



Our Place Environment Work Programme

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Highways and Infrastructure Manager

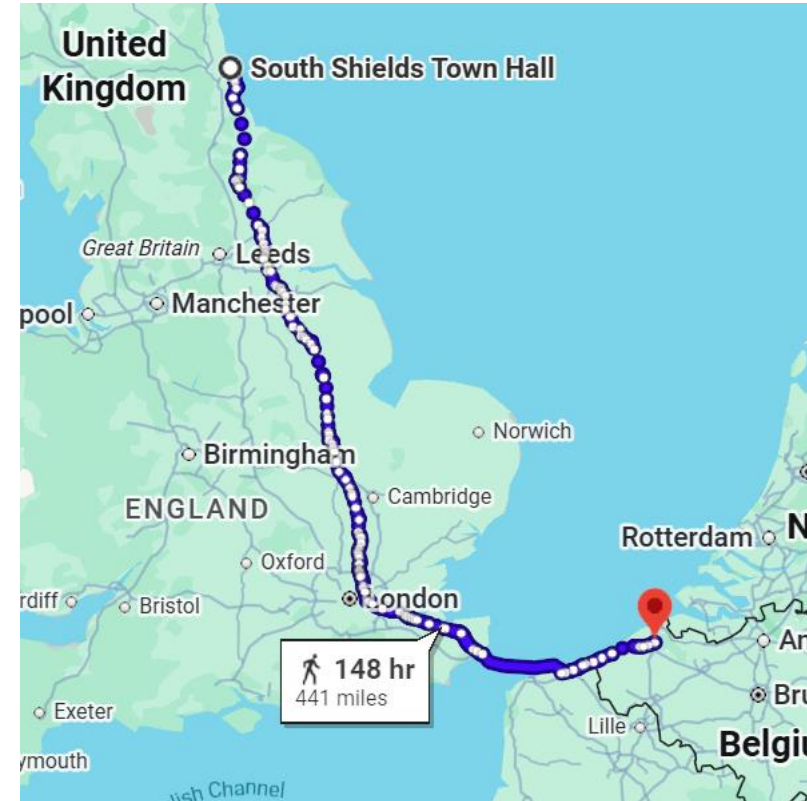


Adopted Carriageway Length

South Tyneside Council maintains 627km of adopted highway
It comprises of Classified, unclassified and back lanes

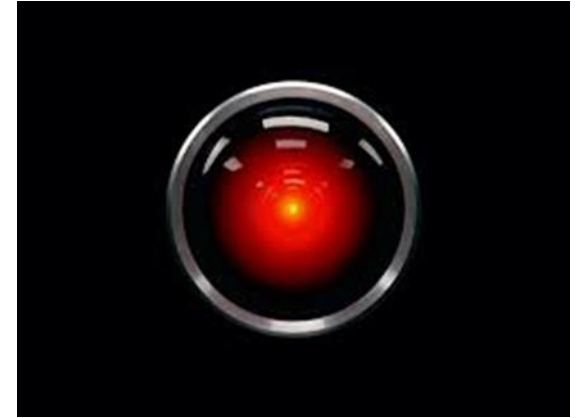
If the network was laid end to end it is the equivalent of walking from South Shields Town Hall to Belgium.

All the network is inspected at least once per year
The inspection frequency is determined by the carriageway hierarchy



