



# Cabinet Member for Highways and Transport

## Annual Report for 2023/24

**To:** Borough Council

**Date:** 3<sup>rd</sup> October 2024

**From:** Cllr Carl Quartermain, Portfolio Holder for Highways and Transport

**Ref:**

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### 1 INTRODUCTION

- 1.1 This report provides the Borough Council with an update on progress, developments and key issues from the Highways and Transport Portfolio over the past year and sets out the plans for future service developments and improvements.
- 1.2 The Portfolio provides a number of frontline services, which are not only a statutory requirement, but are also services that affect the day to day lives of every resident in the Borough. These services include highways and engineering, strategic transport, parking, concessionary travel, a range of structures, street lighting, flooding and drainage, coastal management, and engineering projects.
- 1.3 The last twelve months have seen a focus on both day-to-day delivery and also the development of longer-term infrastructure planning. We have also tried to improve the flow of information to members in relation to work programmes and maintenance schedules. A lot of work is also taking place in the background to update our asset database which will be key to accurate programming and costing going forward.
- 1.4 To support these strands of work the Highways Team have recruited a Senior Structures and Assets Engineer to plan, develop and deliver programmes of work.
- 1.5 Many of the activities undertaken by the teams to ensure that the highways network is safe and operating effectively may not be obvious to members and residents. My aim over the coming months is raise awareness of the work being undertaken by the teams within my portfolio, and the importance it has to the way everyone moves around the borough.
- 1.6 I would like to thank the team for all their hard work in meeting a range of statutory responsibilities, maintaining, and improving an extensive highway's network, and also trying to respond to numerous local issues and requests for work. The team are also responding to the impacts of climate change, flooding, coastal erosion and minimising the impact of operational activities on the environment.

## 2 HIGHWAYS AND ENGINEERING

- 2.1 The Highways and Engineering Team have continued to deliver the resurfacing programme to keep the borough's roads in a safe condition and to ensure that they retain their structural integrity. An indicative 6-year resurfacing programme was developed by the team and shared with members. In 2023/2024 a number of roads were resurfaced (totalling circa 109,911m<sup>2</sup>), and also 1,420m<sup>2</sup> of footpaths. The team continues working closely with contractors to reduce the carbon impact of these activities, through the use of different materials and changes to working practices.

<b>2023/24 Delivered Highway Treatment Programme</b>			
<b>Road</b>	<b>Town</b>	<b>Ward</b>	<b>Extent</b>
Ormesby Bank	Ormesby	Ormesby	New Developemnt to Shops
A174 Lazenby EB Bypass	Lazenby	Eston	Greystones to national speed limit signs
A171 Guisborough By Pass	Guisborough	Guisborough	Windlebridge to Flatts Lane EW & WB Carriageway
A174 Lazenby Bypass WB	Lazenby	Eston	Wilton Exit to Entry Slip
A174 Marske Lane	Skelton	Guisborough	Skelton Beck to Skelton Castle Rbt
Bexley Drive	Normanby	Normanby	Full extents
Howlbeck Road	Guisborough	Guisborough	Park lane to Car Park
Venables Road	Guisborough	Guisborough	Howlbeck Road to Venables Road end
Hutton Lane	Guisborough	Hutton	Stumps Cross to Rectory Lane
Moredales Drive	Marske	St Germain's	outside no 25 to Howard drive
Windermere Drive	Marske	Skelton West	Derwent to Hamsterley
Derwent Road	Skelton	Skelton West	Windermere Drive to Coniston Road
Cross Row	Boosbeck	Skelton West	Gerrie Street to Oldham Street and side roads
Abingdon Road	Easington	Loftus	A174 to Abingdon Road End
Deepdale Road	Loftus	Loftus	Leisure Centre to A174
Downe Street	Liverton Mines	Loftus	Liverton Terrace to Downe Street End
Moorsholm Lane	Liverton	Loftus	Liverton Mill Bank to top of Moorshome Lane Bank
Howard Drive	Marske	St Germain's	Redmar Windy Hill to Howard South West
Falcon Way	Guisborough	Hutton	Stokesley Road to Heron Gate
Heron Gate	Guisborough	Hutton	Stokesley Road to Great Auk
Lark Drive	Guisborough	Hutton	Falcon Way to Lark Drive End
Kingfisher Drive	Guisborough	Hutton	Falcon Way to Kingfisher Drive End
Aldenhams Road	Guisborough	Belmont	Hutton Lane to Wykeham
Durham Road	Eston	Teesville	Winston Drive to Churchill Road
Kilton Thorpe Lane	Brotton	Lockwood	A174 to Wind Turbine
<b>Footpath</b>			
Rylands Park	Easington	Loftus	Grinkle Lane to Rylands Park End
Flatts Lane	Normanby	Normanby	Primary School to Flatts Lane Drive
<b>High Friction Surfacing</b>			
Birk Brow	Stanghow	Lockwood	Top Birk brow to cark park

The Highways Team are now working on delivering this year's programme.

