



Local Highways Maintenance Transparency Report



Latest Revision – June 2025

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HBC Highway Network

<i>Lengths of highway, footways and cycleways (km)</i>						
<i>A Road</i>	<i>B and C roads</i>	<i>U roads</i>	<i>Total Roads</i>	<i>Footways</i>	<i>Other Public rights of way</i>	<i>cycleways</i>
<i>52 km</i>	<i>31 km</i>	<i>328 km</i>	<i>411 km</i>	<i>593 km</i>	<i>97 km</i>	<i>229 km</i>

Hartlepool Borough Council is responsible for the maintenance 411km of public roads which vary between classified roads (A's, B's and C's) and unclassified roads, the latter of which basically make up the housing estates throughout the town. As new housing estates are introduced within the borough (for example Wynyard developments, Upper/ Middle Warren on the A179) the Council will undergo an adoption process to acquire full maintenance responsibility for the roads and footways that make up these new developments once specific criteria has been met including the condition of the asset. This adoption process can take several years to complete. Once formally adopted the roads and footways will be added to the Councils scheduled inspection regime and will be subject to remedial work as and when defects occur. Prior to this adoption process taking place the housing developer for a particular site is responsible for the continued upkeep of all highway assets (i.e. footways, carriageways, street lights etc).

Highway Maintenance Spending Figures

Highway maintenance spending					
Year	Capital allocated by DfT (£,000s)	Capital spend (£,000s)	Revenue spend	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	£2,187 **	£2,187 **	£813,000 *	72%	28%
2024/25	£2,453	£2,453	£ 945,372	72%	28%
2023/24	£2,738	£2,738	£ 1,104,967	71%	29%
2022/23	£2,250	£2,250	£ 1,270,784	64%	36%
2021/22	£2,297	£2,297	£ 1,103,451	68%	32%
2020/21	£2,832	£2,832	£ 1,041,849	73%	27%

* Based upon an averaged 14% reduction since 2022/23

** Including additional allocation

Additional Information on Spending

Estimate of Number of Potholes *				
2021/22	2022/23	2023/24	2024/25	2025/26 (estimate)
2585	2671	2730	1725	2427

Estimate of Length of Resurfacing Implemented (miles)				
2021/22	2022/23	2023/24	2024/25	2025/26 (To Date)
5.3	6.9	9.8	6.4	5.6

* Hartlepool Borough Council's asset management system does not allow easy extraction of pothole quantities and as a consequence the figures above are the number of 'pothole jobs' raised by the highway inspectors – please note a pothole job may include more than one pothole if such quantities are identified outside the same location.

*Please note these figures include carriageway and footway resurfacing/ patching works only, and do not incorporate other highway works such as gully repairs, street lighting, road markings, etc, which come from separate budgets.

Hartlepool Borough Council's annual maintenance spending is split between reactive works (i.e. repairing of potholes) and planned works (i.e. resurfacing of whole streets / sections). Reactive works play a very important role as they allow rapid repairs to be carried out on localised areas which deteriorate quickly due to either high traffic flow or adverse weather conditions however a preventative maintenance programme, if planned correctly, can reduce the reactive spend and in turn increase the lifespan of the carriageway.

The rolling five year preventative maintenance programme is updated periodically and takes information from Engineers local knowledge, Ward Councillor / public feedback, HBC inspection data and externally collected road condition data. A works schedule is then implemented of which it is hoped will reduce the number of reactive works required for these localities by targeting the areas which either a) have deteriorated to an extent that reactive maintenance is no longer financially viable or b) the lifespan of the carriageway is deemed to be such that immediate treatment will negate the need for any reactive works in the near future.

The 'Highway Maintenance Spending' table shown above indicates an average of 30% of the annual budget is spent on reactive maintenance, it is anticipated that the extra funding made available on the basis of this report will be used to such an extent that Hartlepool Borough Council sees a continued reduction of this reactive spend.

Condition of Local Roads

Hartlepool Borough Council undertakes external surveys of its entire road network on an annual basis which provides up to date condition data of the carriageway asset. There are two types of surveys which are dependent upon the classification of the road, and the data from both surveys contributes towards the Council's five year highway maintenance plan with the difference in the two datasets requiring two slightly different methods of analysis.

SCANNER

This laser based survey is very detailed and data is collected by a machine across 100%, annually, of the A, B and C classified roads of the town. The results from the survey classify the sections of the network into three distinct groups, namely :

- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	3%	21%	76%
2021	4%	21%	75%
2022	3%	16%	81%
2023	3%	17%	80%
2024	3%	16%	81%

Year	Percentage of B roads in each condition category		
	Red	Amber	Green
2020	6%	27%	67%
2021	8%	33%	59%
2022	4%	20%	76%
2023	5%	24%	71%
2024	4%	20%	76%

Year	Percentage of C roads in each condition category		
	Red	Amber	Green
2020	2%	33%	65%
2021	3%	33%	64%
2022	1%	22%	77%
2023	1%	25%	74%
2024	2%	25%	73%

From the above Hartlepool Borough Council can quickly produce a list of streets from the SCANNER data in a 'worst case first' order which then instantly provides us with an idea on which areas require further investigation.

