

## ITEM No ...11.....

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 11 MARCH 2019  
**REPORT ON:** UNADOPTED FOOTWAYS PROGRAMME  
**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT  
**REPORT NO:** 104-2019

### **1 PURPOSE OF REPORT**

1.1 This report provides an overview of the Unadopted Footway programme progression to date, and presents a proposal for revision to the current scheme inclusion criteria to expand and enhance the remit and scope of the programme.

### **2 RECOMMENDATION**

2.1 It is recommended that the Committee consider the social economic benefits of expanding the scheme inclusion criteria and approve the revision detailed in this report to be incorporated with effect from the 2020/21 programme.

### **3 FINANCIAL IMPLICATIONS**

3.1 There are no direct financial implications arising from this report.

### **4 BACKGROUND**

4.1 Dundee City Council introduced an Unadopted Footway programme in 2000 with an annual investment value of £100,000. The basis of the programme was to reconstruct footway routes to full road standards and adopt the footways to the Council's list of public roads.

4.2 The core criteria of the programme were that the footway is adjacent to an adopted public road. A working group, consisting of Council Officers and Elected Members, was established which derived a basis of prioritisation scoring for the programme order based on criteria associated with usage, alternative provision, connectivity and proximity to centres of vulnerable user groups and local amenities. The programme was established without the requirement for frontage proprietor contribution (with the exception of Commercial frontages whose main offices were out with Dundee) as this was previously identified as a barrier to scheme delivery and also disproportionate in terms of cost and time associated with legal and administrative recovery of contributions and preparing binding agreements.

4.3 In 2004 the scoring criteria was expanded to include the age of adjacent housing as a prioritisation factor in the programme order. This additional criterion was promoted and approved on the basis that it formed a more accurate estimate of the age of the footway than any other means of record available.

4.4 At present the Unadopted Footway programme is funded to a value of £500,000 per annum. The current list, which is compiled from locations promoted by Elected Members, is now drawing to a close and if current funding levels are continued, would be projected to be completed in the 2021/22 financial year. While there are further footways which aren't included on the programme in the City which would meet the inclusion criteria, these footways are un-promoted (or unrequested for adoption). At the start of the financial year the current four year programme was issued to all Elected Members, which has been custom at the start of previous financial years also.

## **5 EXPANSION OF PROGRAMME INCLUSION CRITERIA**

- 5.1 With the current programme drawing to a conclusion, an opportunity is present for the Council to consider an alternate strategy in regard to the adoption of road and footway assets.
- 5.2 The Council receives a number of enquiries through elected members, and directly from members of the public, regarding requests for improvement and adoption of remote internal housing estate footways, and off street parking areas, which are of private ownership and do not form part of the list of public roads.
- 5.3 The adoption process consists of the Council formally adopting the asset and adding to the List of Public Roads. Following adoption, the asset is upgraded to full road standards. The ownership of the solum of the road or footway is retained by the existing owner and the Council is thereafter responsible for future maintenance.
- 5.4 The current programme inclusion criteria focus solely on the upgrade of private assets however there are a number of Council owned assets which feature similar situational characteristics as private assets included in the programme which would equally benefit from investment to upgrade to full road standard. It is proposed the programme from 2020/21 onwards accommodates both Council owned and private assets where the programme inclusion criteria are met.
- 5.5 Should the programme remit be expanded as proposed in this report, it is suggested the programme title of Unadopted Footways be altered to Unadopted Assets, in order to reflect the inclusion of roads, footways and off street parking areas.
- 5.6 To accommodate and enable the proposed expanded asset category remit of the programme, a revised inclusion criteria with associated priority scoring factors are proposed, to allow assessment on a common basis of the alternate public benefits the upgrade of these different asset groups present from a social economic measure perspective.
- 5.7 The existing programme inclusion criteria, and priority weighting factors are shown in Appendix A of this report. The proposed alternative for an expanded inclusion scope is shown in Appendix B.
- 5.8 It is proposed to conclude the current programme format by delivering the schemes listed in the programme up to the end of the 2019/20 financial year. New schemes incepted from revised criteria would be added from the 2020/21 financial year programme onwards. The current programme for 2019/20 is shown in Appendix C of this report.

## **6 POLICY IMPLICATIONS**

- 6.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **7 CONSULTATIONS**

- 7.1 All members of the Council Management Team have been consulted and are in agreement with the contents of this report.

