

Pre-submitted Executive Director Report Member Questions

Cllr Roger Whyborn

1. Ref the Public Transport Network Review in the upcoming/forthcoming decisions, that's obviously a fairly wide-ranging title. What is the scope of the review please?

A full review of the transport network subsidised by GCC is required to ensure it is fit for purpose and that routes reflect the travel patterns of passengers. The proposed cabinet paper would detail the approach likely to be followed and the extent of public consultation that would be undertaken. These are connected issues as the level of change / impact affects the level of consultation that would be required. A recent announcement by the Department for Transport regarding its future bus related funding has significantly changed the context for this review and the report is now likely to be taken to July Cabinet. Officers are currently working through the detail of this and will bring forward a strategy for comment as part of that cabinet paper as soon as possible.

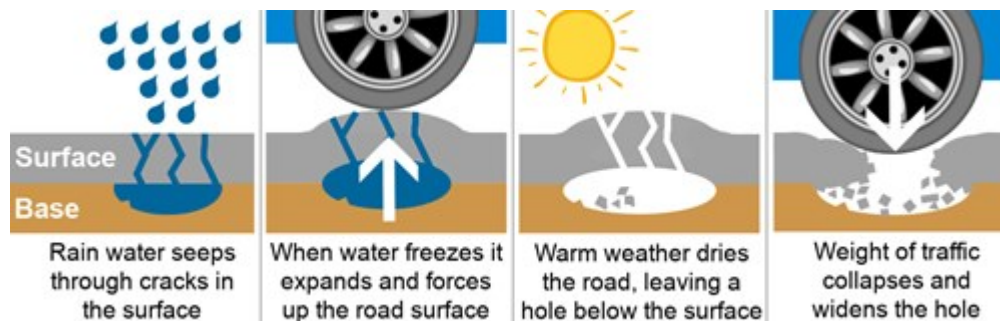
Cllr Chris McFarling

2. Could you advise as to whether there are any performance criteria/indicators on pothole fixing across the network please?

There are a number of key performance indicators included in the corporate data set which monitor the timeliness of safety defect repairs against required timescales, alongside indicators which show the total number of safety defects in each category and the winter gritting run numbers to provide some context.

3. Are there any 'tipping points' in pothole formation whereby pothole creation exceeds pothole fixing leading to an unsustainable and increasingly deteriorating road network?

Resurfacing schemes are the best long-term way to tackle potholes but with a sizeable network (over 3500 miles) this is challenging without significant additional investment. All roads deteriorate over time, but typically a newly resurfaced road will last 20-35 years depending on the level and type of traffic using it. Potholes can occur at any time of the year but most commonly form in the Spring. During the winter, water seeps through cracks in the road, freezes and expands. Later, once the water evaporates a gap is left below the surface of the road.



Groups of potholes forming, return visits etc. all indicate that the road is failing and needs a more significant intervention – this might be localised patching works, or full resurfacing. This data is used to help inform parts of the structural maintenance programme. However, the presence of multiple trenches or openings in the road, such

as those from utilities, can also accelerate the rate of deterioration as we tend to see potholes forming in those joints/cracks.

4. GCC are currently working with Birmingham University to develop plans to de-carbonise the developer road infrastructure we adopt. Early findings suggest that removing cement and steel by using “over the edge” drainage systems will result in the biggest saving. If GCC adopt this approach it would require a change to maintenance regimes in conjunction with the increased adoption of swales and other green infrastructure. Could you please explain and clarify what ‘over the edge’ drainage systems involve and how green infrastructure is needed to help de-carbonise the developer road infrastructure?

‘Over the edge’ drainage simply refers to the process whereby surface water drains over the edge of the carriageway into an open channel (effectively a swale) or ditch - as opposed to draining via a gulley or a kerb inlet into an underground pipe. The increased presence of ditches or swales can have a positive effect on the environment and increase the ‘greening’ of any road or development and therefore support the lower carbon / de-carbonisation aims of any development. As noted, this would require a change in traditional drainage management as current systems make greater use of equipment such as gulley emptiers and jetting machines.