

APPENDIX 1

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

| SCRUTINY MONITORING – PROGRESS UPDATE | |
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| 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.

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| 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> <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> |

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| 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.</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> |
| Evidence of Progress (November 2023): | <p>Roadmender – a further trial of this machine in different locations is planned for later in the year and its use will be evaluated going forward.</p> <p>Crack sealing has now been successfully used on a number of locations within the Borough, including Church Road, Portrack Lane and Blair Avenue. Further use is planned for the Marsh House Avenue area of Billingham in the next couple of weeks.</p> <p>Roadpatch MMA and Meon Patchmaster were costed out, but in comparison to existing cold lay materials there was insufficient evidence to suggest if the expected longevity of the material was sufficient to warrant its extra cost.</p> <p>Meon ECO ES Roadliner – this device is currently in use in Redcar and Cleveland Councils area, its effectiveness and use will be evaluated within their area and if successful we will explore the options to share its use with them.</p> <p>Other different ways of working / innovations being used within the Borough now include:</p> <p>Velocity patching – a vehicle borne potholing machine will be deployed in the Borough for 1 week in November. The locations will be a mix of Urban and Rural areas with an evaluation of its effectiveness under different scenarios.</p> <p>Microasphalt – a machine laid cold surfacing material ideally suited to application in thin layers to seal and protect existing road surfaces – we are currently in the process of identifying a number of urban and rural sites to which this material can be applied during the next financial year.</p> |
| Assessment of Progress (November 2023): (include explanation if required) | <p>1 – Fully Achieved</p> |
| Evidence of Impact (November 2023): | <p>Crack sealing represents a 75% saving on regular potholing costs (£10 per sq.m compared to £45 per sq.m). Longevity is currently being assessed but initial evaluation is indicating that it is currently lasting about the same length of time.</p> <p>Velocity patching represents a 50% saving potholing costs (£22 per sq.m compare to £45 per sq.m) with a similar lifespan. Going forward we will be</p> |

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| | <p>looking to deploy this machine onto the network in advance of the annual safety inspections to assess its impact on reducing the number of defects identified during the inspection process at this inspection point but also in 12 months time.</p> <p>Microasphalt – represents an approx. 55% saving on traditional large scale resurfacing sites (£8 per sq.m compared to £18 per sq.m) with an estimated lifespan of 8-10 years compared to 20 years. But as it is a cold applied material it does represent a significant saving on the carbon footprint of normal resurfacing.</p> <p>It must however be noted that the alternative materials and techniques being deployed are not intended to replace regular repairs methods, instead they are to be available to support and enhance the service we supply. Each techniques is relevant in its own right, but they do all have limitations on use and locality. Hence the need to have as many options available to us as possible.</p> | | | |
| Assessment of Progress Gradings: | 1 Fully Achieved | 2 On-Track | 3 Slipped | 4 Not Achieved |