

AGENDA MANAGEMENT SHEET

Name of Committee North Warwickshire Area Committee
Date of Committee 31st May 2006
Report Title Highway Maintenance Plan 2006/2007 and Five Year List of Structural Maintenance Schemes

Summary The report provides information about highway maintenance work proposed in 2006/07 and lists other sites where maintenance work will be required in the future and asks for priorities for road maintenance schemes funded from the additional £300,000 capital sum provided by Council in December 2005.

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Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers None.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees All Area Committees.
- Local Member(s)
(With brief comments, if appropriate)
- Other Elected Members
- Cabinet Member Councillor M Heatley – for information.
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott – comments incorporated.
- Finance

- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES/NO** (*If 'No' complete Suggested Next Steps*)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet 27th June 2006.
- To an O & S Committee
- To an Area Committee
- Further Consultation

North Warwickshire Area Committee - 31st May 2006

Highway Maintenance Plan 2006/2007 and Five Year List of Structural Maintenance Schemes

Report of the Strategic Director for Environment and Economy

Recommendation

That Area Committee:-

1. Is invited to make comments on the Highway Maintenance Plan 2006/2007 and the Five Year List of Structural Maintenance Schemes, so that Cabinet can be informed of Members' views.
2. Approves the priorities of road maintenance schemes funded from the additional £300,000 capital sum.

1. Introduction

- 1.1 The Highway Maintenance Plan for 2006/2007 is attached as **Appendix A**. This is the fifth plan which has been produced and, as in previous years, it includes details of the surface dressing, road resurfacing, road reconstruction, footway surfacing and footway slurry sealing work planned for the year.
- 1.2 In previous years the Annual Plan has been reported to the July Area Committee. The aim next year is to report to the March Committee before the start of the new financial year. Unfortunately a consequence of this earlier reporting is that the end of year road condition indicators are not available.

2. Highway Maintenance Aims

- 2.1 The main objectives of highway maintenance are:-
 - (i) To keep the network, carriageways and footways, free from dangerous defects.
 - (ii) To maintain and improve the structural condition (asset value) of the network.
 - (iii) To improve public satisfaction with the network.

2.2 The highway maintenance policies and work programmes are designed to achieve these objectives.

3. Success of Past Work Programmes

3.1 WCC and its partners use a number of methods to reduce the number of casualties occurring on the highway including, improvements, inspection, routine maintenance and enforcement.

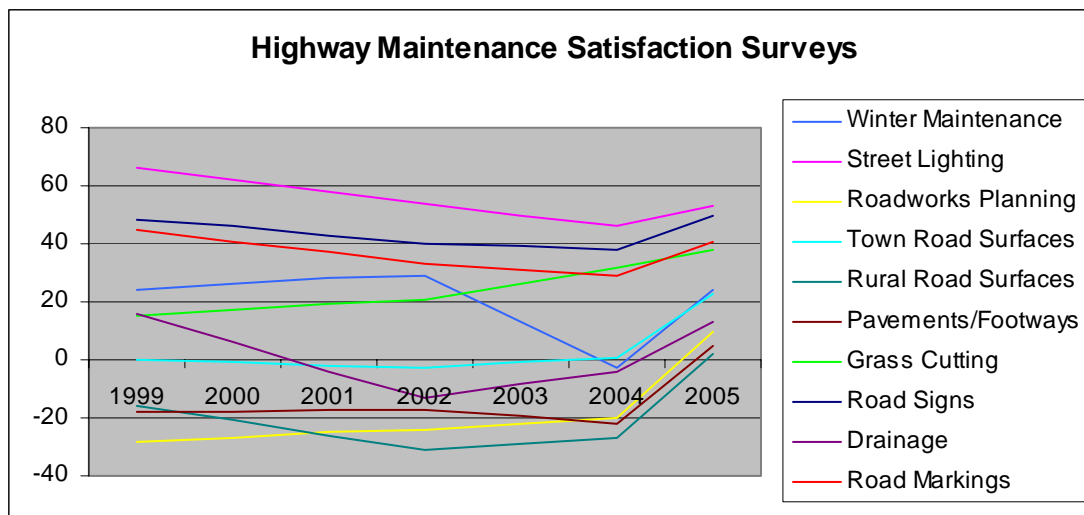
3.2 In the last year casualty figures are down and the number of insurance claims has also fallen (provisional figures indicate by 8%).

3.3 The structural condition of the network is measured by the condition surveys. The structural maintenance and surface dressing treatments help ensure that roads are strengthened and sealed to improve condition and to reduce the number of potholes developing in the future.