### **2024/25 Working Highway Treatment Programme**

<b>Road</b>	<b>Town</b>	<b>Ward</b>	<b>Extent</b>
C Flatts Lane/West Street	Normanby	Normanby	High Street to Bankfields Road
C Normanby Road	south bank	South Bank	A66 to Cromwell Road
A171 Guisborough to Charlton	Charlton	Guisborough/B	Whitby Rd Rbt to 50mph limits prior to Birk Brow
B1366 Liverton Road	Liverton	Loftus	Liverton Lodge to Liverton Terrace O/S 11
Grinkle Lane Resurface	Easington	Loftus	Whitby Road to Bus Turning Point
A174 Easington Village	Easington	Loftus	Tiger inn to Farm Direct
A1085 Thrush Road	Redcar	West Dyke	Redcar Lane to West Dyke Road
Whitby Avenue	Eston	Teesville	Lichfield Avenue to Whitby Avenue End
Lichfield Avenue	Eston	Teesville	Churchill Road to Lichfield Avenue End
Pasture Lane (5 humps)	Lazenby	Eston	Primary school to Pasture Lane End
Wheatear Drive	Redcar	Kirkleatham	Woodside to Wheatear Drive End
High Street	Eston	Teesville	Hutton Road to no.68 High street
St Patricks Close	Grangetown	Grangetown	St Patricks Road to St Patricks Close End
Buccleugh Close	Guisborough	Belmont	Enfield Chase to Buccleugh Close End
Belmongate	Guisborough	Belmont	Eglington Avenue to Belmongate End
Gofton Place	Teesville	Grangetown	Church Lane to Gofton End
Roseberry Road	Redcar	Kirkleatham	Low Farm Drive to A1042
Atherstone Drive	Guisborough	Belmont	Eglington Ave to Atherstone End
Grafton Close	Guisborough	Belmont	Atherstone to Grafton Close End
Orchard Road	Redcar	Coatham	West Dyke Road to Orchard Road End
Staintondale Avenue	Dormanstown	Dormanstown	Kirkleatham Lane to Staintondale O/S 89
Fairfield Avenue	Ormesby	Ormesby	Ormesby Bank to Fairfield Avenue Jct O/S 23
North Row	Lazenby	Eston	Pasture Lane to Queen Street
Lilac Close	Lazenby	Eston	North Row to Lilac Road End
Oakley Close	Guisborough	Belmont	Enfield Chase to Oakley end
Sandy Lane	New Marske	Longbeck	Longbeck Jct to bend at Errington Wood
St Leonards (concrete)	Guisborough	Hutton	17 st leonards and Tidkin to Thames Avenue
St Georges Terrace	Liverton	Loftus	Liverton Terrace to St Georges Terrace End
Poplar Grove	South Bank	South Bank	Normanby Road to Poplar Grove End
Hilda place	Saltburn	Saltburn	Winsor Road to Dundas Street West
Bankfields Road	Eston	Normanby/Est	Flatts Lane to the slow markings at Sainsburys
Sandringham Road	Lingdale	Lockwood	Full extents between Balmoral Road

<b>Surface Dressing Sites</b>			
Grinkle Lane Surface Dressing	Easington	Loftus	A171 to A174
South Town Lane SD	Easington	Loftus	Grinkle Lane to Loftus
Swindale Lane SD	Moorholm	Lockwood	Mine Entrance to Freebrough Road Junction
Stanghow Ridge SD	Stanghow	Lockwood	A171 to Seaton Hill, Stanghow

<b>High Friction Surfacing Sites</b>			
Smeathorne Road	Stanghow	Lockwood	
Skelton Ellers	Skelton	Skelton West Ward	

<b>Retexturing Sites</b>			
Redcar Esplanade & Coast Road	Redcar	Coatham / Zetl	Dundas st to Zetland Rbt
Yearby Bank	Yearby	Kirkleatham	Yearby Eggs to CLS
A174 Brotton Road	Carlin How	Brotton	Rbt to cottages

<b>Footpath</b>			
Brotton Road	Carlin How	Brotton	BXB 41 P to BXB 41 H & BXB 41 D to Chapel st
Lauderdale Drive	Guisborough	Hutton	Full extents both sides
Bexley Drive	Normanby	Normanby	Full extents both sides

## 2.2 Asset Management

We continue to implement and sound data led Highway Asset Management, to provide a platform to maintain, operate, and enhance the boroughs assets, whilst meeting the statutory requirements which are imposed upon the Council.

Our drive is to better connect our activities, enhance working partnerships to deliver our aim of providing a reliable, safe and efficient network of assets throughout the borough. This is delivered through the councils existing asset management principles & policies, utilising an asset needs, data driven approach combined with researching & investing in new innovative technologies.

The key areas include: -

- 2.3 **Adopted Highways:** In 23/24 the Council utilised the newly introduced Annual Engineer Inspection Surveys for the provision of carriageway condition survey, providing enhanced survey results over previous years. Xais's XA Asset Management platform analyses the survey data, and with input from the asset management team, resurfacing and maintenance programmes are developed and prioritised, using information relating to highway hierarchy, deterioration levels, accident and skid resistance data, suitable treatment types and lifecycle planning. In future years, it is intended to enhance the data/evidence derived surfacing programme utilising condition projection modelling and scheme assembly functionality of the asset management platform.

Further developments of the XA platform have provided a collision viewer, which enables historic accident data to be reviewed and overlaid. Annual skid resistance data is also available. This combined functionality is beneficial within both scheme feasibility and detailed design.

On a wider basis, Asset Management is aiding the Council to achieve its Net Zero Carbon commitments. For example, on the A171 Guisborough Road resurfacing scheme, the council identified a new carbon negative aggregate which is to be trialled within the scheme, reducing the amount of carbon produced for this scheme by 7,500kg. Furthermore, warm mix resurfacing methods are used where possible on all resurfacing schemes, in addition to recycling to non-contaminated waste materials.

Moving forward we will invest in capturing and logging all highway assets on the XA platform. This will include structures, signs and lines, all drainage assets and condition surveys of our footway/path asset. Having good quality asset and condition data ensures we are prepared to bid for additional capital funds from government should they be released.

- 2.4 **None adopted council owned assets:** A programme of none adopted asset identification is currently underway. Individual assets are being identified in areas such as parks, cemeteries, war memorials & cenotaphs and on none adopted footpaths to ensure that appropriate asset inspection regimes are in place.

Conditional assessments are to be incorporated within the asset management software. This process will help to provide a better environment for the users of these areas, whilst reducing the council's liabilities with regards to future claims.

The XA Asset Management Platform provides an integrated asset management tool to enable a targeted data driven approach. Through the use of strong asset management principals, as a council we are improving the lives of the residents, making the area attractive for businesses to thrive and encourage tourists to the area.