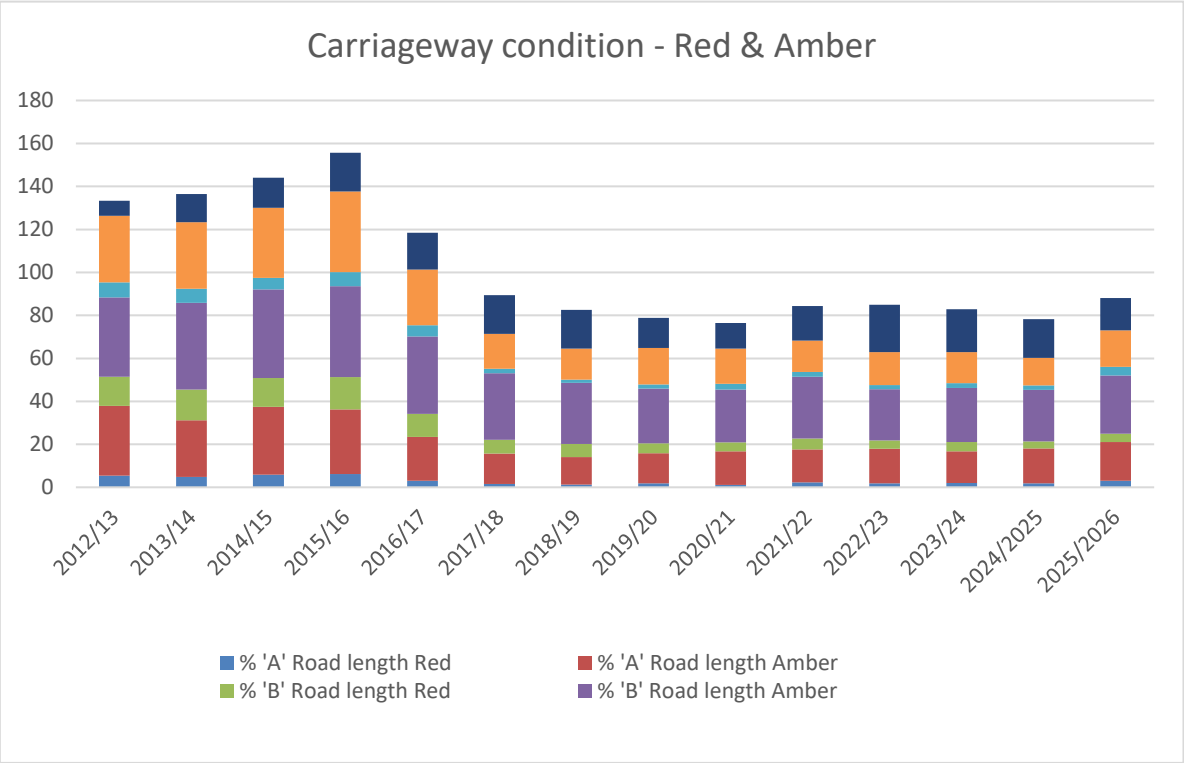
Condition Data Collection & Analysis

- Condition surveys are carried out annually
- Survey data is uploaded into Causeway One Asset Strategy
- Repair information from safety inspections uploaded
- Deterioration models programmed
- Trigger levels programmed
- Available budget stipulated
- Provisional programme generated with the right treatment at the right time
- Engineering judgement using local knowledge
- Programme signed off by leadership
- Network management implications taken into consideration