3.4 The 2005/06 surveys are not yet available but the 2004/05 surveys indicate that the roads in Warwickshire are better than the national average and the condition of minor roads and town centre footways is improving. The analysis of the condition of the carriageway in each District Area (reported to Members last July) is shown in the table below.

| Carriageways with Defects above the Best Value Performance Indicator Thresholds of the United Kingdom Pavement Management System (UKPMS) Surveys | | | | | | | |
|---|-------------|---------------|---------------------|--------------|--------------|-------------|---------------|
| | | North Warwick | Nuneaton & Bedworth | Rugby | Stratford | Warwick | Total |
| 2004 | Length (km) | 81.2 | 44.2 | 99.4 | 302.9 | 98.6 | 626.3 |
| | %age | 15.2 | 11.9 | 16.3 | 21.2 | 14.7 | 17.3 |
| 2005 | Length (km) | 82.3 | 44.5 | 82.25 | 261.4 | 92.9 | 563.35 |
| | %age | 15.2 | 12 | 13.4 | 18.3 | 13.4 | 15.44 |

3.5 The results of the latest public satisfaction survey are very encouraging. Even taking account of inevitable variations in survey results, it is clear that public satisfaction has improved across a range of activities. The survey trends are shown in the table below (a coloured graph is attached for Area Members).



It is believed that the results reflect the success of the maintenance policies and maintenance work including the streetscape improvement work carried out throughout the county.

4. 2006/07 Work Programmes – Normal Maintenance Allocations

- 4.1 It can be seen from the table of road condition information that the roads in the Stratford Area are worse than elsewhere in the county. As a result, in recent years, more work has been carried out on the roads in the south of the county than the north. In the last few years this has reduced the differences in the average condition.
- 4.2 It is not possible to ignore roads in poor condition. Such roads are more likely to break out into potholes which require expensive patching and can lead to increases in insurance claims. As a result it is still proposed to carry out a greater proportion of rural carriageway surfacing in Stratford than elsewhere. Allocations for carriageway surfacing in the urban areas of Nuneaton, Rugby, and Warwick are based primarily on length of urban carriageway in each area.
- 4.3 Condition surveys for footways are only carried out on town centre roads. Because the condition of the majority of the footways is not measured by surveys, it is not possible to say whether footway condition varies between areas. As a result footway allocations are based primarily on estimated lengths of footway in each area.
- 4.4 The table below provides information about the lengths of roads and footways which are to be treated in each area of the county during the year.

| Location | Carriageways | | | | | | Footways | |
|-----------------------|---|-------|-----|---|-------|-----|---|------|
| | Surface dressing (length and percentage of the total network to be treated) | | | Structural maintenance (length and percentage of the total network to be treated) | | | Footway Construction (length and percentage of the total network to be treated) | |
| | 05/06 | 06/07 | | 05/06 | 06/07 | | 06/07 | |
| | km | km | % | km | km | % | km | % |
| North Warwickshire | 29 | 35.3 | 6.3 | 0.9 | 3.7 | 0.7 | 31.5 | 8.2 |
| Nuneaton and Bedworth | 24 | 15.4 | 4.1 | 1.5 | 1.9 | 0.5 | 48.4 | 7.3 |
| Rugby | 38 | 32.3 | 5.0 | 0.3 | 4.8 | 0.7 | 67.5 | 11.3 |
| Warwick | 38 | 36.2 | 5.1 | 3.4 | 7.0 | 1.0 | 25.0 | 3.1 |
| Stratford | 69 | 75.0 | 5.0 | 31.2 | 22.4 | 1.5 | 47.8 | 5.6 |

5. Road Maintenance Schemes Funded from the Additional £300,000 Capital Sum

- 5.1 North Warwickshire Members have not yet agreed priorities for the additional capital sum approved by Council in December 2005.
- 5.2 Once priorities have been agreed a list of schemes will be submitted to members for approval.
- 5.3 Members are invited to agree priorities for maintenance work from the £300,000 capital allocation.

6. Highway Maintenance Five Year Plan

- 6.1 As last year a list of sites which require a maintenance treatment, but which could not be included in this year's programme, has been drawn up. This is intended to provide Members, and the public, with greater reassurance that maintenance work will be carried out, even if it is not programmed in the current financial year. A list of roads in the North Warwickshire area which should receive a structural treatment in the next five years is included as part of the Highways Maintenance Plan. The roads which are listed are those which are felt should definitely receive a structural treatment
- 6.2 The list includes a number of A roads and some pavements/footways. There are a limited number of carriageway sites included in the urban areas. This is because most of the roads in urban areas are treated by surface dressing or by resurfacing and do not normally require a strengthening treatment.