## 2.5 Risk Management

As the local highway authority, the safety of our users is the number one priority. The main method of managing risk on the network is through our highway inspectors.

An additional highways inspector post has been added to the team to ensure that all elements of the highway's network are as safe as possible in order to minimise the chance of injuries or accidents and the potential of litigation against the council.

This also adds more resilience to the team to cover for holidays, sickness, and training.

There is a significant amount of unadopted infrastructure that needs to have a similar inspection regime such as parks, open spaces and cemeteries paths, walls and non-adopted footpaths. The additional inspector will be undertaking these inspections when not backfilling.

Each inspector follows a programme of inspections at a set frequency. This frequency is determined by the type and use of a carriageway or footway. All inspection are up to date and recorded on the system.

We have implemented and gone live with real time defect reporting and issuing of works orders. This enables our highway inspectors to instantly record defects in the highway. The remedial action can then be sent to the small works teams directly on site utilising handheld devices. The handheld devices share the relevant risk assessments and method statements for the task instructed and once completed can be signed off and marked as rectified.

We are implementing a right first-time approach to repairing defects in the carriageway. This approach will mean us looking to undertake more substantial patching works rather than "pot holing". The approach will take longer to deliver due to the planning and traffic management required. However we feel it beneficial as the repair will last longer stretching the life of the asset, it will help with our carbon reduction targets, reducing multiple visits to the same location and it can be funded via capital grant payments relieving pressure on the revenue budget.

Not all defects will be able to wait for right first-time approach. Some defects are deemed as safety critical and must be rectified as soon as possible. To ensure a consistent approach to the classification of safety critical we have set following parameters:

- Any defect greater than 40mm in the carriageway will be deemed safety critical.
- Any defect greater than 20mm in the footway/path will be deemed safety critical.

Structures fall outside of the remit of the highway inspector and are managed by the recently appointed structures engineer. Every one of our 450 structures requires a General Inspection every two years and a Principal Inspection every 6 years.

These inspections give us the confidence that our structures are in good condition and safe for the travelling public to use. They also identify defects that are present which then form our structures programme of works.

The inspections are a costly and expensive undertaking. We deliver them using utilising external resource but with the addition of a structures engineer within the team we have been able to undertake some internally whilst also training our apprentices how to complete bridge inspections.

The standards allow us to extend the periods of principal inspection on a risk-based approach basis. This is a piece of work we are looking to undertake in 2025/26 which should offer us further savings.

The management of abnormal loads through the borough is a function managed by the team. Due to the industrial nature and Teesport being located in the borough we are getting loads in excess of 500T (a normal truck is 40T) wanting to move through the borough. This poses a risk for any structures crossed by that load.

To assist in managing this risk we have commissioned structural assessments of the most crossed structures to ensure we have an up-to-date capacity for the structures based on current condition.

## 2.6 Winter Maintenance

In the winter, the council carries out the gritting of the key roads across the borough both day and night to mitigate the impact of snow and ice on road users. We operate a split shift in gritting, Pre grits run from 07:30 – 20:00 and then a night run 20:00 – 07:30. Our current Winter Maintenance operation runs with 4 main routes each taking 3 hours to complete. In addition to these routes, we often deploy additional gritters to maintain our main banks within the network (Birk brow, Ormesby, Saltburn etc).

This is the recorded winter maintenance actions carried out for 2023/24.

Oct: - 2 days/night – 4 Routes Completed

Nov: 8 days/nights – 49 Routes Completed  
Dec: 10 days/nights – 46 Routes Completed  
Jan: 11 days/nights – 78 Routes Completed  
Feb: 10 days/nights – 40 Routes Completed  
Mar: 4 days/nights – 14 Routes Completed  
Apr: 1 days/nights – 4 Routes Completed

We currently have 23 winter maintenance drivers available and 4 Gritters available with the addition of 2 Gritters we hire in for the winter maintenance period which runs from beginning of October until end of April.

For the coming year we no longer have the need to hire additional gritters as we have added 2 new machines to our fleet, giving us a total of 6.

## 2.7 Flooding

Flooding is becoming a more common problem due to the impacts of climate change and can directly impact on the safe operation of the highways. Roadside drainage systems need to be well maintained to operate effectively and upgraded where required. In heavy rainfall there are areas of the network where the volume of water is greater than it can cope with, requiring additional resource to be deployed to resolve the issue as quickly as possible. We have 29,523 gully pots recorded across the borough which need to be regularly serviced to ensure they are working effectively. The borough is divided into 4 districts: Grangetown & Eston, Redcar, Guisborough and East Cleveland. The districts are then broken down into separate areas to create routes for the gully sucker to follow. The gully sucker operates a rolling programme and once all areas are covered in each district the programme repeats. The programme aims to ensure the gullies are cleansed at least once per annum. The gully sucker also picks up ad hoc reported gully problems.

A borough wide gully survey is currently underway. On completion of the survey, Xais's XA Asset Management platform is to be used for data storage and analysis. In addition, Petri Net Deterioration Modelling techniques are to be used to analyse current gully cleansing regimes by modelling historic silt level data, reviewing current gully cleansing frequencies and exploring potential inspection/cleansing efficiencies. Through data analysis, gully classification and detailed risk analysis, we are aiming to achieve a more efficient, targeted, data led gully cleansing programme. Future gully cleansing data, including ad hoc requests are to be collected electronically and automatically fed back into the model, to ensure the optimum cleansing regime.

Furthermore, known flooding locations, are to be incorporated within the platform. This will assist with a holistic approach to reviewing any future flooding instances.

A 3-month task and finish group has started giving members the opportunity to offer recommendations for the authority's approach to managing surface water.

