

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

SCRUTINY MONITORING – PROGRESS UPDATE	
Review:	Review of Highways Asset Management (inc. Potholes & Flooding)
Link Officer/s:	Simon Milner/ Ian Raine
Action Plan Agreed:	February 2022

Updates on the progress of actions in relation to agreed recommendations from previous scrutiny reviews are required approximately 12 months after the relevant Select Committee has agreed the Action Plan. Progress updates must be detailed, evidencing what has taken place regarding each recommendation – a grade assessing progress should then be given (see end of document for grading explanation). Any evidence on the impact of the actions undertaken should also be recorded for each recommendation.

Recommendation 1:	That options to utilise, alternative interventions, processes and resources, such as the use of recycled rubber materials, are considered and where appropriate are implemented both as part of delivering more maintenance interventions and contributing towards the Environmental Sustainability & Carbon Reduction Strategy.
Responsibility:	Highway Network and Flood Risk Management Team (HN&FRM Team)
Date:	July 2022 HM programme tabled highlighting use of alternate materials & end of first year of monitoring and ongoing there (March 2023) after.
Agreed Action:	Identify suitable sites, during normal programme setting processes and measure/monitor environmental benefits. Sites should not be restricted to use of recycled rubber materials but also warm asphalts, micro surfacing, surface dressing and crack sealing. All above to be achieved through partnership working with the supply chain. Work with media team to inform wider stakeholders of the benefits achieved.
Agreed Success Measure:	Quantify amount of materials diverted from the waste stream into recycled products. Annual increase in the overall percentage of schemes using alternative materials when compared to traditional surfacing. CO2 savings through other products.
Evidence of Progress (February 2023):	Since February 2022, we have carried out trial of the asphalt materials containing a recycled rubber additive on four sites within the Borough. A total area of 2200 sq.m. has been treated and this has diverted approximately 300 end of life tyres from the waste stream.

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

	<p>In addition to using recycled rubber in materials we have now moved to the use of warm asphalt on the majority of our sites and over the course of this financial year this has resulted in a saving of 10.2t of CO2 as compared to the use of traditional surfacing materials which is the equivalent of 7 cars off the road.</p> <p>Going forward warm asphalt will become the default material of use within the Borough. Other measures to reduce CO2 being considered in collaboration with our surfacing contractor are:</p> <ul style="list-style-type: none"> • HVO (hydrogenated vegetable oil) fuels in vehicles and plant • Electric vehicles and plant • Increased quantity of recycled stone in materials (up from 10% to 20%) • Asphalt IQ <p>Asphalt IQ is a bespoke application to calculate the residual carbon of a specific scheme. Once the above carbon reduction measures have been calculated, we are exploring options with SBC's Environment Team to consider how best to undertake the offsetting.</p>
Assessment of Progress (February 2023): (include explanation if required)	1 – Fully Achieved
Evidence of Impact (February 2023):	Although fully achieved, as mentioned above, this will also be ongoing as alternative materials, such as warm asphalts, become the material of first choice within the Borough.

Recommendation 2:	That options to 'invest to save' are explored and costs and returns are calculated.
Responsibility:	HN&FRM & Highway Ops Team
Date:	July 2022
Agreed Action:	Liaise with operational teams to compile options reports and costings for consideration.
Agreed Success Measure:	Report produced with recommendations.
Evidence of Progress (February 2023):	<p>Initial options of new and innovative techniques have been explored, and these include:</p> <p>Roadmender – a proprietary vehicle borne method of using a flowable pothole filling material with minimal excavation requirements.</p>

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

	<p>Crack Sealing – a proprietary hot warm flow material for the filling of small defects and cracks within the uppermost surface layers of a road.</p> <p>Roadpatch MMA – a cold lay material for filling of potholes.</p> <p>Meon ECO ES Roadliner – an all-electric road marking machine for fast response to reactive road marking repairs.</p> <p>Meon Patchmaster – a cold lay material for filling potholes and other small scale defect repairs</p> <p>JCB Pothole Pro – self-contained machine for excavation and cleaning of predominantly large area defect repairs</p> <p>To date, trials of Roadmender and Crack Sealing have been carried out within the Borough.</p>
Assessment of Progress (February 2023): (include explanation if required)	<p>3 – Slipped</p> <p>Due to resource issues within the highway construction sector, limited progress has been made on this action.pu.</p>
Evidence of Impact (February 2023):	<p>Performance of the above-mentioned proprietary materials that have been trialled is ongoing in order to assess their longevity and reduced need for return visits.</p>

Recommendation 3:	<p>That options are included, where appropriate, to build on existing collaborative work or procure collaboratively with other Tees Valley authorities to advance innovation, adopt alternative processes and materials, improve efficiency, harmonise standards and maximise integration.</p>
Responsibility:	Highway Transport and Design team
Date:	March 2023
Agreed Action:	<p>Proactive involvement in review of the Tees Valley Design Guide.</p> <p>Assist North East Procurement Organisation (NEPO) with technical input on region wide collaborative procurement opportunities.</p> <p>Continued involvement with Tees Valley Highway Infrastructure Asset Management Group.</p>
Agreed Success Measure:	<p>Revised Tees Valley Design Guide approved, adopted and issued.</p> <p>SBC to feedback on NEPO opportunities.</p> <p>SBC to chair Infrastructure Asset Management Group from April 22.</p>

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

Evidence of Progress (February 2023):	<p>Review of the Tees Valley Design Guide is ongoing and officers from Highway Network and Flood Risk Management team, along with those from the wider Highway Transport and Design service are fully involved all aspects of its review.</p> <p>SBC are providing technical support to NEPO on the following procurement opportunities as required during 2023;</p> <ul style="list-style-type: none"> • Highway Surfacing Framework • Highway Technical Surveys and Services • Winter Weather Forecasting Services • Weather Station Maintenance and Monitoring Services • Rock Salt • Traffic Management Framework <p>SBC have been the chair of the Tees Valley Highway Infrastructure Asset Management Group since April 2022 and will continue in this position until April 2023 when Darlington Council will take over as the chair.</p>
Assessment of Progress (February 2023): (include explanation if required)	1 – Fully Achieved
Evidence of Impact (February 2023):	The impact of recent price volatilities within the construction sector have been proactively managed through the use of robust price variation clauses within the various collaborative procurement documents whereby inflationary pressures are assessed on a monthly basis using industry standard methods of calculation that are applied to all suppliers on the framework rather than being subjected to sudden and unexpected cost increase requests from individual suppliers.

