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**Executive Member Decision Session –  
Communities & Neighbourhoods**

**22 June 2010**

Report of the Director of Communities and Neighbourhood Services

**PETITION REQUESTING THE CITY OF YORK COUNCIL INSTALL  
KERBING TO THE EDGE OF CARRIAGEWAY ON MAIN STREET  
HOLTBY VILLAGE**

**Summary**

1. This report is in response to a petition submitted to full Council by Councillor Brooks on 8 April 2010 and signed by 56 residents of Holtby Village.
2. The petition requests that the Council installs kerbing to the edge of carriageway along those lengths of Main Street where the verges are not already protected by a kerb edge.

**Background**

3. Both Main Street and Straight Lane in Holtby was surveyed and assessed as part of the annual identification for the highway maintenance schemes programme for 2010/11.
4. The assessment process recommended that the carriageway in Straight Lane and Main Street be treated with surface dressing to seal the surface and improve the texture depth. A plan showing the surface dressing scheme is attached as Annex 1.
5. Approval of the annual programme was given at the Executive Member meeting of the Neighbourhood Services Decision Session on 24 March 2010 in which Main Street and Straight Lane was included.
6. Prior to the surface dressing application the carriageway is inspected and any cracking or depressions in the surface is repaired by patching. It is unusual with a surface treatment of this kind to provide additional kerbing to the edge of the carriageway, as the treatment does not re-profile the surface.
7. In addition to the surface dressing treatment an investigation of the drainage system has been undertaken as part of the £200k capital drainage allocation. The investigation identified repairs to the existing sealed system including the removal of tree roots and the installation of additional gullies. It is programmed

for the drainage works will be completed before the surface dressing treatment commences.

8. The drainage investigation has identified problems with the verge over-run and debris caused by water from heavy rain falls blocking the existing drainage system.
9. In response to this observation and comments in the petition a further inspection has been carried out to identify the extent of the kerbing needed to reduce the over-run problem. To alleviate the majority of the over-run it will be necessary to lay 600 metres of kerbing at an estimated cost of £25,000.
10. The laying of the kerbs will alleviate the majority of the over-run and prevent the debris collecting but will increase the width of clear water flow in periods of heavy rain flow.
11. The provision of a kerb line will prevent damage by vehicle over-run and reduce future maintenance costs of repair to the edge of the carriageway and reinstating the verge.

### **Proposals**

12. Proposal 1: Patch and surface dress the carriageway in Straight Lane and Main Street as identified in the approved annual programme. Complete the installation of additional gullies and repair the existing drainage system as part of the capital drainage programme.
13. Proposal 2: As proposal 1 with the additional 600 metres of kerbing identified on the plan in annex 1 at an additional cost of £25,000. The additional cost to be borne by the basic maintenance budget.

### **Consultation**

15. This report is to advise the Executive Member of the receipt of the petition, no external consultation has taken place.

### **Corporate Priorities**

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

### **Implications**

#### **Financial**

17. There are no financial implications.

#### **Human Resources (HR)**

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

### **Equalities**

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

### **Legal**

20. The City of York Council in its capacity as the local highway authority, has a duty under Section 41 of the Highways Act 1980 to maintain the public highway.

### **Crime and Disorder**

21. There are no crime and disorder issues.

### **Information Technology (IT)**

22. There are no IT implications.

### **Property**

23. There are no property implications.

### **Other**

24. There are no other implications.

### **Risk Management**

25. 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 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**

26. The Executive Member is recommended to:
  - (i) Note the receipt of the petition
  - (ii) Approve recommendation 2(paragraph 14)

Reason: To alleviate the verge over-run and prevent debris entering the drainage system.

## Contact Details

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**Chief Officer Responsible for the report:**

Sally Burns  
Director of Communities & Neighbourhoods

**Report Approved**

**Date** 7/06/2010

**Wards Affected:** Derwent

**All**