
**Executive Member Decision Session -
Neighbourhoods**

18 May 2010

Report of the Director of Communities and Neighbourhood Services

**Major Carriageway Patching Repairs of the Damage to the Highway
caused by the Extreme Winter Weather of December 2009 and
January 2010**

Summary

1. This report informs the Executive Member on the progress made in repairing the damage to the highway caused by the recent extreme weather conditions and how the additional Department of Transport and City of York Council capital funding is proposed to be used.

Background

2. The winter of 2009/10 has been established nationally to be the worst winter weather conditions for over 30 years. During December and January of this period the City of York Council area encountered 20 days of heavy snow and ice accumulations with temperature dropping to –13 degrees centigrade.
3. The accumulation of snow, ice and low temperature has had a detrimental affect on the condition of the carriageway surface and has resulted in over 7,000 potholes being identified during this period alone.
4. Under normal conditions Highway Maintenance Services (HMS) have 3 tarmac patching gangs working repairing potholes in both the carriageway and footway. Since January 2010 HMS has employed on average of 5 gangs solely repairing potholes in the carriageway. During this period only emergency repairs were being carried out on the footway which has resulted in a backlog of basic maintenance works.
5. The cost of providing the additional gangs between January and March this year was £48,500. In addition to the extra gangs during this period a proprietary treatment called ‘Jet Patching’ was commissioned and undertaken by a private contractor at a cost of £22,600.
6. The increase in the cost of repairs is being felt nationally and there has been lobbying by public and private bodies for the Government to provide emergency funding to councils to carry out the work. The Council has also

made provisional applications for funding under the Bellwin and Emergency Capital Highway Maintenance schemes.

7. Due to intense lobbying and the number of emergency funding requests from local council's the Government announce in the budget on 24 March that £100 million was being made available nationally to fund repairs to the damaged highway caused by the extreme winter weather of 2009/10. A letter from the Department of Transport dated 25 March 2010 indicated that the City of York Council would receive from this fund an amount of £204,800. The funding will be distributed as revenue grant under section 31 of the Local Government Act 2003. All other applications for emergency funding have been declined.
8. At the Executive Members Decision Session on 24 March 2010 the Annual Highway Maintenance Report was approved and within it there is a capital funding allocation of £200,000 for major patching.

Proposals

9. The total available 2010/11 budget allocation for major carriageway patching caused by the extreme winter of 2009/10 is £404,800.
10. It is proposed to extend the increase of 5 gangs allocated on pothole repairs till the end of May. It is envisaged by the end of May that the amount of potholes requiring repair will be back to normal levels where basic maintenance budgets can be used. The cost per week of the 2 additional gangs including plant and materials is approximately £8,000. The period in question equates to 10 weeks and therefore the total additional cost of repairing the potholes is £80,000.
11. Although the repairs of the potholes will make the carriageway safe for the public to use there is a need to undertake more major patching to maintain the integrity of the carriageway surfacing layer and to catch up with the backlog of less urgent repairs.
12. The major patching include areas where there is a cluster of potholes and visible evidence of surface cracking that will develop into potholes in the near future. The width of the patching will be a minimum of half a lane so that no joint is on a vehicle wheel track. The maximum size of a patch is to be restricted to 500m² as anything larger needs to be assessed for inclusion in the surfacing programme for 2011/12. Where a surfacing scheme is identified this year after the annual assessment and it includes areas that have been patched as part of this programme, they will remain in-situ and will not be removed.
13. A list of identified major patching works can be found in annex A. At the time of writing this report the list is not complete. It is envisaged that additional areas of major patching will be identified in the annual condition survey that is proposed to start in May and ad-hoc inspections of reports from the public.

14. It is therefore proposed to fund the additional 2 gangs working on potholes repairs until end of May at a cost of £80,000 and the remaining £324,800 be allocated to major patching works.

Consultation

10. Due to the nature of this report no consultation has been undertaken

Corporate Priorities

12. Through the proposed measures Neighbourhood Services supports delivery of the Thriving City, Sustainable City, Safer City, Inclusive City and Effective Organisation themes from the corporate strategy.

Implications

Financial

13. The 2 streams of funding have been approved for 2010/11. Failure to repair the potholes will result in an increase in insurance claims and potential payments.

Human Resources (HR)

14. There are no HR implications identified in this report.

Equalities

15. The work carried out will benefit all highway users.

Legal

16. The Council has a statutory duty to carry out highway maintenance under Section 41 of the Highways Act 1980.

Crime and Disorder

17. There are no crime and disorder issues.

Information Technology (IT)

18. There are no IT implications.

Property

19. There are no property implications.

Other

20. There are no other implications.

Risk Management

21. In compliance with the Council's risk management strategy the main risks that have been identified and measured in terms of impact and likelihood, the risk

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scores have been assessed at less than 16. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

22. It is recommended that the Executive Member approve the proposals in this report to extend the period of the 2 additional gangs until end May 2010 to remove the backlog of pothole repairs. The remainder of the funds to be allocated to a programme of major carriageway patching.

Reason: To ensure delivery of highway maintenance services in an efficient and cost effective manner.

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Report Approved Date

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Letter from Department for Transport dated 25 March 2010

Annexes

Annex 1 – Schedule of Major Patching.