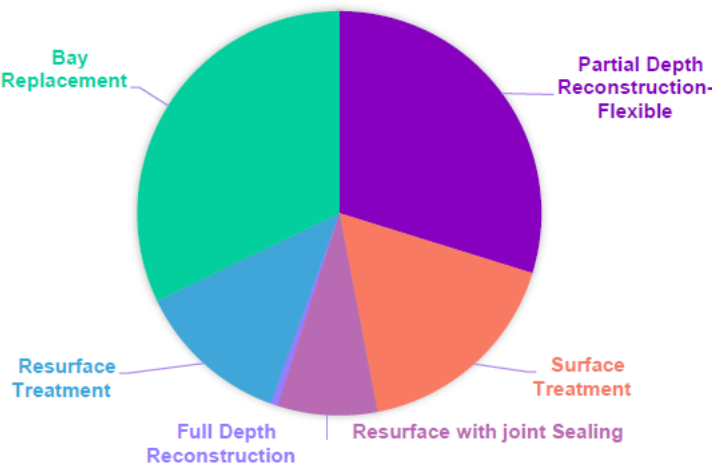
Carriageway Condition

Carriageway condition data is reported annually to the Department for Transport



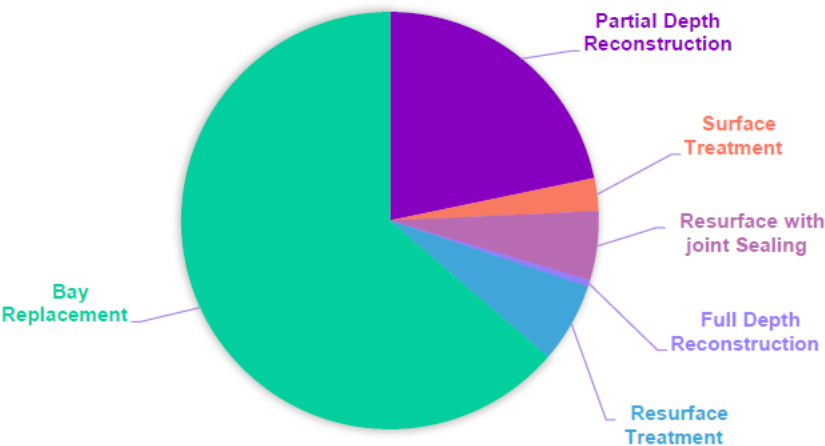
Carriageway Maintenance Backlog

MAINTENANCE BACKLOG QUANTITY (M²)



Treatment	Maintenance Backlog Quantity (m ²)
Partial Depth Reconstruction- Flexible	277,549
Surface Treatment	160,172
Resurface with joint Sealing	74,322
Full Depth Reconstruction	5,094
Resurface Treatment	115,010
Bay Replacement	299,387

