

PLACE SELECT COMMITTEE

Review of Highway Infrastructure

Asset Management

13th September 2021

Key Lines of Enquiry

- How is funding allocated for highways infrastructure asset management? How has this funding changed over previous years? What is the projected condition of the highway if the budget remains the same over the next five years?
- What could be done if SBC were provided with additional funding to repair/maintain highway infrastructure assets? What are the opportunities for 'invest to save'?
- What are the highway infrastructure asset priorities moving forward and how can the Committee help to deliver on them through their recommendations?

Queries Raised 19th July 2021 (1)

- For the adoption of roads, where does the maintenance period come from?
 - The 12-month maintenance period – Department for Transport Advice Note, also published locally in Tees Valley Design Specification.
- Gully Cleaning Programme
 - Majority of gullies cleaned once per annum, with known ‘problem areas’ cleansed either twice or four times per year.
 - Before extreme weather events – carry out further pre-emptive cleanses of gullies and trash screens.
- National Benchmarking Analysis
 - Results due for release 29th October 2021 – Analysis of results to commence around then.

Queries Raised 19th July 2021 (2)

- Post Scheme Questionnaires (2019)
 - 322 surveys issued
 - 68 returned
 - 58 Very Satisfied, 9 Fairly Satisfied, 1 neither satisfied nor dissatisfied
- Positive Comments
 - Workers should be proud of a job well done
 - Very good new surface
 - Very efficient first-class job very good workmanship
 - Got some very good photos of before and after

- Negative Comments
 - Was it necessary to fill the potholes 2 days before work on the new surface started
 - I tripped over the leg of a warning sign hidden behind a lamppost
 - Should have done the footpaths at the same time
 - There are other parts of the estate in desperate need of repair
 - It was a pity the work didn't carry on into other roads as there are a few potholes on them roads as well

How is Capital Funding Allocated (1)

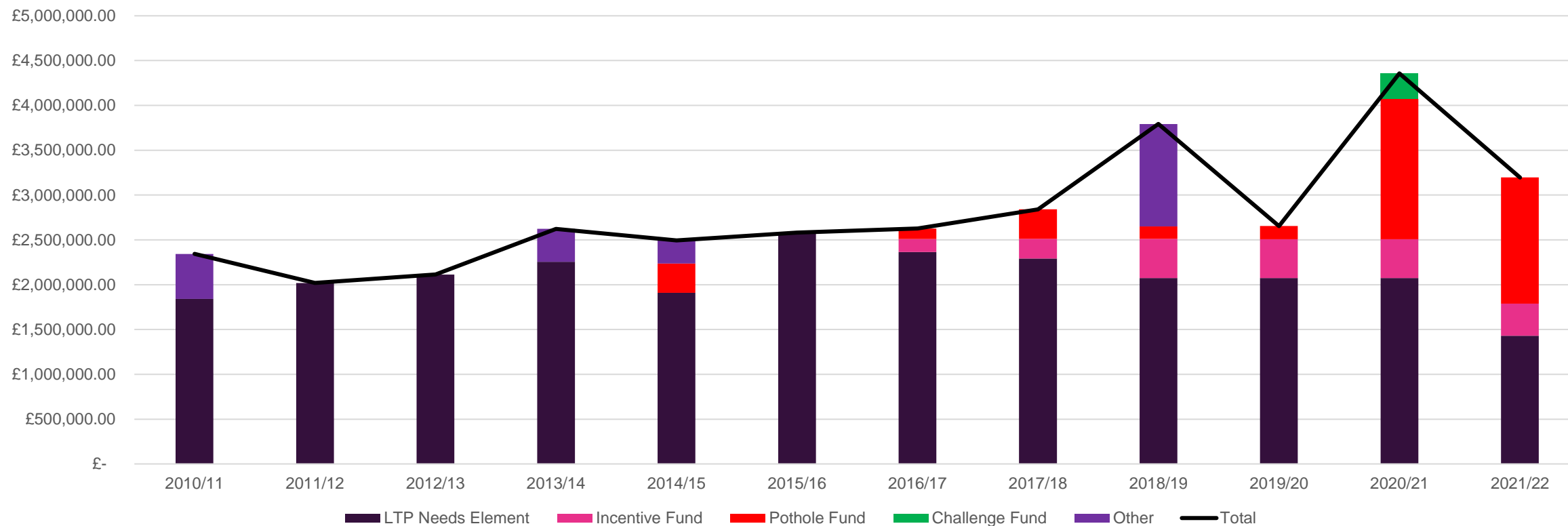
- Capital Funding – From Central Government, via Tees Valley Combined Authority. Allocation based on road length (2019 data), No of Structures (over 1.5m span as of 1st April 2014), No of Street Lighting Columns (as of 1st April 2014).
- Structures and Street Lighting data is being refreshed by DfT for 2022 – Marginal impact on SBC.
- Consultation on-going for refreshed funding scenario for Mayoral Combined Authorities – City Region Sustainable Transport Settlement.

