

Highways Performance Dashboard

Report of the Chief Officer for Highways, Infrastructure Development and Waste

1. Introduction

In response to the recommendations of the Planned & Reactive Maintenance: Potholes & Drainage Task Group presented to the Corporate, Infrastructure and Regulatory Services (CIRS) Scrutiny Committee in March 2019 an updated Performance Dashboard Report has been produced. The intention of this report is to provide Members with an overview of the performance of Devon Highways on key seasonal aspects of delivery;

- Winter preparations;
- Cyclical Works;
- Surface Treatments;
- Carriageway safety defects.

2. Winter Preparations

During the summer months we have invested in many of our winter depots with a series of improvements to the salt barns and some drainage systems, as a result the annual salt order was briefly delayed while the works were being completed. Most of this work is now done and a delivery of approximately 8,500t will find its way to the various depots through September and into early October leaving Devon with fully stocked barns totalling 23,500 tonnes before the start of winter service period. We have also invested in two replacement salt saturators in Newton Abbot and Tiverton, this will improve our resilience and assist the Contractor's delivery of the service.

Winter service training is being finalised and all staff within Devon Highways will receive training dependent on their level of involvement.

Work is well underway to enable the use of social media and the dissemination of winter salting use to improve communication with the public and snow wardens.

With regard to the preparation and servicing of the winter fleet, all of the gritters have had their annual service and have been signed off by our own Transport Co-ordination Service (TCS). The calibration of these units commenced in late August and is on target for completion by early October.

The demountable units were completed by mid-September and the ploughs and snowblowers are expected to be signed off during September.

3. Cyclical Works

3.1. Rural Grass Cutting

In May we completed the first of the two programmed rural cuts. The second cut commenced on 27 August 2019 and is programmed for 5 weeks.

3.2. Urban Grass Cutting

In August we completed the third planned urban cut. The fourth and final cut commenced on 2 September.

3.3. Gully Emptying

An update on the progress of the gully emptying programme can be seen in Appendix A. The works are currently on programme.

3.4. Drainage Cleaning

The grips, easements and buddlehole programme is not as advanced as might be expected with only 32% of assets attended despite being 40% through the financial year. Towards the end of September Skanska will move to the principal network which will see additional gangs mobilized to prepare the salting network routes for the winter season. This will see an acceleration of the programme.

In addition, Skanska are investing in two new machinery attachments specifically for grip cleaning which will further increase gang productivity. This new equipment will be on line in October.

3.5. Escape Lane Maintenance

A programme of routine inspections and maintenance of these assets is undertaken twice a year.

Cyclical maintenance such as raking of stone, cleaning of signs and vegetation cut back is carried out alongside the inspection, with any substantial works planned in as appropriate for a later date.

The first maintenance inspections were completed in May, with the second inspections looking to commence early September 2019.

3.6. Cattle Grid Cleaning

A programme of routine cleaning of these assets are undertaken to ensure their continued efficiency. Following the cleaning operation, a service inspection (including structural integrity) will be undertaken, with any substantial works planned in as appropriate for a later date.

The cattle grid programme will commence in October, where approximately sixty grids across the county will be cleaned. It is anticipated that the cleaning programme will run until January 2020.

4. Surface Treatments

Through the summer a programme of surface treatments has been carried out to increase the life expectancy of the carriageway by providing a waterproof seal and improving the skidding resistance.

For a number of years, we have worked closely with our supply chain and the use of 'warm asphalt'. The material has been trialled in a number of locations including the Stover Way Community Trail and the A3052 Trow Hill resurfacing. This technology is beginning to move forward, and we now have two plants in Devon that are capable of supplying material. Warm asphalt provides an approximate 7.5% carbon reduction over traditional hot laid material.

4.1. Surface Dressing

This year's programme which is primarily rural based consisted of approximately 1.06 million sqm and has been delivered by Kiely Bros Ltd. The programme commenced on 8 April 2019 and has been divided into three main phases to maximise programme efficiency, network demand and client/contractor expectation.

