Environment, Economic Growth and Transport Scrutiny Committee
11 March 2024

Value for Money - Potholes

John Davies, Head of Highways

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Council

TAMP Approach:

- Away from Worst First to Preventative condition lead
- Aligns with DfT Self-Assessment approach and risk based 'Well Managed Highways: Code of Practice'

- **Phase1:** 2015-2020: Get ABC roads in good condition: Achieved.

- Improve footways – less money than expected

- **Phase2:** 2020-2025: Improve Urban and Rural Unclassified Roads, manage SL column replacements

- **Phase 3:** Improve Bridges and Structures

% RED & AMBER	March 2014	March 2023
A roads	30.70%	18.50%
B Roads	47.50%	25.20%
C roads	54.50%	31.70%
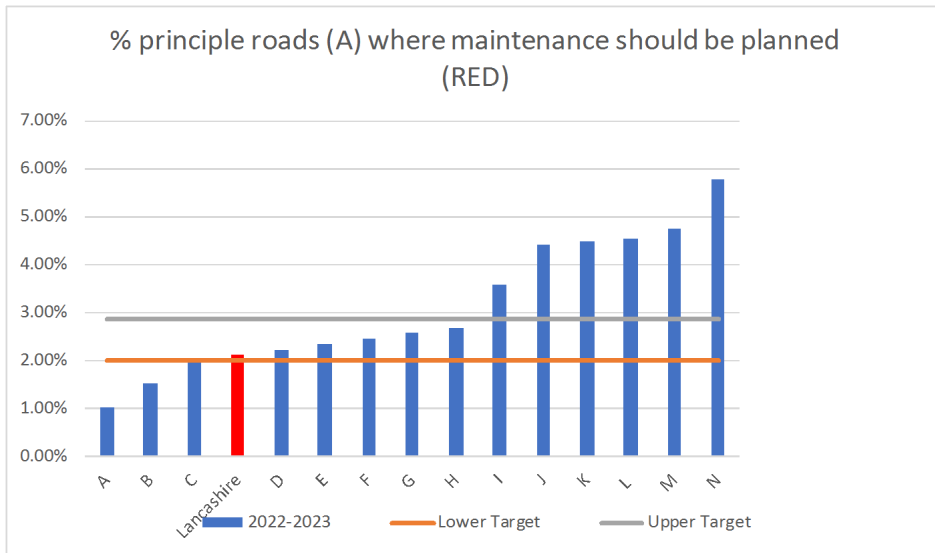
Programme 24/25	DfT Highway Maintenance Grant Award: £28.811million
ABC	£3,416,645
Rural Unclassified	£1,007,120
Urban Unclassified	£6,465,100
Footways	£500,000
Moss Roads	£822,135
Localised Deterioration Fund	£2,800,000
Preventative Find and Fix	£750,000
Programme support allowable within grant conditions	£1,150,000
Drainage	£1,000,000
Structural Defects	£2,000,000
Street Lighting	£2,350,000
Bridges & Structures	£5,600,000
Vehicle Restraint Barriers	£300,000
Traffic Signals	£150,000
Planned additional maintenance	£500,000
Total	£28,811,000

% principle roads (A) where maintenance should be planned (RED)

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Approximate cost per m2	Grade	Condition	Treatment	Treatment Lifespan
N/A	Grade 1	Highway as new / early signs of wear	N/A	7-20 years
£2-3	Grade 2	Early signs of wear	Reactive only as required / Preservation Treatments	4-6 years
£5-7	Grade 3	Mid Life - serviceable with surface wear	Preventative (Surface Dressing / Microasphalt)	6-8 years
£18-£22	Grade 4	Functional damage	Multi treatment schemes	6-12 years
£30-£35	Grade 5	Structural damage	Resurfacing Reconstruction	7-20 years

Scheme Selection:
- Priority for the TAMP Phase
- Life cycle treatment options
- Numbers of safety defects & repeat visits
- Public and Member complaints
- Strategic Nature of the Route:
  - Resilient Route Network
  - Emergency Diversion Routes
  - Abnormal Load Routes
  - The Primary Route Network
  - Primary and secondary Gritting Routes
  - Bus Routes & Bus Stops

Why are some roads are included and not others?

