

## Department for Transport – Pothole Repair Fund

In May 2014 Peterborough City Council submitted a successful bid for a share of the £168 million Pothole Fund, announced at the March Budget, to help repair local roads and was awarded an extra £412,565 to be spent by the end of March 2015.

**Spend options** - A number of choices were available to target the additional budget such as permanent patch repairs to potholes, extended surface treatment programmes to prevent potholes forming and the resurfacing of roads that are likely to deteriorate over the coming winter months. Given the timing of the grant and the need to ensure works were completed during the warmer summer months (surfacing season) a decision was made to identify a number of roads for resurfacing.

**Resurfacing site selection** - Funding was targeted on Peterborough roads that would be unlikely to qualify for major maintenance funding through the normal assessment and prioritisation process [regardless of their condition]. Such roads are typically low speed low hierarchy roads in residential areas. These roads traditionally see regular reactive and routine maintenance visits to keep the road safe and available for use and where appropriate value engineering solutions such as surface treatments that extend the life of the road.

A desktop exercise was completed that saw condition data assessed to establish potential sites for consideration. With the emphasis of the Grant being pothole repair a report was generated from our maintenance management system that identified the number of pothole 'defects' recorded on any street at the last safety inspection: Roads with a low hierarchy status and 10 or more recorded pothole defects [at the last inspection] were shortlisted for site inspection.

Site Inspection considered the following aspects:

- Is the road condition suitable for a surface treatment intervention rather than resurfacing?
- Have numerous pothole repairs already been made along the street (temporary and permanent)?
- What other defects are evident that could form into potholes such as cracks, crazing, worn open textured aggregate and utility openings with joints?
- The extent of the defects compared to the length of the street.
- Proximity to one another (for ease of programming)

### Resurfacing sites

The table below shows the detail of the sites:

Street name	Ward	Programme date (week commencing)	Cost (£)*1	Area of resurfacing (m <sup>2</sup> )	Number of pothole or other surface defects
Broom Close	North	29/09/2014	27,078	667	117

Gorse Green	North	29/09/2014	35,696	617	80
Palm Court	North	29/09/2014	29,005	490	13
Derwent Drive (part)	Paston	29/09/2014	16,663	255	115
Severn Close	Paston	29/09/2014	39,510	778	98
Avon Court	Paston	29/09/2014	31,575	562	145
Ivy Grove	Paston	24/11/2014	37,997	585	54
Wells Close	Werrington South	24/11/2014	26,987	764	114
Thorpe Lea Rd (part)*	West	02/02/2015	70,874	1444	272
Coningsby Rd (part)	Bretton North	29/09/2014	65,087	3039	N/a*2

\*1 Subject to change with further claims possible on completed sites and changes to scope and extent of upcoming sites. Some sites subject to additional; costs associated with disposal of hazardous materials (tar).

\*2 Defects comprised widespread chipping loss and surface deterioration at junctions due to vehicle manoeuvres

Upon completion of the 'Pothole Fund' resurfacing programme over a thousand pothole and other surface defects will have been repaired.

Before and after photographs:

### Derwent Drive



### Avon Court



**Nu-phalt trial** - In addition to resurfacing work Peterborough City Council also conducted a four week trial of an innovative 'thermal road repair system' called Nu-phalt in order to consider the benefits it offers over traditional patch repairs. Between the 19<sup>th</sup> August and 12<sup>th</sup> September 400 individual thermal repairs were completed on 20 roads of differing nature averaging 23m<sup>2</sup> of repairs each day.

The nu-phalt process involves the heating and scarifying of the existing road surface before rejuvenating with high grade emulsion, adding new material as required before finally compacting.

The benefits of the process are:

- Less dust, waste and noise as no excavation is required
- Reduced use of virgin materials and associated transport costs
- Quicker and less costly than traditional patch repairs
- A seamless joint is achieved
- Reduced risks associated with manual handling
- Good for the environment with reduced carbon emissions



All data collected during the trial will be assessed in order to understand if it offers real benefits to our current practices.