Recommendation 4:	That a communications plan is devised and agreed to ensure that all elected Members are made aware of the current Highway Infrastructure asset management processes and current pressures experienced by the Service.
Responsibility:	HN&FRM Team
Date:	July 2022
Agreed Action:	<p>Feed into the design of SBC’s new website and agree content prior to launch.</p> <p>Consider opportunity for Asset Management item to be included in future Community Services and Transport Members Briefing.</p> <p>Produce annual member update report on Infrastructure Asset Management activities.</p>
Agreed Success Measure:	New website launched and updated as appropriate.

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

	<p>Members briefing carried out.</p> <p>Update report produced, approved and circulated.</p>
Evidence of Progress (February 2023):	<p>The new website was launched as per the Corporate digital strategy with relevant inputs from the Highway Network and Flood Risk Management Team.</p> <p>The Cabinet member for Environment and Transport is provided with fortnightly updates on issues pertaining to Community Services and Transport, with wider updates and briefings provided to other members as required.</p> <p>The annual update report is scheduled to coincide with the end of the 2022/23 financial year with circulation to internal circulation due to take place following the 2023 election process.</p>
Assessment of Progress (February 2023): (include explanation if required)	1 – Fully Achieved
Evidence of Impact (February 2023):	No issues reported, stakeholder contacts are actively managed and the revised web forms have streamlined the processing of applications for highway licenses.

Recommendation 5:	That a proactive programme of gully replacement is considered and implemented based on priority, need and available resource.
Responsibility:	HN&FRM Team
Date:	May 2022
Agreed Action:	Evidence led approach based on surface water issues, complaints and other technical considerations to identify suitable schemes for drainage works.
Agreed Success Measure:	Programme of drainage works identified and implemented as part of annual maintenance programme.
Evidence of Progress (February 2023):	<p>During 2022/23 gully and drainage improvement and maintenance works have been carried out at 3 sites (Green Lane, Low Lane, Durham Lane) across the Borough. Investigation works are either ongoing or recently completed at an additional 4 sites based on a risk assessment and the outcome of these will inform future work programmes through the remainder of this financial year and into next.</p> <p>The process of investigations and works will be ongoing in future years.</p>
Assessment of Progress (February 2023):	1 – Fully Achieved

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

(include explanation if required)	
Evidence of Impact (February 2023):	The improvement works have significantly reduced the volumes of standing water at the sites where works have been carried out and as a result this should result in a significant reduction in the number of stakeholder reports of issues at these locations.

Recommendation 6:	That, recognising that correspondence has been sent to local MPs urging them to lobby Central Government for additional funding, their response and any further actions are kept under review.
Responsibility:	SBC
Date:	May 2022
Agreed Action:	Letter sent to local MPs from Leader of the Council.
Agreed Success Measure:	Correspondence is acknowledged / response received.
Evidence of Progress (February 2023):	<p>The Leader of the Council wrote to both local MPs at the end of September 2021.</p> <p>Subsequent to the letter, the Tees Valley Combined Authority and Stockton as the local highway authority was one of the Mayoral Combined Authorities that moved from the traditional one year highway capital funding mechanism to a five year settlement plan via the City Region Sustainable Transport Settlement.</p> <p>This surety of funding over a longer period will allow for better planning and co-ordinating of works. It will also allow for larger schemes to be programmed as funding profiles can be adjusted within the 5 year funding period</p>
Assessment of Progress (February 2023): (include explanation if required)	1 – Fully Achieved
Evidence of Impact (February 2023):	The move from a traditional one year funding capital funding settlements to the 5 year City Region Sustainable Transport Settlement has allowed the TVCA in consultation with the local highway authorities to develop a short/medium term plan of transport and highway related schemes which will benefit from the surety of funding over this 5 year period

Recommendation 7:	That, in order to raise awareness of funding issues, the final scrutiny report is shared with the Tees Valley Combined Authority Transport Advisory Group (TVCA / TAG).
Responsibility:	Highway Transport and Design Manager

APPENDIX 1

PROGRESS UPDATE: Review of Highways Asset Management (inc. Potholes & Flooding)

Date:	May 2022
Agreed Action:	Copy of final report presented to TVCA / TAG.
Agreed Success Measure:	Report acknowledged.
Evidence of Progress (February 2023):	TVCA Highway Infrastructure Asset Management Group and the Transport Advisory Group were made aware of the Place Select Committee review of Highways Asset Management. Copies of the report were available to the group on request.
Assessment of Progress (February 2023): (include explanation if required)	1 – Fully Achieved
Evidence of Impact (February 2023):	The move from a traditional one year funding capital funding settlements to the 5 year City Region Sustainable Transport Settlement has allowed the TVCA in consultation with the local highway authorities to develop a short/medium term plan of transport and highway related schemes which will benefit from the surety of funding over this 5 year period.

Assessment of Progress Gradings:	1 Fully Achieved	2 On-Track	3 Slipped	4 Not Achieved
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