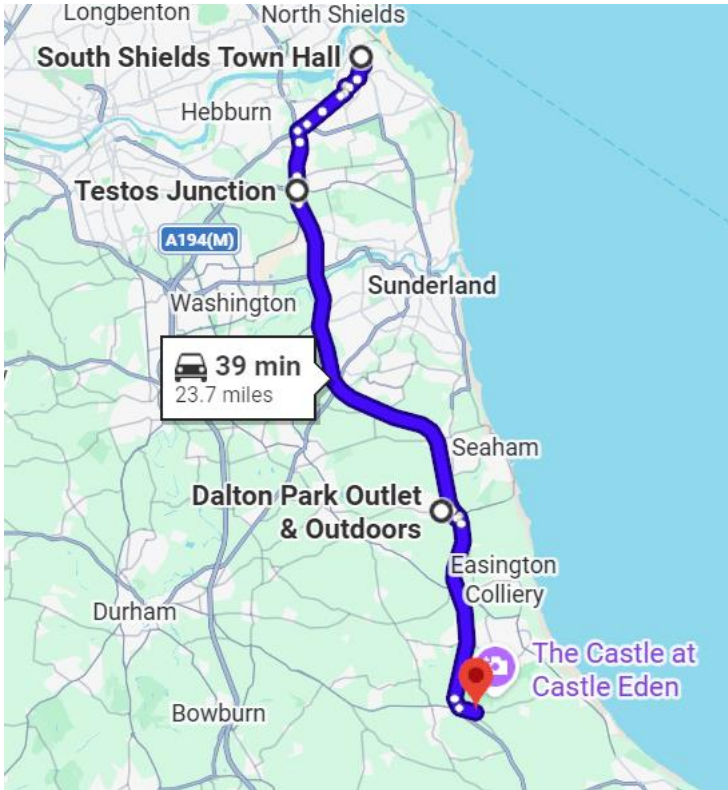
MAINTENANCE BACKLOG COST



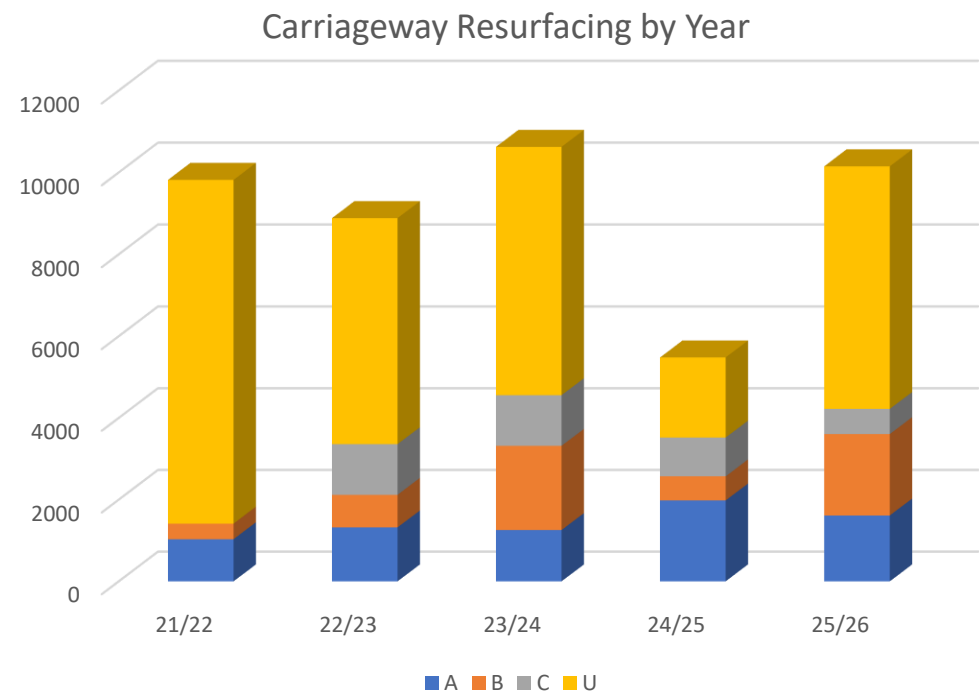
Treatment	Maintenance Backlog
Partial Depth Reconstruction	£20,949,427
Surface Treatment	£2,450,632
Resurface with joint Sealing	£5,161,682
Full Depth Reconstruction	£468,128
Resurface Treatment	£5,982,811
Bay Replacement	£61,374,331

Carriageway Resurfacing Completed

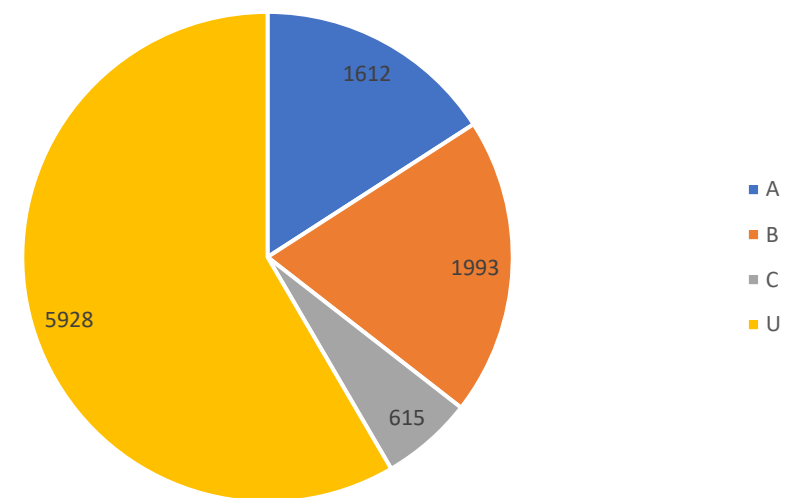
	Resurfacing (km)	Cumulative Distance (km)	Approximate Location
2021/2022	9.8	9.8	Testo's Roundabout (A19/A184)
2022/2023	8.9	18.7	A19 south of Washington junctions
2023/2024	10.6	29.3	Dalton Park / Murton A19 junction area (staying on A19)
2024/2025	5.4	34.7	A19 between Murton and Castle Eden junctions
2025/2026	10.2	44.9	Castle Eden Interchange (A19/A179)



