

Blackburn with Darwen Highways Asset Management

Presentation to Regeneration
O&SC July 2012

Maintenance Backlog

- BwDBC network comprises of **545Km**
- Effective maintenance should give a **25yr** life
- This means replace **21.8km every year**, to stay on top of deterioration
- Over the last 10 years we have resurfaced an average of **7.9Km per year**, with full budget allocation.
- This has created an average backlog of **14km per year**

Maintenance Backlog

- Leading to a total backlog of **140km** over the last 10 years.
- The cost to resurface a km of road is approx £288k per km
- The total cost to address this back log at current rates will be **£40M**

Available planned maintenance budgets

Budget /Year	Source	09/10 £000's	10/11 £000's	11/12 £000's	12/13 £000's	13/14 £000's
Special Maintenance	Revenue	597	592	0	0	0
LTP	Capital	835	979	880	880	880
DfT support for harsh winter	One off	0	0	464	0	0
One off Additional	Revenue	406	0	500	500	0
Total		1,838	1,571	1,844	1,380	880
Budget compared to 09/10			-15%	0%	-25%	-48%



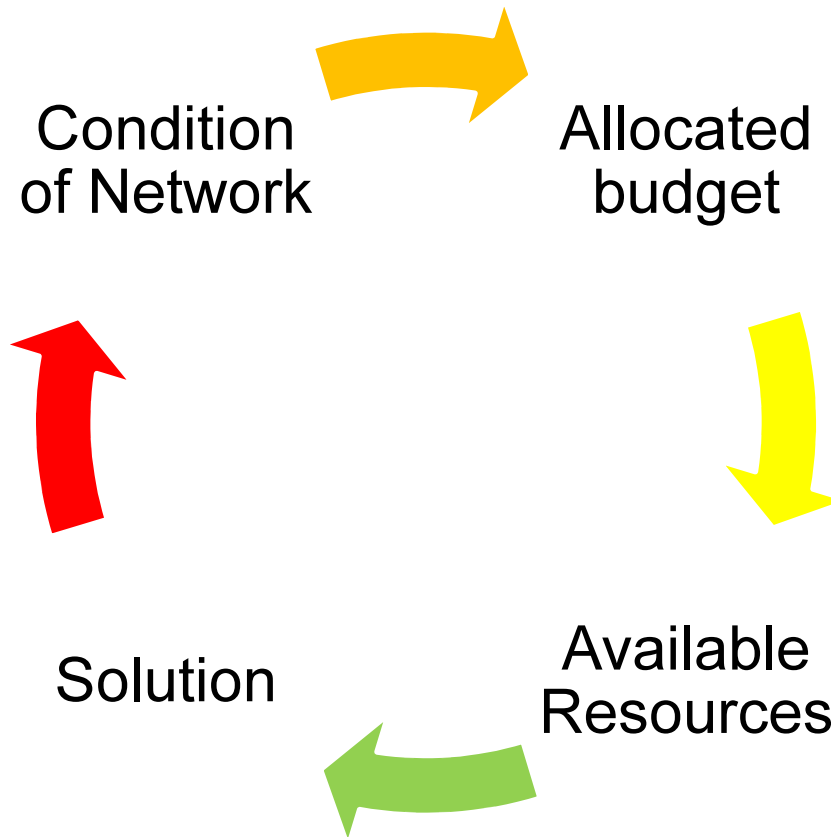
State of the Network

- Technical assessment is through scanner surveys
- Public perception through defects or potholes