2.8 We are a member of the Northumbria Integrated Drainage Partnership (NIDP), an award-winning innovative approach to reduce flood risk and promote sustainable drainage. The partnership brings together 14 North East Lead Local Flood Authorities including Redcar & Cleveland, the Environment Agency and Northumbrian Water to deliver schemes which reduce flood risk from sewers, rivers and surface water runoff in communities.

By managing flood risk from all sources and across all partners, the NIDP approach can also deliver wider benefits including habitat creation and water quality improvements.

Redcar & Cleveland as part of the NIDP has now developed an ambitious 10-year programme, which will undertake integrated studies borough wide.

The NIDP has been recognised nationally as an exemplar of partnership working in industry guidance and government reports. This year we have been shortlisted at the Water Industry Awards in the 'Partnership of the Year' category.

Our programme from 2024 to 2028 includes the projects below.

#### **Marske & New Marske Flood Alleviation Scheme**

We have undertaken a Stage 2 study for this area, and this has identified potential improvement works for the town including

- Removal of the concrete 'throttle' on Longbeck roundabout and potential for new screen in headwall design.
- A bund or attenuation basin on the south side of the railway between Longbeck station and Cat Flat Lane.
- Possible diversion of water from the roundabout to Cat Flat Lane (depending on end-to-end capacity of both channels)

Estimated construction costs £750'000 funded from Grant in Aid through the EA.

#### **Redcar & Yearby Flood Alleviation Scheme**

We have undertaken a Stage 2 study for this area, and this has identified potential improvement works for the town including

- Construction of flood walls either side of the fleet within the industrial zones on Limerick Road to reduce fluvial flood risk from The Fleet.
- Lower the left bank level of the Fleet located southwest of Saltburn Animal Rescue Association to create an attenuation area within the adjacent field to reduce fluvial flood risk from The Fleet further downstream.
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### **Yearby Village**

- Flood protection bunds and swales to be constructed surrounding the southern and southeastern side of Yearby to direct the overland flows from the fields to the natural depression to the southwest of Yearby.
- Potential to re-route the ordinary watercourse located east of Yearby to the north and connecting further downstream via a new culvert to reduce flood at the junction of Fishponds Road and Yearby Road.
- Improving surface water collection and highway drainage at the junction of Yearby Rd and Fishponds Road to reduce the risk of overland flow flooding at this location.

Estimated construction costs £950'000 funded from Grant in Aid through the EA.

### **Saltburn Property Flood Resilience scheme**

We have undertaken a Stage 2 study for this area, and this has identified potential improvement works for the town including

- Implementation of property level protection to Princess Road area properties affected by flooding from overland flows.

Estimated construction costs £150'000 funded from Grant in Aid through the EA.

### **Greater Eston (South Bank, Normanby and Eston) Flood Alleviation Scheme**

We have undertaken a Stage 2 study for this area, and this has identified potential improvement works for the town including

- Eston (East) - the area has significant issues from iron ochre discharge from disused mine workings at Eston Bank causing contamination of watercourses. Implement surface water storage along key culverted watercourse in the Eston area.
- Normanby (Southwest) - Spencer Beck has had historical issues with blockages and resultant surcharge causing surface water ingress into the adjacent sewer network. There are also potential issues with iron ochre contamination relating to the historical mining activity on Eston Bank. Implement surface water storage areas on main culverted watercourse's in Normanby area.
- South Bank (Northwest) - There is highway flooding predicted by the EA surface water flood risk maps. There is a culverted watercourse running through the area that is suspected to be discharging into the combined sewer. Implement surface water separation scheme and surface water storage online.

### **Tees Dock Road, Grangetown**

- Affects main access to a key industrial estate. No property flooding involved. Impact to infrastructure mainly. Floods ~ 2 times a year and involves road closure. Currently measures are in place to mitigate by pumping to the watercourse nearby.
- There are some key businesses in the area that may be able to offer financial support to a surface water scheme. (Teesworks PD Ports etc)
- Fairhurst report costings to be updated and reviewed for technical accuracy and limitations.

Estimated construction costs £2'500'000 funded from Grant in Aid through the EA.

### 2.9 East Cleveland Flooding

Flooding in Loftus and Skinningrove continues to occur during intense rainfall events.

No one organisation is accountable for the incidents with Environment Agency, Northumbrian Water and Redcar and Cleveland Council all having responsibilities. As outlined above there is partnership working between all the organisation, however when incidents occur more could be done in terms of responsiveness and explanation of what is happening and what plans there are to prevent flooding from occurring again.

For Loftus there are some medium- and long-term plans to help protect properties most effected. Flood doors are to be fitted to 21 properties in the most affected areas before the end of this financial year to protect properties in flood events. A study looking at the wider catchment and causes of the flooding is currently taking place. Once complete possible solutions to prevent flooding in these areas will be developed with a time scale of 3 to 5 years for implementation.

To deal with the issue in the short term I have called meetings with Council officers, Environment Agency, Northumbrian Water, the local MP and local ward members and visited site to understand the issues that cause the flooding. I have challenged the Environment Agency on a number of issues around their assets and their responsibility which they have been receptive to. NWL have installed some new infrastructure in the form of a non-return valve to alleviate some of the issues and us as an authority now have a supply of sandbags located in the vicinity of where flooding takes place. These will assist when rain events occur with no warning. When intense rain is forecast, we will also locate pumps in the area to ensure a quick response to events occurring.

To build on the partnership working taking place quarterly collaborative communications from RCBC, EA and NWL will be published outlining what progress and plans are for the short-, medium- and long-term plans in the area.

## 2.10 Highway Structures

The council is responsible for maintaining circa 450 highway structures including bridges, culverts, retaining walls etc. The first round of principal inspections has been completed and the work to carry out the necessary repairs is being programmed. This is part of an ongoing process to ensure that all key structures are safe and well maintained, and will include the following in the first programme of works: -

In 23/24 essential works were completed to the following structures:

- The Avenue Bridge
- Tocketts Bridge

Within the programme of works for 24/25 the following works are planned to take place:

- Repair to Upleatham Bridge
- Repairs to South Bank Station Footbridge
- Structural Bridge Assessments
- General and Principal bridge inspections.

