where the yearly total is slightly over the allocation (i.e. Year 1).