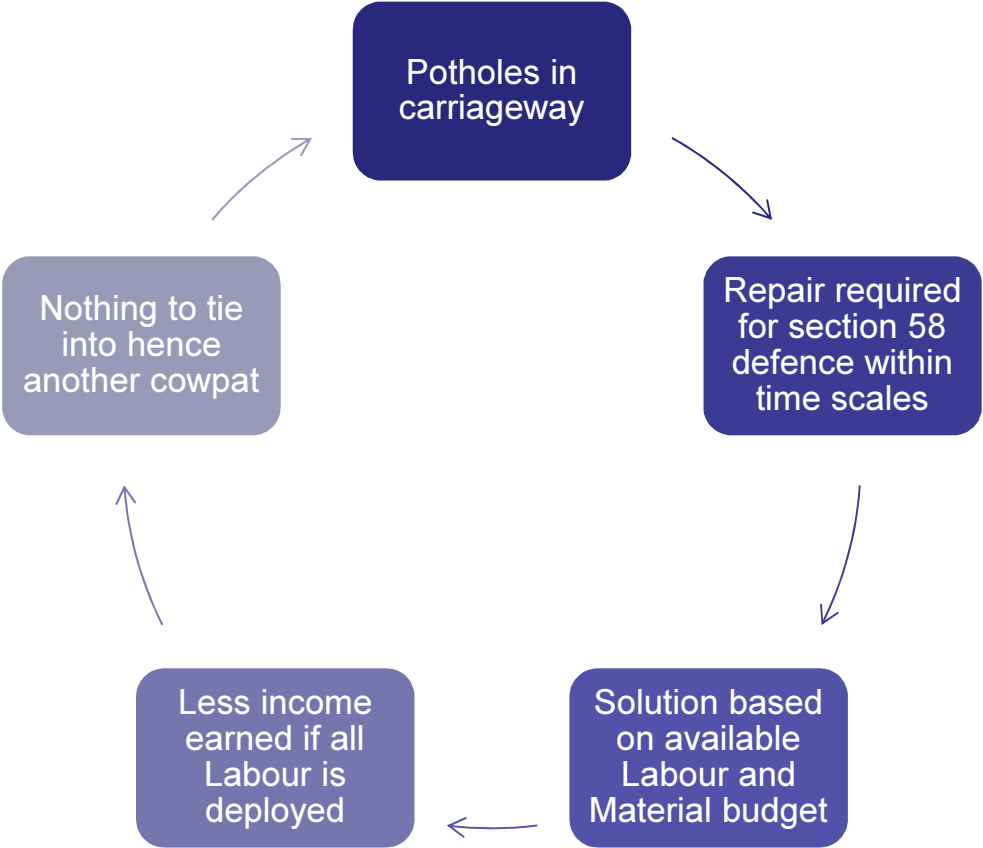
5 – Insurance claims

Year	Volume of Claims	Expected settlement (£)(,000's)
1998	284	615
1999	335	916
2000	489	1,085
2001	530	697
2002	501	590
2003	365	561
2004	435	436
2005	224	191
2006	154	158
2007	157	389
2008	182	276
2009	232	423
2010	217	399
2011	176	424

6 - Operational cycle



6 - The current Cycle



Current cycle



Current cycle - Wyre Crescent



Current Cycle – Shear Bank



Area gone around the Patch



Large scale hand lay patching



Large scale hand lay patching



Yew Tree Drive – shortfalls of patching in isolation



Yew Tree Drive – shortfalls of patching in isolation



Current Cycle - Restrictions



- Section 58 Defence required hence repairs need to be carried out within agreed timescales
- Negative perception of highway network



- No wide scale repair due to limited resources (L, P &M)
- Operatives also required for income generating work.



- Just fill in pothole and revisit for surrounding area
- Very limited amount of hand lay patching due to budget

Operational cycle – making a difference . .



Maintenance options

Solution	Ins Risk	PR Risk	Asset Damage	Life cycle costs	Typical life of solution
Do nothing	Red	Red	Red	Red	
Pothole fill	Yellow	Red	Red	Red	0 - 1
Pothole fill + Patch	Yellow	Yellow	Red	Red	1 - 2
Pothole fill + Patch + Surface Dress	Yellow	Yellow	Yellow	Yellow	5 - 8
Pothole fill + Patch + Surface Dress + Resurface	Green	Green	Green	Green	8 - 25



Impact of options

Solution	Impact
Do nothing	Deteriorating network, unlimited insurance claims and deskilled work force, increasing no of defects.
Pothole fill	Deteriorating network, increasing claims, deskilled workforce, increasing number of defects.
Pothole fill + Patch	Controlled deterioration, limiting claims, repeat defects still occurring
Pothole fill + Patch+ surface Dress	Increasing asset life, reduced claims, reducing potholes and improving public perception. Structurally damaged roads still require resurfacing
Pothole fill + Patch +Surface dress+ Resurface	Increased asset life, no potholes and no insurance claims on carriageways