The scope of the allocated £7M budget has been extended to pick up previously unfunded infrastructure such as cenotaphs (in the council's ownership) cemeteries, parks, open spaces etc.

## 2.11 Normanby Top

The improvement scheme at Normanby Top covered a number of elements. The existing traffic signal equipment has been upgraded to the latest technology added to the alignment changes, this has improved the capacity of the junction and reduced queuing. Whilst completing the works, reconstruction of the carriageway in this area was completed. Delivery of the scheme was a success with effective management of statutory undertakers' equipment diversions prior to the main works starting and the main works delivered and overseen by the authority's highways team, on programme and to budget. The £350k cost of the scheme was partly funded by S106 developer funding (£200k) with the remaining coming from the highway's capital budget. Due to the bus journey time savings as a consequence of

the scheme we are in discussion with TVCA to give a contribution to the final cost of the scheme as the junction falls within one of the strategic bus corridors.

## 2.12 Coastal

The Shoreline Management Plan which governs the coastline management practices was recently refreshed. A Beach Management Plan (BMP) is currently in development, covering the area from South Gare to Hunt Cliff, to help understand the ever changing coastal landscape.

Biennial walkover inspections are undertaken on the coastal assets. The walkover inspections are to be incorporated within the asset management platform mentioned previously. These inspections are imperative for provision of conditional assessments, maintenance programmes, lifecycle planning and to provide information for future coastal strategies.

The council has also reviewed its coastal management plan and created an indicative programme of works to maintain the council's infrastructure over the next two years. The below updates on the progress to date:

2023/24 Delivered Coastal Schemes		
Scheme	Description	Status
Skinningrove Jetty	Repair missing sealant and lighting conduit.	Complete
Marske Cemetery	Repair to toe of concrete ramp.	Complete
Skelton Beck, Cat Nab	Repair to cat nab sea/beck wall.	Complete
Moor Street Slip Way	Repairs to slipway.	Complete
Redcar Sea Wall	Flexible sealant replacement.	Complete
Saltburn lower promenade	Further repairs to slipway and repointing sea wall	Complete
Saltburn lower promenade	Repair concrete wall	Complete
Skinningrove jetty/breakwater (interface)	Repair to interface of jetty EA Scheme required.	Complete. Monitor annually

2024/25 Coastal Programme		
Scheme	Description	Status
Stray Car Parks	Install fencing and signage to deter public accessing beach via dunes.	Awaiting outcome of BMP
Majuba Road	Infill gap in crest wall clear sand to allow drainage to function.	Awaiting outcome of BMP
Coatham Sands fronting caravan park	Proactive dune management.	Awaiting outcome of BMP
Skinningrove Slipway	Undercutting of slipway	Deferred whilst EA permissions are gained.
Redcar East	Outfall headwall repair	Deliver Q3 2024/25
Ship Inn Saltburn	Repointing ramp/repair masonry wall fronting car park. Undercutting to mass concrete apron.	Deliver Q4 2024/25
Saltburn Pier	Replace damaged deckboards	Deliver Q4 2024/25
Cowbar Lane/Northside	Soil nailing	Investigating if still required
Regent Cinema Wall	Missing flexible jointing.	Investigation on going with Cinema contractor.
Cowbar Lane	Additional drainage.	Not required when investigated
Redcar Sea Wall	Removal of all vegetation and inspect joints.	Ongoing through 2024/25
Redcar Beach	Groyne repair/replacement	Procuring design and build contract.
Redcar slipway (King Street)	Repair cracking, spalling, and staining - localised damage to deck slab.	Programmed 2025/26
Marske near slip way	Clear vegetation and repoint masonry.	Programmed 2025/26
Saltburn boat park slipway	sealant loose/missing on slipway deck.	Programmed 2025/26
Saltburn lower promenade	Repair balustrade	Programmed Q3 2024/25

## 2.13 Funding / Budget

Capital works that are undertaken on the highway are funded through the City Region Sustainable Transport Settlement (CRSTS), awarded to the council by the Department for Transport, via the Tees Valley Combined Authority. Annual grant funding has been replaced by five-year block funding, which gives the council budget certainty over the grant period 2022/23 to 2026/27. Unfortunately, the

funding has no inflationary indexation and is therefore impacted on by rising operational and material costs.

The highways capital programme for 2024/25 is split into a number of different elements with the main areas of spend shown below, although final figures may vary due to previous years under/overspends:

- £150k – Normanby Top Improvement
- £2,235k - Patching and Surfacing programme
- £50k – Safer Streets
- £90k – Traffic Management
- £25k – Cycling
- £50k – Public transport travel plans
- £250k – Highway Improvements
- £150k - Road Markings and Highway Safety
- £150k – Parking meter replacement

The tables below show the changes in spend over the last five years. The figures in Table 1. shows the highways spend funded through prudential borrowing. Drainage and highway improvement budgets were removed with a small residual element to spend on play areas and parks and cemetery infrastructure. The increased budget shown in this year is to fund repairs to council structures as previously mentioned.

Table 1	2020/21	2021/22	2022/23	2023/24	2024/25
Engineering	Actuals	Actuals	Actuals	Actuals	Budget
<b>Prudential Borrowing</b>					
Drainage Asset Capture & Flood	199,872	125,272			
Highway Improvements	24,058	350,130			
Environmental Assets			106,344	676,334	2,164,650
	<b>223,930</b>	<b>475,402</b>	<b>106,344</b>	<b>676,334</b>	<b>2,164,650</b>

The figures included within Table 2. Show the external grant funding over the last 5 years.

