**Made possible by reallocated HS2 funding**

**Network North Roads Resurfacing Fund**

This plan set outs how the additional funding unlocked from the Network North plan has been utilised in Derby City during 2023/24. This funding is in addition to local transport funding and what Derby City were expecting to receive. Further details can be found at:

<https://www.gov.uk/government/publications/highways-maintenance-funding-allocations/local-highways-maintenance-additional-funding-from-2023-to-2034>

Derby City received **£352,000** in 23/24 and **£352,000** is allocated for 2024/25. This is also in addition to the **£491,600** Pothole Funding received in November 2023. Further details on that can be found at:

[Additional Budget 2023 highways maintenance and pothole repair funding, 2023 to 2024 - GOV.UK (www.gov.uk)](https://www.gov.uk/government/publications/highways-maintenance-funding-allocations/additional-budget-2023-highways-maintenance-and-pothole-repair-funding-2023-to-2024)

Derby City Council have implemented an approach to treating potholes which has a longer- term vision and applies whole life costing to a repair in an attempt to add residual life to the asset where defects are present. Where there are locations which would traditionally require repeated visits to treat individual potholes and where it is clear further defects close by will develop in the medium to short term, small scale patching is being programmed, ensuring the repairs extend to part of the asset which is of sound construction. This method effectively reduces, and in the main, eliminates the need for repeat visits to the same location.  The Pothole funding has provided a good opportunity to maximise this approach.

The plan includes:

* Scheme locations and volumes of work completed in 2023/24 using the additional funding in Budget 2023 = £491,600
* Scheme locations and volumes of work completed in 2023/24 using the funding unlocked from the Network North plan - £352,000
* Scheme locations and volumes of work planned to be completed in 2024/25 using the funding unlocked from the Network North plan - £352,000

**Innovation in Highway Maintenance**

**Velocity Spray Injection Patching**

Derby City Council engaged with Velocity UK Ltd to trial a maintenance technique called ‘spray injection patching’. This technique has exceptionally low carbon emissions as no excavation is required when treating potholes and other defects in the carriageway. We carried out this trial as part of our commitment to reducing our carbon impact within our highways service area and the results of the trial are being analysed to assess if we could possibly incorporate this type of work into our strategy for treating highway defects as a whole.

**Miles Macadam**

We delivered 7,319 Sq. M of Milepave across 4 locations, which is the company’s flagship carbon friendly surfacing product that still offers comparable performance levels to traditional asphalt. Milepave is a reduced carbon surfacing process using less resources, lower mixing temperatures, lower energy resources and a lower bitumen content than conventional asphalt surfacing materials. In 24/25, we will be looking to trial their product biochar, which is a by-product of organic waste (food, compost, sewage). The resulting Biochar has a high stable carbon element, which in turn is mixed into the new surfacing material to give a negative carbon impact

**Net Zero**

A key piece of work in 2023/24 was understanding the carbon impact of our internal highway operations. We’ve produced a baseline carbon footprint for 2022/23. The baseline showed that from a total of 667 Tonnes of CO2e, 450 Tonnes of CO2e came from purchased materials. So, to decarbonise the internal highways maintenance operation, we identified a need to work together closely with the supply chain and discuss options and set challenging targets together.  An event on 8 Feb at the Silk Mill in Derby with all our supply chain and framework providers showed a high appetite for engagement and genuine partnering, and now looking to extend work to encompass other authorities within the East Midlands Combined Authority.

**Managing roadworks**

**All** roadworks in Derby City, are assessed and coordinated by means of the Derby City Council Permit Scheme. This includes our own work promoted by Derby City Council.

Permit applications are reviewed and assessed for duration and impact on the surrounding highway network. Our Network Management Team, work proactively with work promoters

to assess buildability and explore alternative methods in the way work may be carried out, using creative ideas and innovation with the aim of reducing impact on the network and our travelling public.

Quarterly regional coordination meetings take place with our adjacent highway authorities, utility companies and other work promoters, followed by more frequent project based coordination meetings where methodology and timing of work is assessed, again with a view to reducing impact.

Planned work and clashes are managed at a regional coordination meeting level. However Derby City Council, also manage clashes of unplanned/reactive work, via the “permit scheme” . Utilising the Street Manger system to plan and manage roadworks, both fixed penalty notices and Section 74 overstay charges are employed to ensure that work is organised and completed in an efficient manner.

Regular inspections of roadworks are carried out by our team of highway inspectors. Inspections range from planned sample Inspections to ad-hoc inspections in response to complaints or monitoring of actual impact of work on traffic and the surrounding highway networks.

Work planning and coordination remain an integral part of our commitment to secure the expeditious movement of traffic on our highway network.

**Highway Investment**

The table below sets out the amount of investment in the maintenance of local highway networks for the most recent five years (i.e., for the years 2019/20; 2020/21; 2021/22; 2022/23; and 2023/24) and planned investment for 24/25.

