

DfT Pothole Action Fund 16-17 Report

It was the expectation of the DfT that each authority would target the pothole action fund to permanently fix potholes or stop them forming in the first place on the local highway network. The funding was to complement planned highway maintenance expenditure for 2016-17.

The DfT Pothole Action Fund allocation for 2016-17 was £73,000.

The planned capital carriageway maintenance expenditure for 2016-17 was £995,500.

Bournemouth Borough Council's [Highway Infrastructure Asset Management \(HIAM\) Policy](#) describes our commitment to HIAM and to produce a more efficient highway service and improve the local environment and economy.

Bournemouth Borough Council's [HIAM Strategy](#) details the desired outcome for the carriageway asset which is to maintain the carriageway condition with minimum whole life cost. The proposed carriageway strategy is to undertake maintenance before the onset of rapid deterioration and in advance of the requirement for structural treatments and is often referred to as preventative maintenance. Implementing surface treatments prolongs the life of the carriageway structure by stopping the ingress of water which in turn slows the rate of defects appearing requiring a repair.

[Carriageway lifecycle planning](#) demonstrates that a preventative based strategy keeps the network in a better condition.

The funding has been used for undertaking surface treatments (microasphalt or surface dressing) and pre-patching at surface treatment sites. The pre-patching has been undertaken prior to surface treatments in the 2016-17 and 2017-18 [Works Programmes](#).

Implementing surface treatments reduces the number of potholes forming in the first place by stopping water ingress into defects in the carriageway. Filling of the carriageway defects are essential to ensure surface treatments are providing a safe, serviceable and sustainable solution to carriageway maintenance and delivering stakeholder satisfaction.

With this additional funding, we have been able to increase our preventative maintenance programme and achieve greater network coverage. The planned highway maintenance expenditure would typically fund the pre-patching repairs required before a surface treatment.

The table below details how much money has been spent, the specific activities that have been undertaken and location.

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Schemes	Type of Treatment	Length of carriageway treated in metres	Area of treatment in metres squared	Area of pothole patching in metres squared	Number of potholes repaired	Total Cost
Boscombe Spa and Owls Road	Microasphalt surfacing and patching	668	3,203	103	17	£24,486
Prince of Wales Road	Microasphalt surfacing	175	1,400	0	0	£9,576
Deans & Hosker Road	Pre-patching before Microasphalt 16-17	0	0	73	26	£1,820
Shelbourne Road	Pre-patching before Microasphalt 16-17	0	0	105	20	£2,615
Queenswood Avenue	Pre-patching before Surface Dressing 16-17	0	0	31	12	£770
Lombard Avenue	Pre-patching before Surface Dressing 16-17	0	0	81	33	£2,016
College Road	Pre-patching before Surface Dressing 16-17	0	0	50	15	£1,241
Youngs Road	Pre-patching before Surface Dressing 17-18	0	0	324	36	£8,137
Alumhurst Road	Pre-patching before Surface Dressing 17-18	0	0	163	17	£4,555

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Schemes	Type of Treatment	Length of carriageway treated in metres	Area of treatment in metres squared	Area of pothole patching in metres squared	Number of potholes repaired	Total Cost
Bennellen Road	Pre-patching before Surface Dressing 17-18	0	0	230	17	£6,182
Markham Road	Pre-patching before Surface Dressing 17-18	0	0	178	21	£4,819
Crosby Road	Pre-patching before Surface Dressing 17-18	0	0	71	15	£1,451
Connaught Road	Pre-patching before Surface Dressing 17-18	0	0	35	5	£1,095
Mount Road	Pre-patching before Surface Dressing 17-18	0	0	78	10	£1,787
Stourwood Road	Pre-patching before Microasphalt 17-18	0	0	112	14	£2,450