6.3 A separate list of roads where street lighting replacements are needed is also provided.

7. Conclusion/Issues

7.1 Members are invited to comment on the Highway Maintenance Plan and Five Year List of Structural Maintenance Schemes and approve the programme for the £300,000 additional capital spending. Members may particularly wish to comment on other issues which feature in the plan. Some of the issues include:-

- (i) Although keeping carriageways and footways free from dangerous defects must be the priority for maintenance spending, public satisfaction is also important. Surveys outside Warwickshire indicate that public satisfaction is heavily influenced by the appearance of the network through maintenance. The Warwickshire streetscene index is designed to improve appearance and every effort is made to find ways to improve the streetscene indices.
- (ii) An issue which has shown itself over the winter is potholes developing on utility reinstatements. National research has concluded that properly reinstated utility excavations should not deteriorate into potholes. It is clear that more needs to be done in Warwickshire to ensure utility reinstatements are correctly carried out and to ensure that failed reinstatements are corrected by the utilities.
- (iii) The overall condition of the street lighting stock in Warwickshire is better than in many counties. However, about 25% of the street lighting stock is over 30 years old. It is currently estimated that Warwickshire should be replacing at least 1,000 (2.5%) of its streetlights every year to maintain the overall condition. The past few years funding has allowed just 25-50% of the required replacements. To manage the potential risks in the short term the testing programme has been increased to help identify corroded and failed columns.
- (iv) Local authorities are being encouraged to develop asset management plans for their highway network. In Warwickshire this will entail developing the 5 year list of schemes into a 10 year list with more detailed 2 or 3 year provisional programmes of work.
- (v) As car ownership continues to increase the problems of parking in residential streets increase. It is open to debate about whether local authorities should provide parking spaces for the public outside their houses. The highway maintenance group have generally resisted requests for providing parking bays and tarmacing grass verges for parking.

- (vi) The cost of tree maintenance has increased in recent years which has reduced funds for other maintenance work. Trees are an important part of the street scene but can cause a danger to the public (if they shed branches or fall down) and in towns tree roots cause uneven footways.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall
Warwick

17th May 2006

North Warwickshire Area Committee – 31st May 2006

Highway Maintenance Plan 2006/07 and Five Year List of Structural Maintenance Schemes

1. Introduction

- 1.1 In 2002 the Audit Commission said that the highway maintenance service in Warwickshire was a good (two star) service with promising prospects for improvement. This plan set out the actions being taken to try to improve the service to an excellent (three star) service.
- 1.2 Information is provided about the way in which the highways budgets will be spent in 2006/2007. Details of the structural condition of roads in the county are given and an assessment is made of progress towards targets. Other information such as public satisfaction with the service is also provided.

2. Highway Maintenance Policy

- 2.1 Maintenance work is carried out in accordance with the Warwickshire County Council Highways Maintenance Policy Document and, in addition, any Member decisions on budgets. Policies were reviewed as part of the 2001 and 2002 Best Value reviews of the structural, routine and winter maintenance services.
- 2.2 In 2003 the Environment and Rural Affairs Overview and Scrutiny Committee endorsed the strategy for the maintenance of the highways.
- 2.3 Following the publication of a revised national Code of Practice for Maintenance Management, Warwickshire's revised Highways Maintenance Policy will be submitted to Cabinet for approval during 2006.

3. Maintenance Contract

- 3.1 2006/07 is the third year of the seven year maintenance contract awarded to Carillion which covers all the highway maintenance work.
- 3.2 The contract is fulfilling one of the actions identified in the best value reviews. Work is continuing with the contractor to identify and implement improvements which can be made to ensure better value for the maintenance spend.
- 3.3 In November of 2005 the Environment Overview and Scrutiny Committee held a 'Select Committee' on the Management of the Highways Maintenance Contract. The Committee recognised the difficulties experienced during the early part of the contract and supports the actions taken by this department to resolve the financial reporting problems. It also supports the action being taken to bring about continuous improvement and drive out waste. The next report on progress will be made in July 2006.

4. Targets

4.1 Members agreed three main targets following the best values of the service.

(i) **Target 1 - Condition of the road network.**

To reduce the backlog of repairs by 2010 by undertaking structural maintenance strengthening work on an average of at least 50km of B, C or D roads each year.

(ii) **Target 2 - Public satisfaction**

To increase levels of public satisfaction by at least 10% by 2010 as measured by net satisfaction and overall satisfaction score (these forms of measuring satisfaction were adopted in the best value review).

(iii) **Target 3 – Safety**

To reduce wet road skidding accidents in line with Government targets. Casualty Reduction Targets were stretched to 2009 by WCC and are stretched even further by the provisional LTP published in 2006.