Carriageway Resurfacing Completed

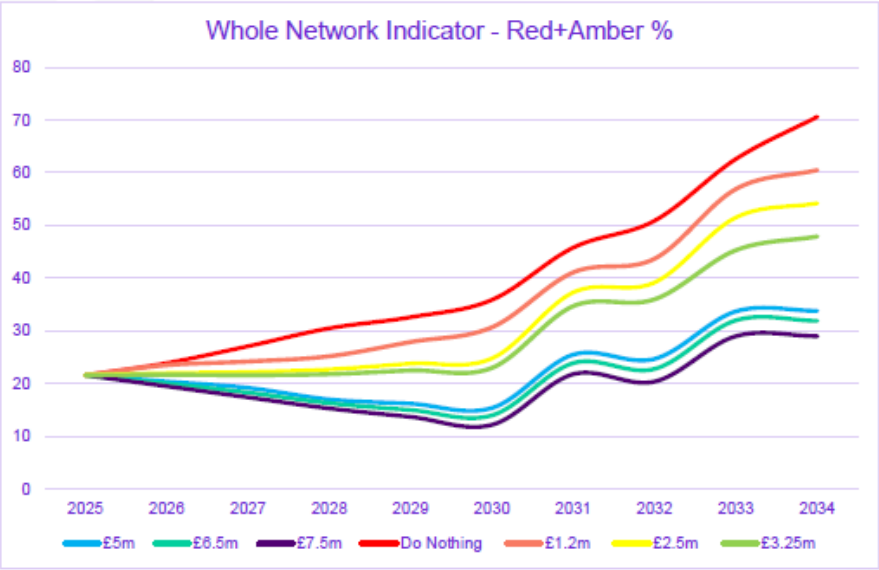


Carriageway Resurfacing Breakdown by Road Classification 2025/26



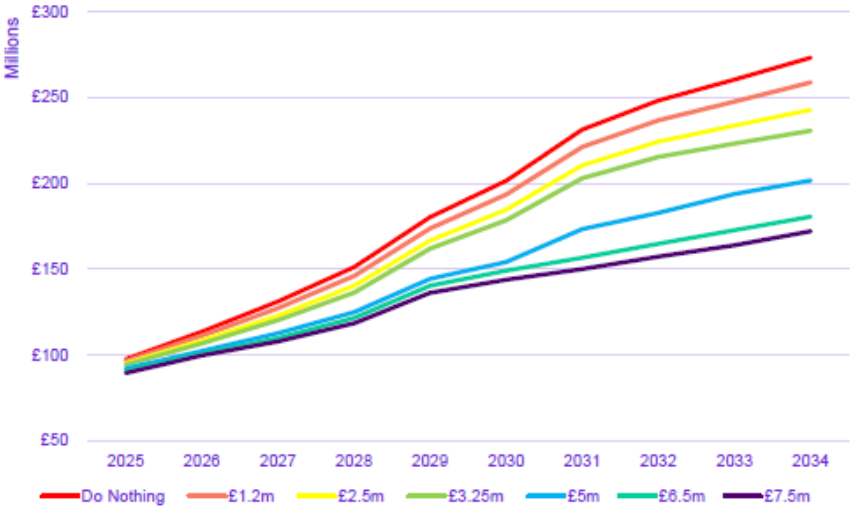
Investment Strategy Scenarios

Combined Scenario Results



Scenario	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Do Nothing	21.6	23.9	27.1	30.5	32.6	35.9	45.8	50.9	62.6	70.6
£1.2m	21.6	23.5	24.2	25.2	27.9	30.7	41.1	43.7	56.9	60.5
£2.5m	21.6	22	22.2	22.7	23.8	24.8	37.3	39.2	51.5	54.2
£3.25m	21.6	21.7	21.6	21.8	22.5	23	34.7	36	45.3	47.9
£5m	21.6	20.4	19.2	17	16.2	15.4	25.5	24.7	33.7	33.8
£6.5m	21.6	20	18.3	16.3	15	14	23.9	22.8	32	31.9
£7.5m	21.6	19.5	17.4	15.3	13.7	12.2	21.8	20.4	29	29