The survey is measured in 10m lengths which are invariably too short in their own right to plan any preventative maintenance therefore the analysed data is produced according to the length of 'combined defective 10m lengths' – defective lengths would be classed as either a red or an amber rating. The total length of each 'combined hotspot' can then be determined and a decision can be made whether it is to be included within the previously mentioned five year plan.

Generally, across the classified road network, Hartlepool's 'Red', i.e. 'failed' sections of the network have remained in a steady state. Some of these sections over the years will have undoubtedly been subject to planned maintenance and then 'replaced' by 'amber' sections which have deteriorated and crossed over into the 'red' category. The results above do show a steady decline in 'amber' sections which it is hoped, in time, will result in the 'red' percentage falling to, and remaining at, between 1 and 2%.

Coarse Visual Inspection (CVI)

This is predominantly a two man driven inspection where defects are manually recorded on dedicated software stored on a laptop as the network is driven in a standard vehicle. The CVI survey doesn't produce the Green, Amber, Red results like SCANNER surveys but produces a percentage detailing the length of failed carriageway – this is generally equivalent to the 'Red' score mentioned in SCANNER above.

The CVI data contains recorded parameters which are scored generally between 0 and 100 plus where the lower the number signifies the better condition of the carriageway. These parameters include scores for 'surface deterioration', 'carriageway edge deterioration' and an overall 'average' for that particular street. It is this overall average that Hartlepool Borough Council makes use of to determine a list for further investigation.

The survey itself is split into either individual streets or sections of streets where a particular street is deemed to be lengthy in size (Park Road for example). These streets are usually

broken up into sections between junctions along its length. In this case the exported data is simply sorted by 'overall defect' which displays the list of streets / sections in a 'worst case first' format which is easily interpreted for determining maintenance programmes.

Year	Percentage of U Roads in the Red category
2020	17%
2021	13%
2022	33%
2023	11%
2024	7%

Hartlepool's unclassified road network has shown a steady improvement over the years (see results above) which hopefully underlines that the methods employed of determining the annual resurfacing programme is having a positive effect on the borough's road network.

It is noted from the above that the 33% failure rate of 2022 represents a bit of an anomaly and conversations with colleagues over the Tees Valley seemed to imply that this scenario was repeated elsewhere. The high return was reported to the survey contractor and another full survey was offered but the timing would have been very close to the following year's survey dates which ultimately resulted in the offer being declined.

Skid Resistance Data

As a joined approach with the five Tees Valley Local Authorities Hartlepool Borough Council employs the services of an external contractor to analyse skid resistance data across its principal road network (i.e. the 'A' road network). The data collection exercise itself is performed by Middlesbrough Labs (part of Middlesbrough Council) where a 'Griptester' vehicle is driven over the aforementioned network in an effort to measure surface friction. The data is then passed onto a third party who perform an in depth analysis for our benefit, upon which we receive a report advising of any need to erect 'slippery road' signs and / or carry out a suitable surface treatment.

Results for three years from 2021/22 are shown below.

	Percentage of Network indicated for further investigation
2021/22	18.5%
2022/23	36.1%
2023/24	38.7%

The above figures (with location specific back up data) are supplied to HBC in order to advise on site specific location which require further investigation regarding possible maintenance plans. This data sits alongside the previously mentioned SCANNER data to provide a more in-depth analysis of the principal road network in the borough. The same survey also highlights any stretches of the network which have deteriorated to an extent that 'slippery road' signs need to be erected – for Hartlepool no such locations were identified.

The results of the skid resistance survey are very dependent upon the time of the year the survey is carried out, therefore, it is difficult to create a direct match between successive years although the figures are subject to a 'seasonal adjustment' by the data analysing contractor. Each of the Tees Valley Councils have their surveys done at a different time each year over a four year period so that an even assessment is carried out and is not influenced by good weather conditions each year.

Additional information on condition

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at <https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01>

Asset Maintenance Programme

Overall strategy

Hartlepool Borough Council's road network is the most valuable community based asset that it manages, and successful Asset Management will ensure that any corresponding funding and resources are allocated correctly thus enabling an optimal as possible state of repair and operation. All assets, including the road network, require a lifecycle of planned repair / reactive maintenance in order to ensure its longevity and ensure the asset is managed in the most efficient way possible. Whilst reactive maintenance has an important role to play it is the regular and correctly planned annual maintenance which actually helps to increase the life of the asset and should also reduce any ongoing reactive costs. Regarding this planned

maintenance, Hartlepool Borough Council operates a five year resurfacing programme which it pulls together using information from, but not restricted to :

- Annual condition survey data
- Highway safety inspection feedback
- Engineers' local knowledge
- Stakeholder engagement (residents, councillors, local businesses etc)
- Traffic type and volume for each road.

