

**QUESTION BY COUNCILLOR**



**Question submitted by: Councillor Mark Coker**

**To Cabinet Member:** Cllr Jonathan Drean, Cabinet Member for Transport

**Question:**

The tarmac industry is reporting a cost increase of 35% on materials. Is Plymouth suffering from this and what measures have been taken to reduce our costs and what impact does that have on our programme?

**Response:** ( for completion by City Council officers and Cabinet Members)

Whilst taking advantage of a group purchasing discount arrangement through our TMC, we have seen cost increases across a range of materials used in road maintenance. Some indicative increases are detailed below:

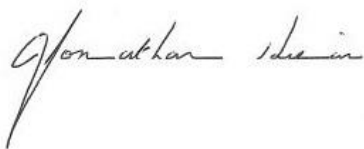
<b>PAFI Works Category</b>	<b>Uplift to 2022/23 rates from previous year <b>excluding</b> any impact of Red Diesel Legislation*</b>
01: Routine, Cyclic and Time-charge Works	4.67%
02: Renewals and Construction Works	9.03%
03: Professional Services	3.96%
04: Machine Surfacing	11.22%
05: Hand Surfacing / Patching	8.68%
06: Surface Dressing	20.61%
7: Road Markings	5.12%

As we are unable to purchase tarmac in advance we have introduced a variety of measures designed to offset or delay the impact of these increases, Surface Dressing and Micro-Asphalt road treatments use far less material than the traditional resurfacing techniques, and these two processes are being used in areas where such treatment is suitable.

Where storage has been available, Iron Work and Concrete products have been purchased in advance. We have pre-ordered 5000 street lighting columns to secure current price offering.

We continue to seek alternative treatments. We are receiving demonstrations of a 'Velocity' spray injection mobile unit that uses forced air, aggregate and emulsion to treat Highways defects. This should enable a speedy repair whilst using cold application – reducing costs and Carbon emissions, if successful in demonstration, we intend to trial this procedure.

**Signed:**



**Dated:** 5 September 2022