

10.0 HIGHWAY DRAINAGE

10.1 EXISTING CONDITION

10.1.1 PHYSICAL DESCRIPTION

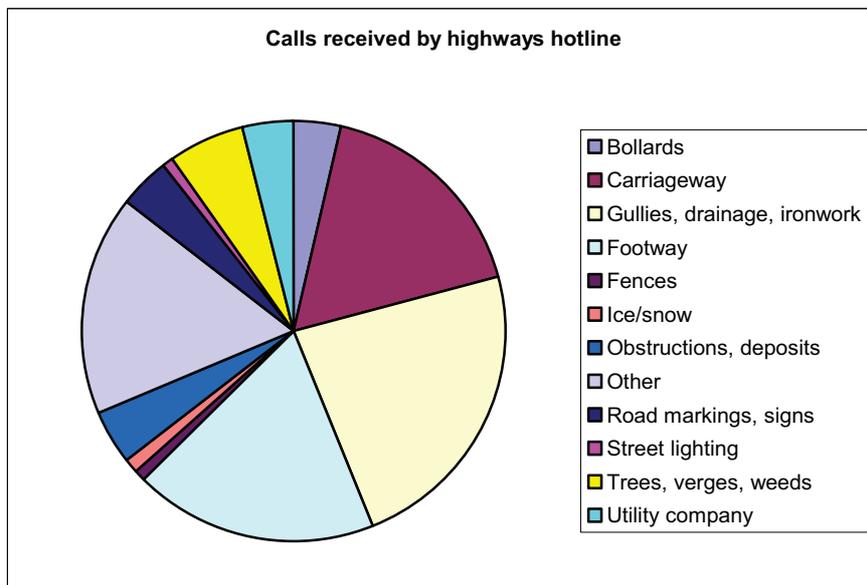
All quantities are approximate:

Carriageway gullies	40 000
Gullies in back lanes	1 000
Roadside grips in rural areas	7 500
Footway gullies and channels	unknown

10.1.2 SURVEY DATA

There are no regular surveys of highway drainage infrastructure apart from defects picked up during carriageway and footway safety surveys.

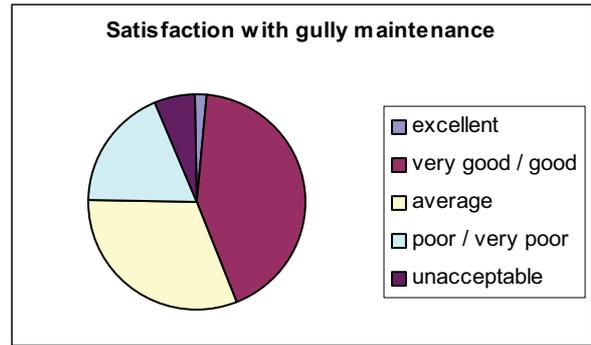
However, drainage matters have been highlighted in residents' concerns over recent years, forming 23% of all calls received by the highways hotline over the period 2000/1 to 2002/3:



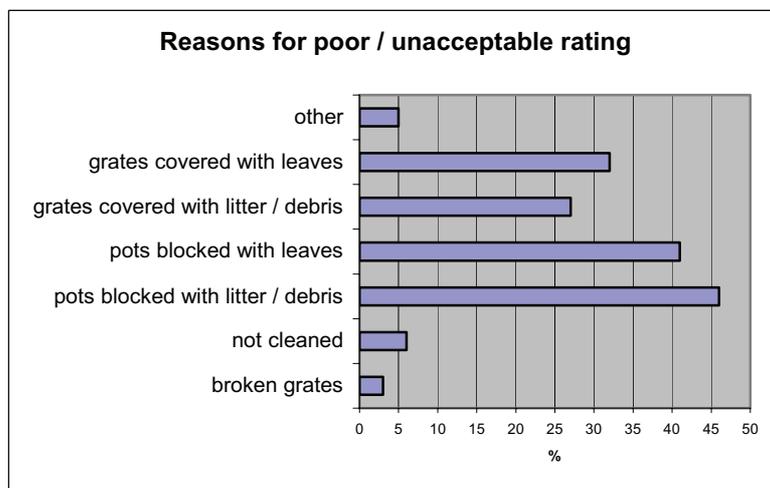
'other' includes calls redirected to other departments

