**Made possible by reallocated HS2 funding**

**Initial plans**

The Department for Transport is asking all local highway authorities that are not in Mayoral Combined Authority areas to publish prominently on their websites a plan for the additional resurfacing and other highways maintenance work they will deliver with the new 2023/24 and 2024/25 funding unlocked from the Network North plan. The following pages document the information requested by the Department for Transport in relation to Medway Council.

**Additional resurfacing and other work completed in 2023/24 from the £401,000 funding made available to Medway Council from the relocated HS2 funding**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Areas / roads where works were completed** | **Type of works undertaken** | **Cost** | **Surface area resurfaced** | **Benefits** |
| Wouldham Road, Rochester | Carriageway resurfacing | £31,787 | 655 | Highway Improvements |
| Medway wide | Velocity patch repair | £80,892 | - | Highway Improvements |
| Medway wide | Carriageway patching | £288,321 | - | Highway Improvements |

**Additional resurfacing and other work proposed for 2024/25 from the £401,000 funding made available to Medway Council from the relocated HS2 funding**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Areas / roads where work is planned** | **Type of works being undertaken on asset group** | **Indicative cost** | **Surface area resurfaced** | **Benefits** |
| Montgomery Road, Gillingham | Carriageway resurfacing | £52,500 | 695 | Highway Improvements |
| A2 Rainham Road, Gillingham | Carriageway resurfacing | £43,600 | 600 | Highway Improvements |
| City Way, Rochester | Carriageway resurfacing | £112,800 | 1900 | Highway Improvements |
| Sturdee Avenue, Gillingham | Carriageway resurfacing | £19,100 | 400 | Highway Improvements |
| Hempstead Valley Drive, Hempstead | Carriageway resurfacing | £8,700 | 100 | Highway Improvements |
| Grain Road, Rochester | Carriageway resurfacing | £35,200 | 700 | Highway Improvements |
| Peninsula Way, Rochester | Carriageway resurfacing | £10,600 | 100 | Highway Improvements |
| The Cut, Rochester | Carriageway resurfacing | £22,300 | 350 | Highway Improvements |
| Delce Road, Rochester | Carriageway resurfacing | £26,700 | 500 | Highway Improvements |
| Wayfield Road, Chatham | Carriageway resurfacing | £26,600 | 600 | Highway Improvements |
| Chapel Rd, Rochester | Carriageway resurfacing | £42,900 | 1000 | Highway Improvements |

**How Medway Council are introducing innovation in the delivery of highways maintenance**

Warm Mix Asphalt (WMA)

Since October 2021 Medway Council adopted the use of WMA. This switch to lower carbon asphalt helps support the Council’s Climate Change Action Plan in tackling the high level of emission reduction pathways.

The key benefits of WMA are;

Environmental - Using less energy in its manufacture, therefore generating fewer emissions.

Safety - The lower mixing and paving temperatures of WMA can cut fume generation by around 50% for approximately each 10-degree reduction in temperatures, improving air quality at production plants as well as visibility for the workforce and passing traffic on laying sites.

Efficiency - Less time to cool because it is applied at a lower temperature, thereby allowing roads to be re-opened quicker, reducing disruption to road users, as well as the costs associated with traffic management to protect the workforce.

Light Emitting Diode (LED) Lantern and Concrete Column Replacement - The Council have been busy converting Medway’s existing lighting to LEDs to reduce energy consumption and ongoing maintenance and improve reliability, saving Medway Council potentially thousands of pounds each year. The new lighting is approximately 50 per cent more energy efficient, reduces light pollution, produces less glare and will require less maintenance. The contract included the provision of a central management system (CMS) which enables remote monitoring of streetlights, including fault reporting, energy consumption and controlling the adaptive lighting regimes applicable to each light.

Gully Cleansing Optimisation - We capture gully data when undertaking cleansing which has helped develop a cleansing regime that is based on levels of risk, determined by assessment of need. The data capture helps build an inventory of our drainage assets along with condition information and with the system being accessible by both the Contractor and Council Officers, it has assisted in applying a strategic approach. An example is that it has allowed for changes in frequency to be applied which has resulted in identifying high-risk areas and conducting a higher level of cleansing in them.

Pre-Wetted Salt - Pre-wetted salt is salt that is mixed with a liquid chemical. It can come in several different forms and works at similar temperatures to rock salt. The advantages to pre-wetted salt are that it can be spread more evenly and more quickly, cutting salt usage by up to 20 per cent, and it gets to work faster as it does not have to dissolve first. The use of pre wetted salt on the authority’s roads commenced in 2023.

**How Medway Council are using its streetworks and other powers to ensure that resurfacing works are not undermined by repeated digging within the same road by utility companies**

Medway Council participate in a quarterly statutory undertaker’s co-ordination meeting where upcoming works by the authority and statutory undertakers are discussed between all parties. Cross party working is encouraged and include discussions around future programmes to reduce the need for repeated digging.

The Councils Streetworks team also issues section 58 notices on recently completed resurfacing schemes. Theses notices prevent statutory undertakers from digging up the road for several years following resurfacing unless there is an emergency or a new service.

**The total amount of investment in the maintenance of local highway networks for the most recent 5 years and planned investment for 2024/25**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Financial Year** | **DfT Grant Funding**  (Pothole Fund, Highways Maintenance Block & Incentive Fund)  [A] | **Council Capital Funding**  (Capital)  [B] | **Council Revenue Funding**  [C] | **Total**  [A]+[B]+[C] |
| 2019/20 | £2,048,000 | £2,220,034 | £652,708 | £4,920,742 |
| 2020/21 | £4,400,000 | £2,123,829 | £731,008 | £7,254,837 |
| 2021/22 | £3,177,000 | £1,966,423 | £765,360 | £5,908,783 |
| 2022/23 | £3,177,000 | £2,567,958 | £1,247,912 | £6,992,870 |
| 2023/24 | £3,578,000 | £1,500,000 | £1,004,593 | £6,082,593 |
| 2024/25 | £3,578,000 | £0 | TBC | £3,578,000 |