How is Capital Funding Allocated (2)

- In advance of notification of annual capital funding, we look to formulate a draft programme of work for each asset based on;
 - Condition surveys
 - Inspections
 - Stakeholder reports
 - 3rd Party claims
 - Accident data
 - External influences
- Once formally notified of the budget - refine programme and apportion budget over each asset to address the top issues first.

How Has Capital Funding Changed

Capital Funding Since 2010

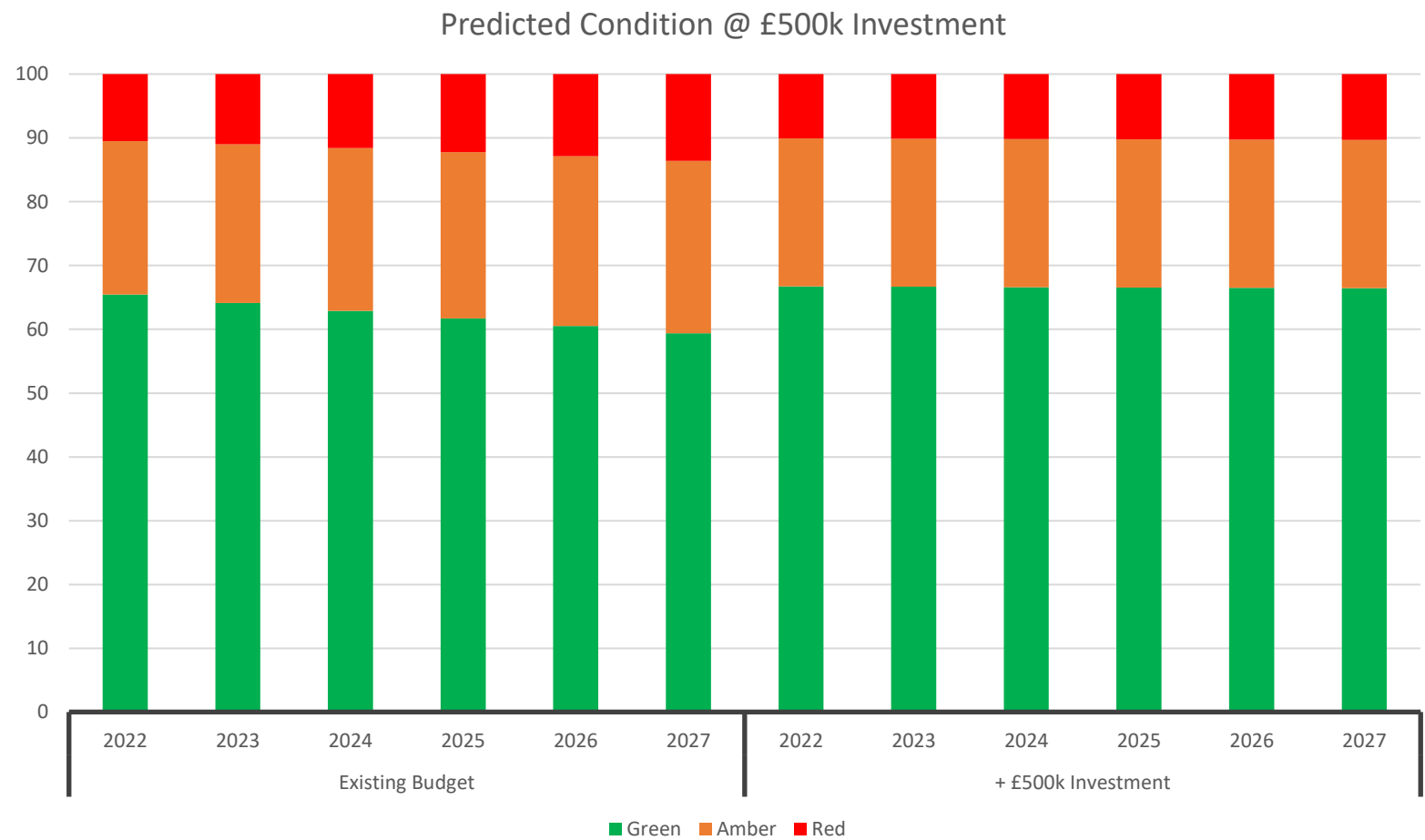


Projected Condition – Existing Budget (1)

