
From: Andrew Loosemore, Head of Highway Operations

To: Sevenoaks Joint Transportation Board

Date: 12th March 2014

Subject: Find and Fix - Weather Damage Repairs 2014

Classification: Unrestricted

Summary:

This report provides details of action being taken by Highways and Transportation to repair the road damage caused by the recent severe weather and flooding.

Recommendation:

Members are asked to note the contents of this report.

1. Introduction

The recent extremely wet weather which has been ongoing since the St. Jude storm in October 2013 which continued through Christmas and January 2014 has led to flooding in many parts of the county. The highway network has suffered damage to the road surface and it's sub-structure with culverts and other drainage systems becoming blocked and silted. Some of the county's main roads have experienced weeks of flooding and many communities have been badly affected by the floods resulting in evacuations for some residents.

Following one of the wettest years recorded and the wettest January on record, an increase in road damage was inevitable. Highways and Transportation have therefore prepared for a Find and Fix repair blitz by developing an in-house process with the term contractor to run a weather damage programme engaging additional support from local sub-contractors.

Local Highway Operations teams will identify priority areas and mark up works that need to be done and these will be passed to the contractor. Additional resources have been put in place and work will be completed as soon as possible and as the weather permits. The continuing heavy rainfall severely

hampers works as saturated roads many with standing and running water are unable to receive a permanent repair.

2. Budget

KCC has identified an additional £2.5 million for this work and this will supplement existing funds already allocated for patching works.

The programme of works is on-going and Enterprise, our Highways Maintenance service provider has augmented their own workforce with local contractors. In total five local companies are providing additional teams county wide that are now engaged in and dedicated to delivering the weather damage repair programme.

3. Quality Repairs

We always aim to complete a first-time permanent repair by saw-cutting around the damaged road surface, clearing out the old material, sealing the edges and repairing it with new hot tarmac, which is rolled and compacted to provide a strong level and water-tight finish as it cools. If a road has lots of potholes we may need to complete a larger “patch” in the same way or resurface the whole section of road with specialist machinery to provide a satisfactory long-lasting repair.

The time and care needed to carry out a quality permanent repair often means we need to close a lane or the whole road and this takes time to plan. For emergency potholes and in roads which are saturated or have running water, we may need to make an instant repair by quickly filling the hole without all the preparations described above. We do this to make the road safe to remove the danger and then schedule in a full permanent repair to be carried out as soon as possible thereafter.

It should be noted however, that first time permanent repairs always remain the first choice repair process where it is suitable and practical to do so.

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