



**Network North Highway Maintenance**

1. Additional resurfacing and other work either completed in 2023/24 or scheduled in 2024/25 using the additional funding in Budget 2023 and the further funding confirmed in the Network North allocation.

Areas / roads where work has been carried out	Type of works being undertaken on asset group	Indicative cost (£m)	Surface area resurfaced (if applicable) m2	Benefits from it (e.g. improved journey times etc)
<b>2023/24 Budget additional funding</b>				
A511 Horninglow Road (original scheme)	Road reconstruction and resurfacing	£0.3	1,800	Replacement of life expired roads, improved safety accessibility and network resilience.
A53 Broad Street, Leek	As above	£0.32	1,600	As above
A53 Newcastle Road, Baldwins Gate	As above	£0.235	1,300	As above
A34 Talke Road, Newcastle-under-Lyme	As above	£0.16	1,900	As above
A53 Newcastle Road, Loggerheads	As above	£0.22	1,050	As above
C0018 Tutbury Road/Belmont Road, Needwood	As above	£0.525	6,000	As above
A518 Bamford Bridge roundabout, Uttoxeter	As above	£0.23	3,400	As above
Member prioritised 'pothole' fund - various locations Countywide	Repair of carriageway, footway and cycleway defects	£2.0		Localised repair of defects to network safety and resilience.
Various locations Countywide	Preventative surfacing pre-patching (acceleration of programme to facilitate additional surface treatment)	£0.47	7,000	Early life preventative treatment to extend life of the road providing improved safety, accessibility, and network resilience.
<b>Total 2023/24 (Budget additional)</b>		<b>£4.46m</b>		
<b>2023/24 Network North Funding</b>				
A511 Horninglow Road North, Burton upon Trent -extended scheme	Road – reconstruction and resurfacing	£0.6	3,400	Replacement of life expired roads, improved safety accessibility and network resilience
A449 Wolverhampton Road, Stafford – extended scheme	As above	£0.2	1,100	As above



A34 Lichfield Road, Stafford – additional scheme brought forward	As above	£0.8	4,700	As above
Various locations Countywide	Preventative surfacing pre-patching (acceleration of programme to facilitate additional surface treatment)	£0.6	9,000	Early life preventative treatment to extend life of the road providing improved safety, accessibility, and network resilience.
<b>Total 2023/24</b>		<b>£2.2m</b>		

**2. Further additional work that will be completed during 2024/25 – again setting out both expected total volumes of additional work (e.g. miles of road resurfaced) and where it is planned.**

The below programme is subject to approval by Cabinet on 20<sup>th</sup> March 2024.

<b>2024/25 Network North Funding (Subject to Cabinet approval on 20<sup>th</sup> March 2024)</b>				
Areas / roads where work has been carried out	Type of works being undertaken on asset group	Indicative cost (£m)	Surface area resurfaced (if applicable) m2	Benefits from it (e.g. improved journey times etc)
A511/B5008 Ashby Rd / Newton Road, Burton	Road – reconstruction and resurfacing	£0.6	2,000	Replacement of life expired roads, improved safety accessibility and network resilience
A515 Lichfield Road, Elmhurst, Lichfield	As above	£0.4	2,500	As above
A522 Tape Street, Cheadle	As above	£0.2	1,200	As above
B5368 Lower Milehouse Lane, Cross Heath, Newcastle Under Lyme	As above	£0.5	1,800	As above
C260 Elliots Lane, Codsall	As above	£0.3	1,100	As above
A520 Windmill Hill, Meir Heath	As above	£0.5	1,800	As above
C370 Coton Lane, Tamworth	As above	£1.7	6,900	As above
<b>Total 2024/25</b>		<b>£4.2m</b>		

**3. How the authority is introducing innovation in the delivery of highways maintenance (e.g. the use of new equipment or software) and where it plans to go further.**

*We have a long history of introducing innovation in the delivery of highways maintenance whether that be through the development of long-term strategic partnerships with delivery partners to ensure the best outcomes for the way we manage, maintain and improve over 6,000km of roads, through to innovative use of technology, new ways of working and the use of low carbon materials supported by our own highways’ laboratory.*



*From the recycling of arisings from the emptying of gullies, the introduction of the JCB Pothole Pro to tackle additional potholes, the use of low carbon materials and of drones and road AI to carry out condition surveys we continue to innovate.*

*This year (2024) will see our customer reporting system provide improved reporting and updates, programmes of work and information as we continue to invest in digital solutions.*

**4. How the authority is using its street works and other powers to ensure that resurfacing works are not undermined by repeated digging up of the same road by utility companies.**

*As highway authority we have a number of statutory duties including a duty to maintain the highway, ensure it is safe for highway users and, secure the expeditious movement of traffic.*

*We are also aware of the need for safe and reliable utility services and the necessity for street works to install, maintain and improve existing supplies to local residents and businesses but understand these can be disruptive to road users. Staffordshire’s economy is diverse, and we need a successful, vibrant economy creating opportunities for people to secure better paid jobs and to prosper. Investment in infrastructure in Staffordshire has created or safeguarded more than 10,000 jobs since 2024 and enabled construction of more than 4,000 new homes all of which require access or changes to the local road network.*

*From our quarterly coordination meetings with works promoters including those from the gas, water, sewerage, electric and telecommunication providers, we seek to ensure that the same roads are not repeatedly dug up by different organisations.*

*Whilst we don’t have powers to prevent emergency repairs to utility apparatus or, for new connections we do use powers under Section 58 of the New Roads and Street Works Act 1991 to prevent companies from carrying out planned works for up to three years (previously five years) following major highway works.*

*We have worked closely with digital infrastructure providers replanning our footway renewal programmes to enable the roll out of fibre telecommunications equipment whilst avoiding damage to newly resurfaced footways.*

**5. The total amount of investment in the maintenance of local highway networks for the most recent 5 years (i.e. for the years 2019/20; 2020/21; 2021/22; 2022/23; and 2023/24) and planned investment for 24/25. Authorities should summarise both total expenditure and total DfT grant funding.**

	<b>Total DfT capital grant funding (excluding Integrated Transport Block) £m</b>	<b>Total amount of capital investment in the maintenance of local highway networks (including both council and DfT grant funding streams) £m</b>	<b>Total amounts of revenue spend on the maintenance of local highway networks £m</b>
2019/20	20.642	30.675	10.865
2020/21	33.802	38.672	13.801
2021/22	25.067	35.216	13.262
2022/23	25.067	40.508	29,086
2023/24	32.711	50.688	18.015
2024/25	28.255	50.208	17.583