Table 2	2020/21	2021/22	2022/23	2023/24	2024/25
	Actuals	Actuals	Actuals	Actuals	Budget
Local Transport Grant	560,860	1,234,399	1,106,157	618,277	1,181,900
Resurfacing	1,953,881	1,281,606	1,203,843	1,583,680	1,386,250
Potholes	879,624	1,654,345	1,030,089	1,161,182	1,081,800
Highways Incentive Fund	329,858	122,507	369,911	129,092	419,500
Swans Corner / Flatts Lane	1,227,551	48,724	1,431,043	936	
NCN Eston to South Bank			378,457	330,289	41,250
	<b>4,951,774</b>	<b>4,341,581</b>	<b>5,519,500</b>	<b>3,823,456</b>	<b>4,110,700</b>

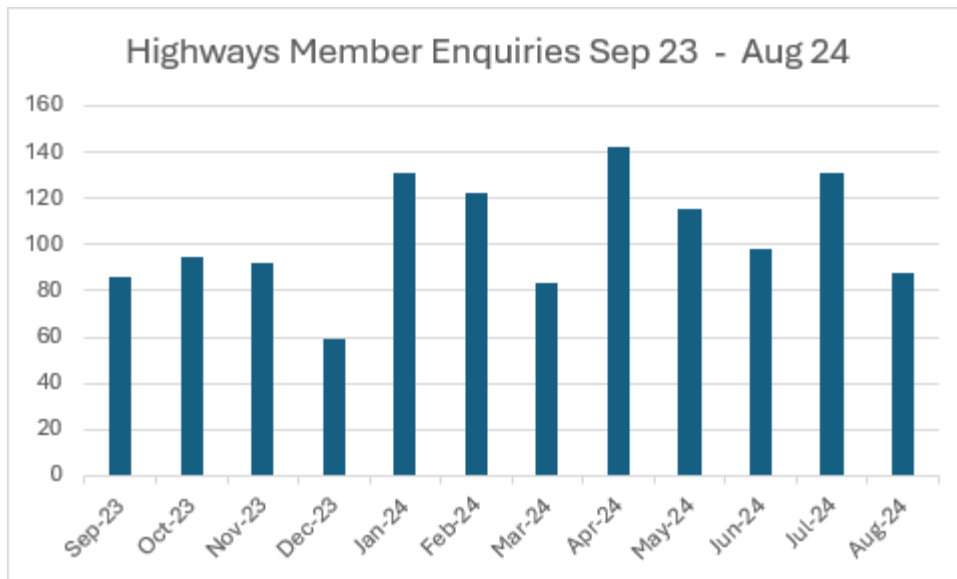
## 2.14 Performance

The below outlines the team's performance in key areas for the year:

- Availability of Principal Road Network – 98%
- Percentages of street light outages responded to within 5 days – 77%
- Potholes - Percentage responded to within 5 days – 93%
- Culverts - Percentage maintained to schedule – 100%
- Carriageway condition. Percentage requiring intervention:
  - A Roads <1%
  - B and C Road <4%
  - Unclassified Roads <9%

The above scores place the council in the top 5 in the country for carriageway condition.

In the period of September 2023 to the end of August 2024 the Highways and Engineering team received 1242 member enquiries of which 998 were responded to within 5 days. The below graph shows the spread of requests:



The above statistics do not take into account enquires outside of the member request system or further queries arising from the initial request.

## 2.15 Depot

This year we have started to refresh the facilities at Grangetown depot. The depot is in poor condition with 50% of the staff working in poor quality temporary cabins and cramped working conditions in the main brick building. A health and safety audit of the site also highlighted concerns with the conditions of the welfare cabins used by operatives.

This year we have refreshed with temporary hires the welfare facilities for the operatives, ensuring they have a safe place to change and clean.

Utilising available office space at South Tees Business Centre, the engineering team have re located to this site. This enables all staff to have a workstation and have access to meeting spaces to work collaboratively with internal and external colleagues. This move was completed in June 2024.

Work is now starting on refreshing the buildings at the depot. With the move of staff to South Tees Business centre the need to replace the existing temporary offices will be removed. The refresh will look to deal with drafty windows, create more open suitable desk space and create a meeting room.

The current temporary welfare for both Highway and Neighbourhoods operative will be refreshed removing the segregation between the teams and creating a shared space.

All the works mentioned above are programmed to be completed by the end of 2024/25.

## 2.16 Operational and Resource Gaps

The department has reduced in numbers over many years on both the operations and engineer parts of the department with previous teams now being individual officers. The following are resources that are required to ensure a good quality highway service is delivered.

- We currently have 2 gully suckers with one often off the road due to breakdowns. To meet our current gully cleansing programme 2 number gully suckers with crew are required full time. To ensure we are able to meet this requirement and also deal with ad hoc requests, cleansing of catch pits and manholes and when the plant is off the road a further gully sucker and crew is required. This need may increase once our new data led gully cleansing programme is produced in October 2024.
- To assist with expediting right first time patching approach patching as soon as possible, the ability to undertake our own planning of the carriageway is essential. Currently we need to subcontract to a third party. To enable us to complete this task ourselves would require the purchase of Bobcat planer.
- Highway Operations would benefit from the following additional officers:
  - Yard Person – managing the ordering and booking of materials
  - Quantity Surveyor/Estimator
  - Site Foreman
- The engineering team would benefit from the following additional officers:
  - Design, Delivery manager
  - Assistant development control engineer
  - Assistant delivery engineer
  - Transport Planner

## 2.17 Public Rights of Way (PROWs)

PROWs form an important network that criss-crosses the borough which needs to be maintained to ensure that it is as safe and accessible as possible. An annual budget has been set aside to assist with this work and a new post in the Countryside Team was created to oversee the delivery programme. Volunteer groups play an important role in the delivery of a number of high-quality projects on our PROWs which we greatly appreciate.