Highway Drainage

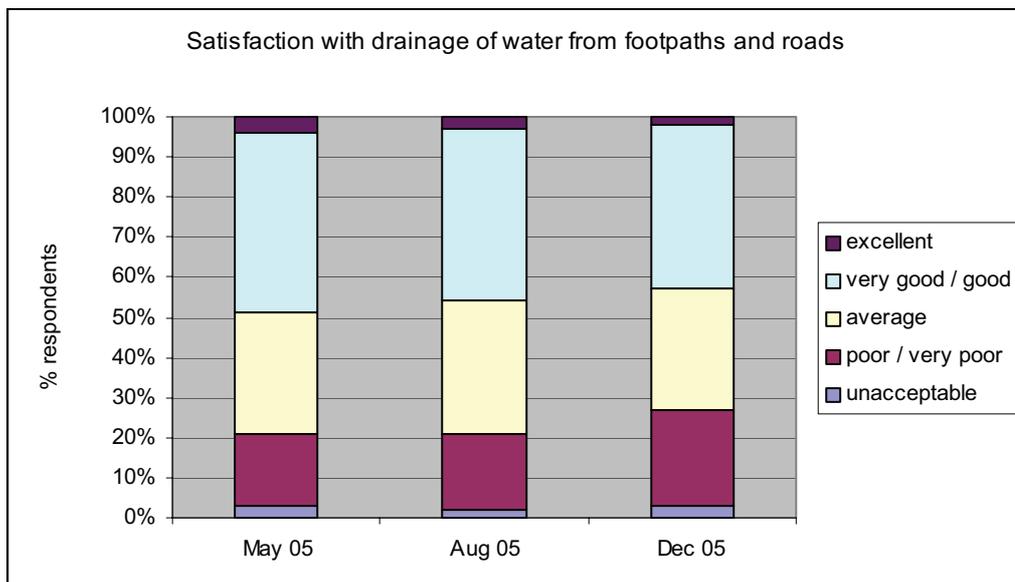
The 'Talk about' panel survey no 20, which consulted a sample of York residents in August 2004, included residents' opinions on highway drainage as part of the street scene. Although 44% of respondents considered gully maintenance to be good. 25% considered it to be poor:



Of this 25%, the majority of concerns were blocked gullies, indicating dissatisfaction with the cleaning regime:



In 2005 the question was amended to include all aspects of drainage from roads and footpaths. The December increase in respondents considering the service to be poor (from 21% to 27%) can be attributed to normal seasonal variation in weather, and hence the amount of water on the highway.



10.2 ROUTINE MAINTENANCE

10.2.1 GULLY CLEANING

Routine carriageway gully cleaning is carried out as follows:

Tree lined streets Arterial routes into city centre City centre	6 monthly
All other gullies	Annually

For increased efficiency, all reactive gully cleans not causing an immediate hazard to road users or properties have been carried out on Fridays, a list being faxed to the contractor every Thursday. Recently this has been extended to a daily planned schedule, achieving additional savings and efficiency.

There are also 220 streets with access problems due to parked vehicles. A system has been developed where 3 or 4 of these streets are targeted each Thursday. Residents are given advance written warning of gully cleaning, and no waiting cones placed to ensure access is available. Sweeping and outstanding basic maintenance repairs are also carried out while the vehicles are absent.



10.2.2 GRIP CUTTING

Routine grip cutting is carried out annually, in late summer / early autumn.

10.2.3 DRAIN CLEARANCE

Drain clearance is carried out on a reactive basis following defect reports.

10.3 REPLACEMENT AND RENEWAL

There is no regular programme of replacement and renewal, the majority of drainage works being reactive. Due to the increase in known problems, as confirmed by residents' opinion and the number of complaints received (see above), capital funding was obtained in 2002 which addressed 38 particular problem locations, and the revenue allocation for drainage works has been steadily increased.

10.4 PERFORMANCE GAPS

10.4.1 INVENTORY

The accuracy of inventory records for highway drainage ranges from approximate (carriageway gullies) to non-existent (footway channels). It is proposed to collect inventory data for all surface drainage infrastructure during the carriageway and footway inventory surveys. A system is being introduced to record all subsurface drainage on the Exor system, as and when details are confirmed by works or investigations.

10.4.2 ROUTINE MAINTENANCE



The 'Talk about' panel survey confirmed that a significant proportion of blocked gullies are caused by fallen leaves. At present one gang trawls the streets between October and December specifically to collect leaves. It is proposed to increase this to 3 gangs, the additional cost to be met by a reduction in reactive gully cleans.

A review of the programmes for street sweeping, leaf collection and gully cleaning is also to be carried out to achieve better coordination.

There are no routine maintenance programmes for inspection and clearance of sewers, drains, catchpits and manholes. At present all such work is reactive following a fault report. When the inventory survey is complete (see 5.4.1.3 above) it is proposed to investigate the introduction of such programmes in order to reduce reactive work by proactive intervention.