As of the beginning of September the first two phases have been delivered in line with the original programme, with the final phase about to start focusing on narrow sites, using specialised plant. We have unfortunately experienced some delays in the remarking but have worked closely with our contractor to address the issues.

4.2. Micro Asphalt

This year's programme which is primarily urban based consisted of approximately 150,000 sqm and has been delivered by Kiely Bros Ltd. The programme commenced on the 11 June 2019, and as of the beginning of September the programme has been delivered in line with the original timelines.

We have unfortunately experienced some delays in the raising of ironwork and remarking but have worked closely with our contractor to address the issues.

4.3. Dragon Patcher

For the last 12 months Skanska have been operating a 'Dragon Patcher' on our network for the repair of potholes in rural locations. This piece of plant is nicknamed the 'Dragon Patcher' because it uses flames to dry out potholes in cold or wet weather. This increases the length of time that it can remain operational throughout the year.

After drying out the road it then cleans the surface with compressed air and seals the pothole with a stone mix and hot bitumen emulsion. Over the summer period we mobilised a second machine to take advantage of the better weather.

Since September 2018 the patcher has repaired 490 safety defects and a further 2572 serviceability defects, preventing them becoming a safety defect. In addition, cracking, fretting and crazing in the surrounding structure are all addressed by the machine, leaving the surface suitable for future dressing.

Experience from others suggests the repairs should last in excess of 3 years.

5. Carriageway Safety Defects

Analysis of the number of recorded potholes can be found on the previously published electronic dashboard. The headline figures are provided in Appendix B. The numbers of potholes recorded in 2019 are all below the average figures recorded since 2016 and well below the like-for-like figures recorded in 2018.

It is hoped that we are beginning to see the benefits of the PIP triage process that has been county wide since June.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
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Nil

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Drainage Cleaning

Gully emptying

Current completion 41% as at 23/08/2019 (40% through the year)

	% Complete	Total Programmed	Attended	Left to Attend
Honiton	53%	23,653	12,445	11,208
Exeter & Mid	36%	33,513	12,181	21,332
Rydon	48%	23,394	11,335	12,059
Ivybridge	30%	19,118	5,676	13,442
Okehampton	44%	15,207	6,748	8,459
Torrington	42%	12,497	5,248	7,249
South Molton	37%	20,310	7,477	12,833
	41%	147,692	61,110	86,582

Grips, Easements and Buddleholes

Current completion 32% as at 23/08/2019 (40% through the year)

	Programmed Assets	New Assets Added	Total to be cleaned	Total Assets Attended	Left to Attend	% Complete
Grip Gang 1	12,185	313	12,498	7,343	5,155	60%
Grip Gang 2	2,436	339	2,775	1,187	1,588	49%
Grip Gang 3	3,749	274	4,023	1,866	2,157	50%
Grip Gang 4	33,125	1,056	34,181	5,438	28,743	16%
Grip Gang 5	23,379	726	24,105	5,481	18,624	23%
Buddle Gang 1	10,182	289	10,471	2,708	7,763	27%
Buddle Gang 2	7,654	1,559	9,213	5,605	3,608	73%
	92,710	4,556	97,266	29,628	67,638	32%

	Programmed Length (m)	Cleaned (m)	Additional Cleaned (m)	Total Cleaned (m)	% Complete
Grip Gang 1	35,181	18,905	2,623	21,528	61%
Grip Gang 2	13,603	3,055	461	3,516	26%
Grip Gang 3	9,141	4,333	305	4,638	51%
Grip Gang 4	11,5586	13,050	991	14,041	12%
Grip Gang 5	48,368	15,006	1,809	16,815	35%
Buddle Gang 1	53,802	11,150	1,684	12,834	24%
Buddle Gang 2	20,793	14,663	2,343	17,006	82%
	296,474	80,162	10,216	90,378	30%

**Appendix B
To HIW/19/73**

Carriageway Safety Defects

	Number of Recorded Potholes 2019	Number of Recorded Potholes 2018	Average Number of Recorded Potholes since 2016
April	3,608	9,667	5,714
May	3,089	6,284	4,275
June	3,253	5,096	4,429
July	2,260	5,201	3,514
August	1,826	4,385	3,350