Works undertaken this year include: -

- Managed 50 km of PROW to ensure it remained passable.
- Resurfaced 2 km of PROW.
- Replaced 30 steps in Crow Wood, Skelton as part of the Cleveland Way path.
- Installed 55 new steps and re-routed the well-used 'bottom path' in Riftswood, Saltburn to accommodate a large fallen tree.
- Removed 38 fallen trees from PROW and countryside sites.
- Installed 3 new boardwalks to improve passage on PROWs.
- Replaced 26 stiles at various locations across the borough.
- Replaced 120 meters of fencing in Errington Wood boundary and car park.

## 2.18 Alley Gating

Between 2016 and 2021 over 15 Alley gating/Alley greening schemes have been installed by the council using the Public Space Protection Order legislation. The current 3-year order expires 2026 October, when it will be reviewed with a view to committing to a further 3-year period.

Currently we have no dedicated budget for the installation of alley gates, however, as part the wider community safety partnership residents can nominate areas for target hardening including alley gates. Where there is evidence of persistent or significant, crime, ASB and environmental issues that are causing public nuisance or a detrimental effect that meet the legal prescribed tests, we will look to secure funding for future schemes.

Alley greening has been a fundamental aspect of the scheme completed with the funding – as the primary aim has been for residents to reclaim the alley for their use, rather than purely an amenity area building community cohesion and supporting changes in behaviour.

## 2.19 Fleet Services

Fleet Services has continued to evolve over the last twelve months with the key areas of focus being:

- Vehicle Replacement Programme
- Vehicle Maintenance & Repairs
- Driver Compliance
- Driver Training

The first key area has been the vehicle replacement programme where the Council has replaced vehicles that are coming to the end of their life and therefore need to be replaced before the maintenance costs become excessive.

Below is a list of the vehicles that have been purchased in 2023/24:

- 5 x 26t Refuse Wagons
- 1 x Small Street Sweeper
- 7 x Grass Cutters
- 26 x Electric Small Panel Vans
- Various Plant Equipment

As part of the vehicle replacement programme the team continue to assess the viability and availability of alternative fuels which has resulted in the purchase of several small electric vans and x1 street sweeper powered by HVO (Hydrotreated Vegetable Oil). The team will continue to monitor the cost of electric vehicles for the larger vehicles as currently they are cost prohibitive. For 2024/25 to date, the replacement programme aims to fund the following purchases as well as exploring best value leasing opportunities:

- 2 x Gritters
- 2 x Large Mechanical Sweepers
- 2 x Luton vans
- 4 x 26t Refuse Wagons
- 3 x 4x4 Pickups
- 2 x Small Refuse Wagons
- 1 x Gulley Emptyer
- A range of smaller vans and tipper vehicles
- A range of plant equipment
- A Beach Tractor

Alongside the general vehicle replacement there have been specific purchases which have been driven by service change or improvement – this has been the case with the new tree team where the Council has commenced procurement or purchased the following vehicles / equipment to enable the team to carry out the works required:

- Tracked Mobile Elevated Working Platform
- Range of plant equipment including Chainsaws
- Tipper Wagon
- Pickup 4x4 vehicle
- Trailer equipment

## 2.20 Food Waste Collection

Fleet are currently in discussion with neighbouring authorities Middlesbrough and Hartlepool to initiate a joint procurement process for the purchase of suitable food waste collection vehicles as a result of grant funding to support food waste collection legislation which commences April 2026. This involves collaborating and establishing vehicle specifications for achievement of boroughwide collections prior to tenders for purchase of suitable vehicles.

As part of the continued drive to improve driver compliance alongside digitising the service, a new digital vehicle check system has been introduced this year. The system utilises an App where the driver carries out daily vehicle check online, rather than a paper-based record. By completing the vehicle check online the data is readily available and links into the back-office support software, therefore a full audit trail is available from reporting the fault through to the completion of the work.

Alongside the vehicle checks we also carry out regular compliance visits with drivers of Council vehicles to ensure they are fully compliant. As part of the compliance checks the officer will carry out several inspections including:

- Ensuring daily vehicle check has been completed.
- Vehicle cleanliness
- Tyre Inflation
- Load security
- Body work
- Operational Equipment e.g. bin lifts, lifting equipment

Other initiatives supporting fleet compliance include continued monitoring of driver hours, development of vehicle telematic solutions for monitoring speeding infringements and to help to reduce unnecessary mileage, vehicle overload and load securing monitoring processes as well as driver training functions via our dedicated Driver / Trainer Assessor. These initiatives continue to support our Operator Licence undertakings to maintain and enhance the required legal duties and standards outlined by the Traffic Commissioners Office.

## **3 STRATEGIC TRANSPORT**

### 3.1 City Region Sustainable Transport Settlement

We continue to support TVCA in the development and design of schemes proposed to tackle the issues outlined in the strategic transport plan. Engagement events have been undertaken throughout July and into August to let the public have an influence on the schemes proposed. The first schemes within the programme are planned to start on site in 2025/26.

TVCA are committed to revenue expenditure to provide the Redcar Active Travel Hub which provides support and advice to residents.

### 3.2 Concessionary Fares Scheme

Colleagues at TVCA have secured agreement with most of the bus operators in relation to the cost of the 2024/25 scheme. Unfortunately, an agreement has not been reached with Arriva who have opted to be paid actual costs on a “no better no worse off” basis. The concessionary travel scheme allows eligible residents to travel by bus for free (or for a flat fare before 9:30 am weekdays). This year’s offer has been expanded to allow travel companions of disabled people to also travel for free.

The Council’s contribution is budgeted at £2.069m nett but I must caution that this year’s outturn is not certain as we are paying Arriva their actual costs.

### 3.3 Bus patronage in the Borough

The latest figures provided by the bus operators show that bus use is recovering from the levels seen during the pandemic, but that they are still less than before despite the adult fare cap of £2 per trip funded by Government. We are supporting TVCA in their work to improve bus services and we expect more action from them in this financial year.

