

CABINET

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| Date of Meeting | Tuesday, 19 th June 2018 |
| Report Subject | Repairing Potholes and Preparing the Annual Carriageway Resurfacing Programme |
| Cabinet Member | Cabinet Member for Streetscene & Countryside |
| Report Author | Chief Officer (Streetscene & Transportation) |
| Type of Report | Operational |

EXECUTIVE SUMMARY

This report provides details on capital expenditure and investment levels relating to the highway network, the cost benefit of temporary pot holes repairs and the reasoning behind the need for repeated repairs on some road surfaces, due to the same pot holes reappearing.

The report also seeks Cabinet approval of the proposed carriageway resurfacing programmes for 2018/19.

RECOMMENDATIONS

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| 1 | That Cabinet approves the programmes of highway resurfacing works contained within this report. |
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REPORT DETAILS

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| 1.00 | BACKGROUND OF WINTER IMPACT ON HIGHWAY MAINTENANCE AND EMERGENCY REPAIRS |
| 1.01 | During the winter of 2017/18, the County was affected by four significant periods of severe wintery weather; one in early December, one over the Christmas and New Year period, one towards the end of February and finally an extended period of snowfall and low temperatures at the end of March which lasted through to the beginning of April. |
| 1.02 | The winter weather will always have a detrimental effect on the highway network, with periods of frost and freezing conditions causing the road structure to heave and create defects in the surface which in turn allow more water ingress which will again freeze during the next period of cold temperatures. This results in potholes, and untreated potholes are exacerbated by traffic movements which cause further damage. |
| 1.03 | Road and weather conditions determine whether it is cost-effective for pothole repairs to be permanent i.e. sealed and carried out in a prolonged and more permanent manner or a temporary fill to remove the immediate danger caused by the pothole. The weather forecast, availability of resources and condition of the network are all considered when planning the appropriate response to defect repairs each week during the winter period. |
| 1.04 | Temporary filling of potholes is the cheapest option to quickly remove defects and provide a defence against any claims with the work funded through maintenance (revenue) budgets. The costs comprise mainly of labour (FCC employees) and a small amount of materials used to fill the potholes. |
| 1.05 | Pothole repairs are an effective option to immediately deal with defects on the network and they are undertaken to remove the hazard in the most expedient manner. This reduces the risk of damage and injury to third parties and protects the Authority against litigation and damages. Whilst the repair often fails, this is due to the weather conditions and more expensive permanent repairs would also fail in these circumstances. Whilst repeated temporary repairs are frustrating for motorists it remains the only option to immediately remove the risk from the network in most circumstances. |
| 1.06 | The Council is required to respond to defects reported on the network either following the Area Coordinator safety inspections or reports from members of the public. This requirement demands that maintenance (revenue) budgets remain available for reactive works of this nature. |
| 1.07 | Asset management is a strategic approach to highway maintenance that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. |
| 1.08 | Ideally the Authority would like to achieve a continuance of the current |

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| | <p>condition level – this is known as “Steady State”.</p> <p>The level of Capital investment required to achieve this position, which was calculated in 2016, was £2,745,680 per year. This level of investment would simply maintain the condition of the carriageways at the current level and few Councils in Wales achieve investment at this level. Every effort is made then to maximise the available funding and to ensure it is used to repair the roads most in need of attention.</p> |
| 1.09 | FCC’s allocation of Welsh Government funding for road maintenance schemes together with the Council’s capital allocation are therefore carefully allocated to provide maximum benefits. All roads are surveyed to develop the programmes for resurfacing which are shown on Appendix 1 . |
| 1.10 | In response to the initial periods of poor weather during December, Streetscene increased the resources allocated to defect repairs throughout January to supplement the existing internal resources allocated. This was funded by reallocating capital funding that is usually held back until the Spring, in response to winter defects. |
| 1.11 | With the weather not relenting throughout January to April, these additional resources were extended to four dedicated crews treating defects on the network, and this work continue throughout the remaining winter period, where the weather allowed, and continue until the end of May in this financial year. This has created a small financial pressure on the service. |
| 1.12 | All roads across the network have been re-inspected and a condition score recorded following the winter of 2017/18, and these scores were collated and prioritised to prepare the resurfacing programmes. Those highest ranking roads, as measured by the formal adopted ranking matrix, were then inspected by Technical Officers to ensure consistency prior to the programme being planned for the summer of 2018. |

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| 2.00 | RESOURCE IMPLICATIONS |
| 2.01 | <p>Capital Budgets for Planned Maintenance activities - £600k</p> <p>Additional Welsh Government Funding support for resurfacing works - £1.427m</p> <p>2018-19 financial pressure from addition temporary repairs is approximately £60k</p> |

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| 3.00 | CONSULTATIONS REQUIRED / CARRIED OUT |
| 3.01 | With local Member on scheme commencement. |

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| 4.00 | RISK MANAGEMENT |
| 4.01 | The highway maintenance service has undertaken risk assessments on the provision of road surface treatments. |
| 4.02 | Good highway asset management aligns with the principles of the Future Generation and Well Being Act. |

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| 5.00 | APPENDICES |
| 5.01 | Appendix 1 – Programme of Highways Works |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | <p>None.</p> <p>Contact Officer: Stephen O Jones – Chief Officer – Streetscene & Transportation</p> <p>Telephone: 01352 704700</p> <p>E-mail: Stephen.o.jones@flintshire.gov.uk</p> |

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| 7.00 | GLOSSARY OF TERMS |
| 7.01 | <p>Financial Year (FY): the period of 12 months commencing on 1 April.</p> <p>Budget: a statement expressing the Council's policies and service levels in financial terms for a particular financial year. In its broadest sense it includes both the revenue budget and capital programme and any authorised amendments to them.</p> <p>HAMP: Highway Asset Management Plan.</p> |