On considering the above on an annual basis the five year plan is modified / added to so that the parts of the road network with the 'greatest needs' are considered for maintenance earlier than those areas which are deemed to have a longer lifespan attached to them. The first three items above will fundamentally determine if a stretch of road has markedly deteriorated over a twelve month period which will subsequently allow it to be escalated through the programme of works. Subsequently any 'identified' locations are subject to annual site inspections at the turn of the year which are then ultimately used to adjust the five year maintenance programme. The programme itself is 'fluid' and is subject to change if, for example, parts of the network suffer from marked deterioration as a result, of say, extreme weather conditions.

Hartlepool Borough Council currently operates within a three year contract (two year additional add-ons) with Tarmac to manage our network. This relationship has developed over a number of years and has resulted in a high level of trust between the two organisations as well as very competitive prices for the supply and laying of materials. On top of this we keep ourselves as flexible as possible regarding resurfacing dates depending on when Tarmac are available. The combined result of all this is a good value for money service for the Council and the motoring public of Hartlepool.

This partnership has resulted in ongoing best practice and innovation including :

- 60% of the annual budget 24/25 was spent on carbon reduction materials (the recent A689 resurfacing actually achieved over 80% carbon reduction compared to standard)
- Running of all site vehicles on bio diesel and the use of 'walking floor' wagons which carry more material – both of which reduce our carbon footprint.
- Long term monitoring of new surface durability allowing the ability to rework a scheme if the lifespan is less than expected. This is quite rare but has occurred on a couple of occasions in recent years.
- 2025/26 will be the first year where the whole scheme will include 100% Carbon Reducing Tarmac

Part of the contract also includes the use of local contractors and materials where possible.

Specific plans for 2025/26

Historically Hartlepool Borough Council has split its highway maintenance activities between reactive (funded by revenue streams) and planned (funded by capital schemes) with the planned works concentrating on either local roads in poorer condition, or, maintaining an optimum level for the busier classified network. The revenue budget was left to fund the repairing of potholes normally identified by the team of Highway Inspectors during their scheduled safety checks or via enquiries logged by members of the public.

The resurfacing programme for 2025/26 has been submitted using DfT supplied funds and is due to take place between May / June / July 2025, with further, smaller phases anticipated in September and February 2026 – This list has been included for information overleaf.

Hartlepool Borough Council intends to use any additional funds made available to enable additional resurfacing work to take place and will likely consist of local roads already included in the five year programme which are felt to be suffering from accelerated deterioration and will benefit from being brought forward. In addition, it is also the intention to target smaller areas which fall somewhere between reactive repair and full scale resurfacing (i.e. road junctions etc), of which a localised 'resurfacing' can be carried out by an in-house team and which it is hoped will help to reduce the reactive repair bill going forward. The trend for the number of potholes repaired within Hartlepool has shown a downward trend in the recent four or five years and it is hoped, with the additional funding element, that this figure will continue to fall to below 1700 per year though, it has to be said, this can be very weather dependent.

The table below outlines the 2025/26 resurfacing programme.

Road Name	Specific Section (where known)
Section of key road network subject to inspection	
A689	Westbound from Sappers Corner
A179	Hart Bank
Braemar Road	Various Section(s)
Bournemouth Drive	Full
Brus Roundabout	Full
Casebourne Rd	Various Section(s) + King Street
Catcote Road Section (Oxford Road to Masefield Road	Full Reconstruction
Church Close	Full
Church Walk	Full
Coal Lane	Various Section(s)
Coleridge Ave	Full
Durham Street	Middlegate to Union Street
Egerton Road	Various Section(s)
Eltringham Rd	Full
Elwick Road	Various Section(s)
Hart Lane	Various Section(s)
Hutton Ave	Various Section(s)
King Oswy	Drive Shops Various Section(s) and B. Grove School area
Kingsley Avenue	Various Section(s)
Museum Road	Full
Naisberry Lane	Elwick Rd to crossroads * Old Sch lane passing places
Old Cemetery Road	Various Section(s)

Raby Road Service Road	Various Section(s)
Raby Road	Various Section(s)
Rear Park road at Richard Court (Incl Campion St/Benson St/Bentley St & Richard treet	Full
Romaine Park	Full
Rossmere Way	Various Section(s)
Shields Terrace	Full
Tankerville St	Full
Tofts Farm Ind.Estate	Main estate road to 1 way Various Section(s)
Union Street	Full
Victoria Street/Sunniside/Middlegate (West of Northgate)	Full
Waldon Street/ Villiers Street mini roundabout	
Waldon Street/Elwick Road to Lister Street	
Warren Close	Full
West View Road	Various Section(s)
Winterbottom Avenue/Holdforth Road to Warren Road	
Woodstock Way	Full
Worset Lane	Various Section(s)
Wynyard Road	Various Section(s)