Maintenance Backlog Projections



Scenario	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Do Nothing	97.5	113.5	131.2	151.2	180.3	201.5	231.3	248.2	260.5	273.2
£1.2m	96.3	111.1	127.2	146.0	173.7	193.5	221.2	236.7	247.6	258.8
£2.5m	95.0	108.4	122.9	140.3	166.6	184.7	210.4	224.3	233.7	242.8
£3.25m	94.3	106.7	120.2	136.3	161.9	178.5	202.9	215.4	223.2	230.6
£5m	92.0	102.3	112.6	124.9	144.4	154.2	173.3	182.8	193.8	201.6
£6.5m	90.4	100.6	109.8	121.5	140.3	149.1	166.6	164.8	172.6	180.5
£7.5m	89.4	99.6	107.9	118.5	136.1	143.8	150.1	157.3	163.9	172.0

Pothole Myth busters

Myth 1

“If they fixed them properly the first time, they wouldn’t keep coming back.”

Each repair is classed as a temporary repair and is not a bodge job. It is a deliberate and a planned response to keep the road safe and open to the public. It may not look nice, but it does what it is supposed to do and remove the dangerous situation.

A permanent repair requires specialist equipment, dedicated crews (of which there are a limited number), dry weather and the right temperature for materials to bond and cure. You cannot do that at speed across thousands of sites. The quick fix keeps you moving safely while permanent works are scheduled. That is good engineering and not necessarily bad workmanship.

Myth 2

“They only fix potholes when someone complains.”

Highways teams run routine inspection cycles across the entire road network. Roads are categorised due to their characteristics and inspected on set schedules. Yes, reports from the public help and are welcome, but the idea that nothing happens unless you ring up is wrong.

Myth 3

“It would be cheaper to just resurface the whole road.”

It sounds logical but the numbers do not support it. Full resurfacing costs tens of thousands of pounds and requires road closures, traffic management and long lead in times. Every pound spent resurfacing one road is a pound not spent on making others safe.

Funding Allocation 2026/27

Full Department for Transport maintenance block funding has been internally ringfenced for maintenance schemes as per DfT transparency rating requirements

- Increased patching budget allocation
- Increased concrete bay renewal budget allocation
- Re-introduced preventative maintenance programme – micro asphalt – DfT transparency rating requirement
- Continues to target resurfacing programme towards unclassified roads
- Currently reviewing pothole repair procedure



Transparency Ratings

- Local Road Maintenance Transparency Ratings introduced in 2025.
- The aim is to ensure that funding leads to improved outcomes i.e. DfT funding is spent on maintenance schemes
- Information on condition, spend and best practiced must be published online by September 2026
- The DfT will audit the information and allocate the council a RAG rating
- In the 2025/26 period STC has been ranked as Amber with all the NESMA authorities
- This allows us to access full funding available
- DfT funding is allocated via a long standing DfT formula based on length of carriageway



PAS2161 & Code of Practice Review

- PAS2161 - Move away from SCANNER and visual inspections
- Introduction of AI technologies and alternative methods
- Move away from RAG rating to 5 condition levels
- In 2026/27 we must report both sets of condition ratings to DfT
- Include information in next transparency report

Current status

- we need to analyse current methodology v new technology available and carry out cost benefit analysis
- Code of Practice review – the recommendations will be implemented in Autumn 2026
- This will impact on how we deliver the service



Winter Weather Impact

- Encountered severe, prolonged wet weather in January and February
- Caused excessive accelerated deterioration in the network
- Unprecedented number of customer contacts / pothole reports

What action we took

- Staff were diverted from their usual duties to assist highways inspectors to ensure timely response and to keep the network safe
- Additional inspections lead to additional CAT 1 repairs.
- Engaged with resurfacing contractor and instigated an additional patching programme