**8 BACKGROUND PAPERS**

8.1 None.

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Executive Director of City Development

NHG/EM/MS

Ewan Macnaughton:

1 March 2019



## APPENDIX A

## CURRENT CRITERIA APPROVED BY THE CITY DEVELOPMENT COMMITTEE

No.	Criteria	Weighting Score	Origin Date
1	Footway surfaced	Yes / No	29/03/00
2	Age of Housing	0 to 12	22/03/04
3	Footways where pedestrians are forced to use the carriageway on a bus route	0 or 10	29/03/00
4	Footways where pedestrians are forced to use the carriageway on other heavily trafficked routes	0 or 7	29/03/00
5	Footways where pedestrians are forced to use the carriageway on minor / residential routes	0 or 5	29/03/00
6	Footways heavily used by children and / or parents with prams and / or wheelchairs	0 or 5	29/03/00
7	Footways adjacent to sheltered housing or known clusters of elderly or disabled residents	0 or 7	29/03/00
8	Footways in local shopping areas	0 or 5	29/03/00
9	Footways in approved regeneration or SIP area	0 or 5	29/03/00
10	Footway on a gradient >10%	0 or 3	29/03/00
11	Scouring as a result of gradient	0 or 2	29/03/00
12	Adequate footway opposite and traffic is light	0 or -5	29/03/00

Notes

- The origin date refers to the date in which the criteria were applied to the programme prioritisation. Reference to the following documents;
  - 14/06/1999 Planning and Transportation Committee – Report No. 408/99  
Approval of pilot scheme
  - 05/10/1999 Minute of Unadopted Footpaths Working Group Meeting  
Inception of criteria proposals and weighting factors
  - 22/03/2000 Report by the Director of Planning and Transportation to the Unadopted Footpaths Working Group
  - 29/03/2000 Minute of Unadopted Footpaths Working Group Meeting  
Review and revision of pilot scheme
  - 29/03/2004 Planning and Transportation Committee – Report No. 39-2004  
Unadopted footway programme prioritisation criteria amendment
- Item 9 criteria 'Footways in approved regeneration or SIP area' was included in the original pilot, reference to Minute of 05/10/1999 work group meeting, however removed following review at the 29/03/2000 work group meeting.

## APPENDIX B

## PROPOSED UNADOPTED ASSETS CRITERIA FROM 2020/21

No.	Criteria	Score Range
1	Condition	1 - 6
2	Use	1 - 6
3	Risk to users	1 - 6
4	Asset forms a route of connectivity with services and facilities	1 - 6
5	Asset used by a demographic with an above average proportion using mobility aids	1 - 6

Notes

1. 'Condition' score range of 1 to 6 is as per the established condition scoring method. The condition assessment shall take cognisance of existing un-surfaced footways which shall score higher in this field.
2. The 'use' criteria shall acknowledge and assess the different forms of use, namely pedestrian, cyclist and driver to allow a common method of priority comparison to the alternate user groups.
3. The 'risks to users' category shall be assessed with recognition of the alternate asset types and user groups.
4. 'Routes of connectivity' with services and facilities shall be defined and applied to assets which provide passage to other services such as transport, education, health, leisure, retail or employment.
5. The measure of assisted mobility groups shall include locations with above average use by elderly, disabled or parents with prams. The criteria shall favour health centres, shelter housing and routes to schools and nurseries.
6. Representations from recognised community groups for sites to be included in the programme shall continue to be accommodated by the Roads Maintenance Partnership in administering the programme. Sites shall be assessed against the listed criteria and prioritised in the programme accordingly.

## APPENDIX C

## UNADOPTED FOOTWAYS PROGRAMME - 2019/20

Footway Location	Ward	Priority Score	Length (m)	Area (m2)
Clarence Road, East Footway	Maryfield	14	170	794
Bingham Terrace	Maryfield	12	388	996
Martin Street	Maryfield	12	91	200
McKinnon Street, South Footway	Coldside	12	108	287
Harley Street	The Ferry	12	40	150
Reres Rd, South Footway, Reres Pk to Abertay St	The Ferry	12	245	889
Hazel Drive, West Footway	West End	12	310	652
Douglas Terrace	Coldside	12	198	380
Beechwood Terrace, South Footway	West End	12	108	302
Perrie Street, East Footway	Lochee	12	271	542
Abertay Crescent	The Ferry	11	353	655
Dalrymple Terrace	Lochee	11	522	957
Deanbank Street	Lochee	11	492	939
Deerpark Road	Maryfield	11	199	494
Dennison Road East	Maryfield	11	130	491