Additional Information on Plans

Hartlepool Borough Council have got a number of schemes programmed to take place throughout the Borough including cycle routes and various housing developments both of which have a positive effect on the town's highway infrastructure. Housing developments in particular result in improvements including re-modelling and signalisation of roundabouts, widening of junctions and installation of new traffic signal junctions. Developers also regularly enter into agreements (notably Section 106/ 278 agreements) with the local Council regarding alterations to the immediate highway layout when so required by a new development.

Specific scheme details:-

- £9.2M of investment into 3 cycleway schemes (mostly segregated): i) Town Centre to Summerhill Country Park; ii) Town Centre to Waterfront/ Seaton Carew; iii) Town Centre to Headland. September 2025.
- 2 further cycleway schemes currently under development : i) Wolviston Village, linking to the A689 and Catcote Road, and joining with i) above; ii) Raby Road Scheme, from the Town Centre to the Mill House leisure centre.
- Remodel the A179/ A1086 roundabout and introduce traffic signals. May 2025.

- Widen the approaches and reallocate lanes on the A179 / Hart roundabout, providing improved capacity. Completed 2023.
- 2 further funded roundabout schemes at A179/ Cleveland Rd and Hart Lane/ Dunston Road. Complete April/ May 2025.
- Roundabout widening and signal installation scheme at A179/ Merlin Way. Early 2026.
- New signalised junction on the A689 for the SW extension housing development, including new footpath/ cycleway links. July 2025.
- 6 traffic signal renewal schemes funded from DfT's Traffic Signals Obsolescence Grant. Completed by March 2026.

Streetworks

Hartlepool Borough Council embarked upon the national permit scheme (streetworks) in April 2020 which allows much greater control over utility works than under its previous arrangement. The team responsible for this function received over 7000 applications for works on the public highway during the previous financial year, all of which have to be scrutinised prior to allowing works to take place. In addition, the permit scheme requires that all internal works (pothole repairs etc) are also managed in the same way which ensures parity exists between both the internal workforce and external contractors working throughout the town. The permit scheme allows much greater coordination of all such activities and essentially promotes effective collaboration of contractors to reduce the impact on both residents and motorists alike.

In addition to the permit scheme Hartlepool BC undertakes a rigid inspection regime of external and internal contractors covering both inspections of works currently taking place and inspections of fully completed works prior to the two year guarantee period having lapsed. Hartlepool BC try to be very proactive in ensuring as many works as possible are inspected before the guarantee period is reached to avoid any unnecessary costs for the Council. In addition to the above the streetworks permit team prides itself on establishing positive relations with all contractors and this approach has benefited the Council in that defective works are attended to in a very quick manner and we have even experienced a number of instances where 'extra' work has been carried out, without any disagreement, by external organisation in an effort to maintain such relationships.

Climate change, resilience and adaptation

Climate change can significantly impact the local highway network through increased extreme weather events, rising temperatures, increased rainfall and rising sea levels, which can all lead to more frequent infrastructure damage and potential increased safety hazards. In turn this can necessitate strategies such as innovative pavement design and improved drainage.

Strategies for adapting to climate change can include climate resilient pavement design, which can be broken down further into selection of material (i.e. durable materials such as recycled asphalt) and improved structural design. The latter has brought about the installation of additional highway gullies and grass verge land drains, that have helped to address increases in flooding problems when compared to previous years.

Hartlepool Borough Council have been subject to a definite increase in rural flooding concerns, especially related to surface water running from flooded fields onto the adjoining highway potentially causing risk to the public. As a direct result HBC have introduced a Flood Resilience Team (comprising Highways Personnel, Engineers and Management staff) which meet every four weeks in order to discuss such issues. These meetings have led to a more focused approach to such matters and, as a result, have successfully introduced a number of drainage schemes where excess surface water was becoming a known issue in recent years. Examples include, but not limited to new land drains installed at Hart Village, Elwick Village and the Coast Road near the Durham boundary.

As stated previously HBC's entire resurfacing programme for 25/26 will be delivered using warm mix - 'Carbon Catching' materials. The recent A689 scheme where we originally trialled the materials along with electric rollers, wagons and a spray tanker offered a carbon saving of 83%.

We are constantly working with our partners Tarmac on reducing carbon within the construction processes and will be the first Local Authority in the North East to trial an electric paving machine for use on their network. We are also specifying the use of 'Walking Floor' wagons wherever possible as they can carry a greater payload compared to a normal wagon with a genuine 20% reduction in carbon usage.