Potential reasons for this include (but are not limited to):
- The good condition road is probably on the preventative programme.
- Roads are prioritised only against roads of the same classification.
- Repeat visits to potholes is a significant factor in prioritisation. Some roads in poor condition are subject to repeat visits to fix potholes while others are not. The ones with repeat visits are prioritised over those without.
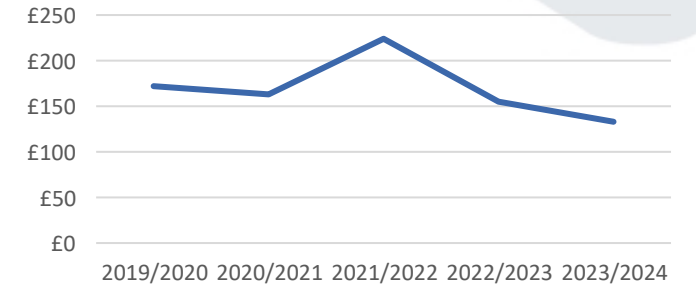
Localised Deterioration Fund:
- Addresses Member Concerns
- Assessed 3 times a year – catches in year deterioration
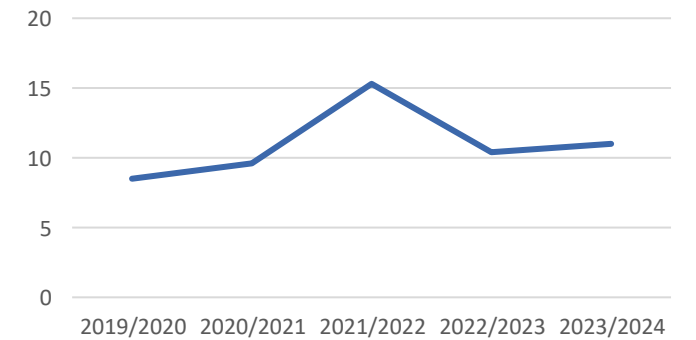- Over £15m identified work
- Maximum 2 days' work\ 2000m^2

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Pothole Repairs

Reported defects from safety Inpections and reported by the public
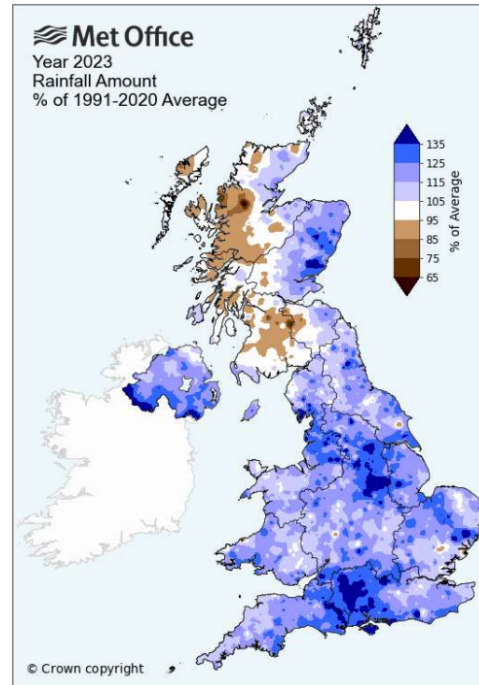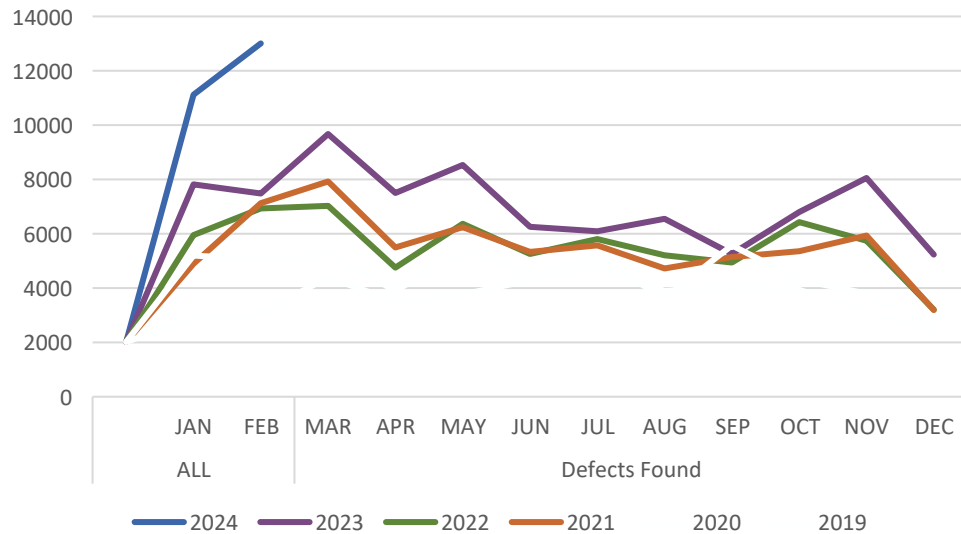
Summary

TAMP

- Aligns with recognised Good Asset Management practice & ensures maximum funding

- Away from 'worst first', focus on data driven preventative approach

- 3 Phases, currently towards end of Phase2

- Phase 1 objective achieved: Improve and maintain ABC road Network

- Schemes selected based on:
  - Priority for the TAMP Phase
  - Life cycle treatment options
  - Numbers of safety defects & repeat visits
  - Public and Member complaints
  - Strategic Nature of the Route

Potholes

- The highway network is currently experiencing unprecedented reports of structural defects.

- Significant factors which have impacted the network condition include the significant amount of rainfall which has resulted in continuously saturated roads and the impact of traffic on water filled potholes and surface defects.

- If the current increases continue it is estimated that by 2025 / 2026 we could see 104,863 structural defects requiring a year-round resource of 35 crews to meet the KPIs set out in the Highway Inspection Policy.

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