	A - Roads			B – Roads			C – Roads			Unc Roads		
	%age @ 2022	%age @ 2027	Equiv Km Change	%age @ 2022	%age @ 2027	Equiv Km Change	%age @ 2022	%age @ 2027	Equiv Km Change	%age @ 2022	%age @ 2027	Equiv Km Change
Red	0.52	2.87	↑ 2.2	1.61	4.47	↑0.4	1.39	4.76	↑3.6	10.47	13.58	↑20.8
Amber	19.22	30.90	↑10.9	21.95	26.57	↑0.6	22.82	28.56	↑6.2	24.08	27.02	↑19.6
Green	80.26	66.23	↓13.1	76.44	68.96	↓1.0	75.79	66.68	↓9.8	65.45	59.40	↓40.4

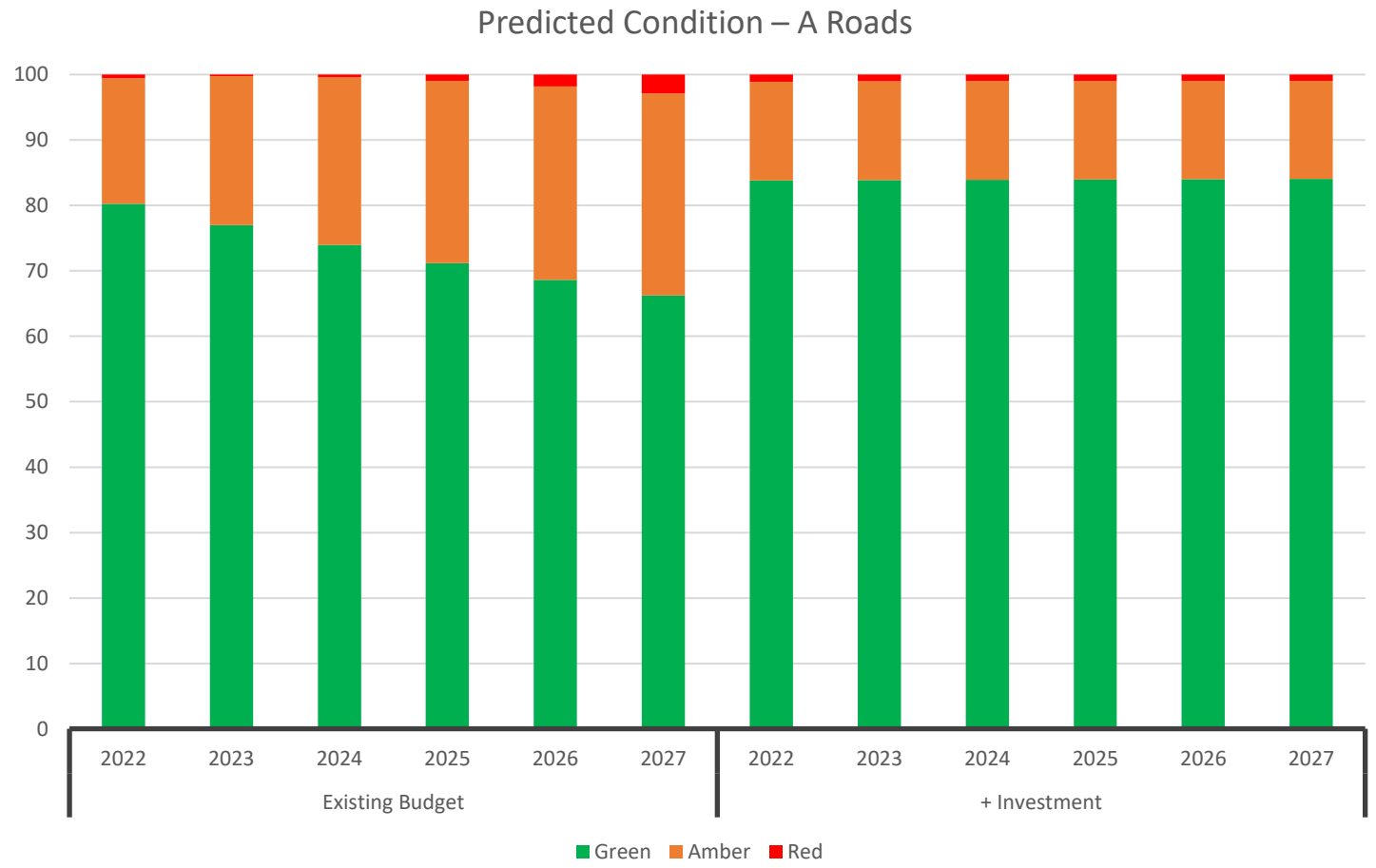
Projected Condition – Budget Increase (1)