Bus operators are experiencing significant cost pressures in much the same way as our residents and businesses. Fuel, wages/staff shortages and vehicle operating expenses are areas of especial concern. Recently Arriva decided to reduce many of their services operating in the Tees Valley due to commercial pressures and the council have worked with colleagues to agree a response which is for interim funding by TVCA for some journeys, whilst assessing the need for longer term solutions.

### 3.4 East Cleveland Bus / Teesflex

Funding for supported bus services is granted annually to TVCA as Transport Authority which makes long-term planning difficult. Service 1 & 2 (east Cleveland bus) and Tees Flex contracts are due to end in 2024/25 with a review of options to keep this essential link for east Cleveland in place currently happening.

### 3.5 Traffic Signals

In partnership with TVCA we have been granted a share of £2.5m to renew obsolete traffic signal sites over the next 2 years. This is additional funding that will deliver the following schemes over the next 2 years:

- Redcar Road Mickledales East Toucan
- Redcar Road Mickledales West Toucan
- Saltburn Lane/Railway Bridge Signals
- A174 (High Street/Kilton Lane Signals
- Eston Square/Gladstone Street Signals
- Church Lane/Fabian Road Signals
- Normanby Road/Fabian Road Signals

### 3.6 South Bank Footbridge

We are continuing to make sure our assets are safe to use and fit for purpose in the future. The South Bank Railway Station footbridge which provides both passenger access to platform 2 and a right of way to the western gate of Teesworks from residential areas to the south is an example of this. We are currently developing a scheme to replace damaged members on the bridge to give surety over its condition until a larger renewal as part of the Teesworks development is delivered post 2027.

### 3.7 Future Plans

There is a need to invest in planning what our highway network needs to look like in the next 5, 10, 20 years.

We are starting work on the development of a traffic model for the borough. The development of the model will allow us to identify where traffic pinch points will be starting to develop and also the effect of new residential or commercial developments on the borough. From the data generated from the model we will be able to bid for funding from TVCA or DfT and be able to justify highway mitigation works from developers for new sites.

We will also be starting to develop a new transport strategy document that will identify strategic areas of improvement. If adopted it sets our aspirations for transport in the borough and can be used when bidding for funding or S106 money with developers.

A transport officer in the team is key to ensuring the above is developed, managed and updated on a regular basis.

## 4. **PARKING**

- 4.1 The Council is responsible for the management and enforcement of both on and off-street parking throughout the borough, including a number of resident parking zones. A Parking Strategy and associated Delivery Plan 2021- 2024, was adopted in March 2020 which included a number of work streams and projects to improve the performance of the service, resolve several historic parking issues, and give a more consistent approach to parking provision and charging.
- 4.2 The Strategy and Delivery plan are due to be reviewed in late 2024. Completion of majority of the actions in the current Delivery Plan have been completed. A new set of priorities will be agreed but will commence with full parking reviews in both Redcar and Guisborough, as well as commitment to ensure effective and equitable installation of EV charging points in our car parks and review of current residential parking offer across the borough. Greater emphasis will be placed on ensuring all our car parks meet the highest standard in terms of infrastructure, safety, and security, and continue to ensure suitable and sufficient offer for the increased number of motor homes visiting the area.
- 4.3 Parking charges are always an issue that cause some degree of discussion and debate, and varying views from a range of stakeholders. Following the end of the TVCA free parking funding, charges were reinstated in both Redcar & Guisborough. However, concern regarding the availability of variable parking offers has resulted in a full review of parking in Redcar, which will consider all existing parking as well as the impact of the Redcar Town Deal and the impact of increasing visitor numbers to the town.
- 4.4 More generally we need to continue to consider the council's approach to car park charges for existing chargeable car parks. As part of the Car Parking strategy consideration has been given to all current free car parks, and it has been established that many of these should remain as a free offer. Whilst levels of parking charges have been subject to inflationary increases, consideration of charges still must be given for newly constructed car parks as the provision of car parks without associated charges adds to the council's capital asset liabilities, increases revenue costs, which puts additional pressure on the council's finances.
- 4.5 Whilst parking charges are not always feasible or cost effective in some areas the overall cost of the service needs to be covered by the charges levied across the car parking service. Income derived from car parking charges can only be spent on supporting the delivery of the service and not to fund broader council services or budget pressures.

## 5. **Service Developments/Priorities/Challenges**

- 5.1 As mentioned at various points in the report the council's financial position will be a key factor in the delivery of services within the portfolio. Long term capital funding for highways infrastructure is still to be determined via the City Region Sustainable Transport Settlement (external grant funding), revenue pressures remain which restrict some maintenance operations, and the need to generate more income due to the council's ongoing budgetary pressures.
- 5.2 As we continue to improve our asset data and develop longer term infrastructure programmes, it is likely that there will be a need for further funding to ensure a range of core assets are maintained, fit for purpose, safe and compliant.
- 5.3 We have already seen improvements due to the funding that has been invested over the last few years in the adopted highways infrastructure, enabling the council to reduce the number of potholes in the roads, deliver more road resurfacing schemes, carry out junction improvements, and commence a programme of bridge repairs.
- 5.4 Similar long term investment plans are required for non-highway infrastructure in parks, open spaces, and cemeteries, which also need to be fit for purpose and safe, especially as these are assets that will remain the responsibility of the council in perpetuity.
- 5.5 The effects of climate change over the last 12 months are clear. We have endured more intense and prolonged rain for large parts of the winter which have impacted our drainage asset and a number of named storms from an easterly direction having a large impact on the condition of our coastal assets. Scientists predict these kind of weather events we have experienced over the last 12 months will continue and we will work closely with our partners such as the Environment Agency to apply for additional funding to deal with these new challenges.

## 7.0 **CONCLUSION**

Members are asked to note the contents of the report and commend the work of all the teams in the Transport and Highways Portfolio.