

**NORTH YORKSHIRE COUNTY COUNCIL**

**16 FEBRUARY 2011**

**STATEMENT OF THE HIGHWAYS AND PLANNING SERVICES  
PORTFOLIO HOLDER COUNTY COUNCILLOR GARETH DADD**

**HIGHWAYS AND TRANSPORTATION**

**Highways Maintenance Contract 2012 – 2022 (HMC 2012)**

Members will no doubt recall the Executive meeting in June 2010, and the approvals given in relation to the County Council's future operational highways maintenance contract, its scope, the procurement process and requirements for future reports.

Since June 2010, Members have received a number of progress reports at Corporate Procurement Members Working Group and also through Transport, Economy and Environment Overview and Scrutiny Committee.

In accordance with the above requirements, a report was submitted to the Executive on 11 January 2011 recommending a tender shortlist following analysis of the submitted Pre Qualification Questionnaires. The Executive approved the following shortlist of 5 companies to progress to the next phase of procurement:

Balfour Beatty Work Place  
Costain/Galliford Try Joint Venture  
Downer EDI Works Limited (New Zealand)  
May Gurney  
Ringway Infrastructure Services Limited

The Invitation to Tender documents are due to be issued at the end of February 2011. A further report will be submitted to the Executive this autumn recommending the appointment of the Contractor. This will allow sufficient mobilisation time for the contractor to commence effective delivery on 1 April 2012.

**Reducing the Burden of Regulation**

As you all know, we are keen to reduce some of the burdens placed on us by unnecessary guidance and regulations. I have spoken with highways managers and there are a number of things mainly around traffic signing that frustrate us all and some of these are of our own making, as a result, I have instigated a review to look at them more closely. However, there were some issues that were outside of our control and, as a consequence, I have written to Phillip Hammond, the Secretary of State for Transport requesting a relaxation on the requirement to replace all blue bordered traffic direction signs by 2014 and to permit the use of speed limit repeater roundels painted on the road instead of providing repeater signs. These two changes would reduce costs and minimise the environmental impact of signs but they cannot be done without a change in the regulations.

## **WINTER DAMAGE**

The severe winter weather we experienced in December 2010 has clearly taken its toll on the road network across the county. At the time of writing this statement we had spent in excess of £100k carrying out emergency winter damage repairs since the end of November and highway engineers were busy assessing the level of long term damage that had taken place. At the end of last year's winter season we estimated that approximately £30m worth of accelerated damage had occurred on the network and we allocated over £10m of additional funding towards dealing with those locations with the worst problems. We will always look to ensure that the network is maintained in a safe condition but clearly there is insufficient funding to address all of the areas that have experienced further long term damage and it will again be necessary to prioritise the worst locations. The finishing touches are being put to the highways capital programme and members will shortly receive details of any schemes in their local area.

## **SCARBOROUGH AGENCY TERMINATION**

From the 1<sup>st</sup> April 2011, North Yorkshire County Council will be directly responsible for all traffic and highway issues within the whole of the Scarborough urban area as a result of the termination of the existing agency agreement. The County Council currently has this role in the remainder of the Borough. Until that date Scarborough Borough Council will continue to provide the service on behalf of the County Council.

On 31<sup>st</sup> March 2011 highways and traffic staff and resources will transfer from Scarborough Borough Council to North Yorkshire County Council and the service will continue to be delivered in line with County Council policy and practices. This will help to retain local knowledge, expertise and continuity in service delivery.

From the public's perspective, there should be no visible changes in the delivery of the highways service as a result of the agency termination. However, there will clearly be an impact on the level of service as a consequence of the budget cuts.

GARETH DADD