£500k per annum increase
– target unclassified roads only



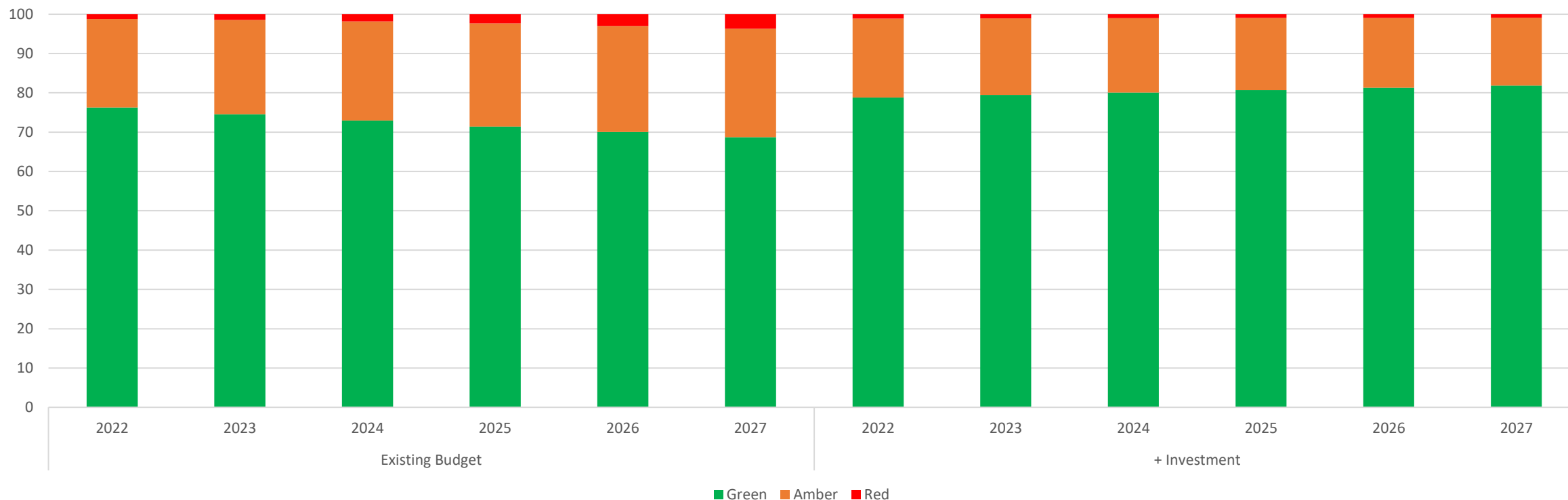
Projected Condition – Budget Increase (2)

£1m per annum split
 + £500k unclassified
 + £290k A Roads
 + £210k B&C Roads



Projected Condition – Budget Increase (3)

Predicted Condition - B & C Roads



Potential Invest to Save Opportunities (1)

- Roadmender – Capital Cost of Equipment Circa £30,000

Benefits

- Reduced cost per sq.m of patching.
- Carbon savings estimated at 1-2tonne CO₂ per day.
- Environmental benefits – utilises recycled rubber (from tyres) in the patching material.
- In-house provision – improved flexibility and more control over response times.



Potential Invest to Save Opportunities (2)

- Crack Sealing – Capital Cost of Equipment circa £15,000

Benefits

- Reduced cost per sq.m of patching.
- Carbon savings on traditional patching methods.
- In-house provision.



Potential Invest to Save Opportunities (3)

Other Opportunities to explore moving forward :-

- JCB Pothole Pro – machine mounted method for localised traditional patching
- Patch Master – cold lay material for permanent pothole repairs



Potential Invest to Save Opportunities (4)

Other Opportunities to explore moving forward :-

- Drones – to identify defects and repair with 3D printed materials



Highway Infrastructure Priorities & Committee Recommendations

- Structures – Several high-profile structures needing maintenance over next few years.
- Climate change
 - Decarbonisation of transport network via various methods/treatments.
 - Planning for and responding to extreme weather events
 - Future proofing of material choices for increased temperatures
- Recommend greater use of alternative materials where appropriate to do so.
- Investigate invest to save opportunities.

In Summary

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