

Derby City Council – Response

ID Reference FOI626294464

Date 13/09/2024

Information Requested	Response
1. Do you use contractors or self-deliver highways maintenance for your local authority?	<p>We use a combination of both. With regards to our planned resurfacing, we are currently weighted around 70/30. 70% is completed by our internal workforce, and 30% by our framework contractor.</p> <p>All reactive maintenance is completed internally, but we have on a few occasions sub-contracted reactive patching to other providers on our framework.</p> <p>Preventative maintenance is delivered solely by our external contractor due to the specialist nature of the works, and the way our framework is set up.</p>
2. If a contractor is used for a PFI contract, when did this contract commence and when does it end?	<p>We only have a PFI for Street Lighting, a 25 year contract which is with Balfour Beatty. It started in 2007 until 2032.</p>
3. Have you considered using innovated materials to fix road defects?	<p>We are constantly looking towards innovation and delivering more sustainable schemes.</p> <p>Over the past few years we have trialled spray-injection patching, which is a low carbon repair that requires no excavation. We have also used other low carbon surfacing materials in schemes delivered by companies such as Miles Macadam.</p> <p>We are currently exploring in-situ recycling, and will be delivering a scheme this financial year.</p> <p>We are also scoping locations for footway re-tread and asphalt preservation.</p>



	<p>With the climate change emergency, we are working very closely with our suppliers to ensure the materials we put down are going to give us the design life we expect whilst considering rising air/surface temperatures.</p> <p>Our approach to fixing defects has a longer asset management approach, looking to extend the whole life of the asset in a cost effective way, not just removing the immediate defect.</p>
<p>4. Which highways maintenance contractors and sub-contractors do you (or your wider main contractor) use and what activity are they responsible for?</p>	<p>Our external contractor for large scale resurfacing and reconstruction is Thomas Bow Ltd. For any road resurfacing scheme that our in-house workforce can't complete, they are the preferred contractors in the Highway Maintenance Framework Lot to carry out the work.</p> <p>For our preventative maintenance programmes we use Kiely Bros Ltd. They are responsible for delivering our Surface Dressing, Micro Asphalt and Footway Micro programmes. Again, they are the preferred contractors in their Framework Lot to carry out the work.</p> <p>For vehicle restraint barrier repairs, we use Hatton Traffic Management, the preferred supplier in their Lot</p> <p>We also procure KF Surfacing and use Tarby Construction for smaller scale patching, as additional resources.</p>
<p>5. What plant machinery is used in your highways maintenance, both yours and your contractors / rental partners?</p>	<p>Our core machinery items are;</p> <p>Stihl Saws, Wacker Plates, Vibrating Plates, Cat and Genny, Roller Breaker and Trailer, 2-way signals and trailer</p>
<p>6. What measurement criteria is used to assess the contractor's performance?</p>	<p>Our contractors have strict KPI's within the framework contract itself, and quality assurance processes are in place to ensure the work is carried out to the standard we</p>



<p>How have they performed over a 12 month period?</p>	<p>expect. If work was to be sub-standard our framework guarantee means they will return to complete remedial work before any programme is signed off or payment made in full. We also hold start, mid, and end of year reviews documenting all activities as part of our CDM requirements as client. When a programme is live we have a DCC liaison on site to ensure the contractors are working safely and to the standard set out in the contract.</p> <p>Over the last 12 months we have seen work carried out to a high standard by our framework contractors.</p>
<p>7. What is the spending and workforce associated to each of the following – planned highways maintenance, reactive highways maintenance, capital schemes?</p>	<p>To use 2024/25 as an example:</p> <p>Reactive Maintenance: £1.231 million. (This figure covers all aspects associated with reactive maintenance on road/footway/street furniture assets (including winter maintenance); wages, materials etc).</p> <p>Internally, we have a x5 man gang on road resurfacing, x2 two men gangs on reactive maintenance and x4 man gang on footway planned maintenance. Plus a x2 man call out gang for emergency defects.</p> <p>Planned Maintenance across both roads and footways – £4.2 million (This includes planned and preventative Capital works including our allocation from the Department for Transport).</p>
<p>8. Who is the individual(s) that assess the assets and machinery used in your highway maintenance?</p>	<p>This is a combined effort. Highways Operations colleagues specify the plant and machinery we need/use. This is set out in our framework contracts. The operatives complete daily checks on the machinery, and we have our Fleet Workshop who service machinery / make recommendations as necessary. Certain specialist plant and machinery that we used is taken away and serviced externally.</p>

<p>9. Do you provide your own PPE?</p>	<p>Yes. Our inhouse workforce are provided with full PPE. We hold a stock at our depot and have a dedicated supplier.</p>
<p>10. What measurement do you use to identify the longevity of the highways maintenance fix?</p>	<p>We design roads under the DMRB (Design Manual for Roads & Bridges) and utilise our colleagues in Engineering Design and Derbyshire Labs to ensure the right material is used at the right depth for each location.</p> <p>We complete NRSWA sample inspections, including DCC work to ensure work is completed to specification. We complete annual engineer inspections of large sections of the network, which identify current condition of the assets and recommend next treatments. This can determine also whether previous treatments have reached expected lives.</p>
<p>11. What innovation have you trailed for highway maintenance?</p>	<ul style="list-style-type: none"> • Spray-injection patching. • Grip-strip • Cold and warm applied Asphalts. • Sand-mix Asphalts used at locations susceptible to flooding. • Durapatch • Premium modified binders for Surface Dressing, which have a greater resistance to heat. (Again, showing we are looking to deliver sustainable schemes taking into account the current climate change emergency.) • HardiPave on some of our roundabouts. (Miles Macadam) • Looking to trial Biochar within our concrete road repair programme. Biochar, is a process of burning food waste, recycled wood, and other natural waste which in turn creates a product called Biochar. This is fortified within the material to provide a 40% carbon saving compared to conventional materials.



	<ul style="list-style-type: none">• We have a handful of sites suitable for Retexturing.• We will be delivering an in-situ recycling scheme in 24/25.
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