5. Funding

5.1 To achieve the targets the overall funding is allocated to various elements of the service. Details of how the budget will be spent is given in the table below. The figures do not include staff costs or agents fees. For comparisons the figures from the last four years are included.

| Maintenance Allocations (Revenue and Capital) | | | | | |
|---|--------------------|------------------------------------|---|--------------------------------------|--------------------------------------|
| | 2002/2003 | 2003/2004 | 2004/2005 | 2005/2006 | 2006/2007 |
| Insurance | £454,529 | £665,892 | £683,000 | £762,000 | £779,000 |
| Street Lighting including energy | £2,073,203 | £2,188,783 (energy £860,000) | £2,723,000 (energy £965,000) (4) | £3,010,000 (energy £1,258,000) | £3,595,000 (energy £1,385,500) |
| Winter Maintenance | £1,192,075 | £1,341,877 | £1,359,000 | £1,258,000 | £1,567,000 |
| Principal Road Structural and Surface Dressing | £1,461,000 | £1,202,705 | £1,064,000 | £610,000 | £762,000 |
| Non Principal Surface Dressing | £1,723,699 | £1,623,545 (2) | £1,874,000 | £2,082,000 | £1,915,000 |
| Non Principal Structural Work including road and footway surfacing, slurry sealing microasphalt, and drainage schemes | £4,169,227 (1) | £3,853,750 (2) | £4,179,000 (3) | £4,528,000 | £4,580,000 |
| Other maintenance activities | £4,275,267 | £4,324,128 | £4,646,000 | £4,144,000 | £4,570,000 |
| TOTAL | £15,349,000 | £15,200,680 | £16,528,000 (3) | £16,617,000 (5) | £17,770,000 (6) |

Notes

- (1) In addition some extra money was made available because an improvement to Portobello Bridge, Warwick was postponed. If the scheme proceeds in the future funding for it will have to be recovered from a future years maintenance allocation.
- (2) Final surface dressing costs were about £200,000 less than budget which allowed extra spending on structural works.
- (3) In addition £2 million was made available from prudential borrowing.
- (4) In 2004/05 prices under the new Highway Maintenance Contract changed for some activities compared to the prices under the old contracts.
- (5) Extra £300,000 made available during the year.
- (6) Total excludes extra Area Committee £300,000 budgets

5.2 The following are the main activity changes in 2006/2007 compared to 2005/2006:-

- (i) Surface dressing allocations remain higher than in 2001/02 to try to ensure that greater lengths of road are sealed to reduce the likelihood of potholes developing.
- (ii) Street lighting budgets have increased to fund necessary street lighting column replacements.
- (iii) The allocation for 'other' maintenance activity takes account of an increasing cost of tree maintenance. In the past two years the Patching allocation has been reduced as it is hoped that less patching will be necessary if road condition is improved by increased surface dressing and resurfacing.

6. Public Satisfaction

6.1 An important factor to be taken into account in deciding how maintenance funding should be allocated is the levels of public satisfaction with the service. Highway maintenance satisfaction surveys have been carried out in 1999, 2002, 2004 with each of the three Warwickshire Panels. The results for these surveys and the 2010 targets are shown in the table below. A further survey was undertaken in 2005.

| | Net Satisfaction Score (percentage satisfied minus percentage dissatisfied) | | | | | Overall Satisfaction Score (ranging from 0-100) | | | | |
|---------------------|---|------|------|------|-----------------------|--|------|------|------|--|
| | 1999 | 2002 | 2004 | 2005 | Target for 2010 | 1999 | 2002 | 2004 | 2005 | Target for 2010 (% increase from 2002) |
| Winter Maintenance | +24% | +29% | -3% | +24% | 42% | 53 | 57 | 47 | 55 | 63(+10%) |
| Street Lighting | +66% | +54% | +46% | +53% | 69% | 69 | 66 | 64 | 65 | 73(+10%) |
| Roadworks Planning | -28% | -24% | -20% | +10% | 20% | 37 | 39 | 40 | 51 | 58(+50%) |
| Town Road Surfaces | 0% | -3% | +1% | +23% | 45% | 45 | 45 | 48 | 55 | 63(+40%) |
| Rural Road Surfaces | -16% | -31% | -27% | +2% | 10% | 41 | 36 | 38 | 49 | 54(+50%) |
| Pavements/Footways | -18% | -17% | -22% | +5% | 24% | 40 | 41 | 40 | 49 | 57(+40%) |
| Grass Cutting | +15% | +21% | +32% | +38% | 33% | 50 | 59 | 58 | 60 | 65(+10%) |
| Road Signs | +48% | +40% | +38% | +50% | 54% | 62 | 57 | 60 | 66 | 63(+10%) |
| Drainage | +16% | -13% | -4% | +13% | 20% | 50 | 42 | 46 | 52 | 59(+40%) |
| Road Markings | +45% | +33% | +29% | +41% | 46% | 60 | 58 | 57 | 61 | 64(+10%) |

6.2 The main points to note from these surveys are:-

- (i) Satisfaction with winter maintenance decreased substantially in 2004. It is presumed that this was influenced by the problems that occurred throughout the region due to the snow fall in January. This now appears to be recovering.
- (ii) Satisfaction with the highest regarded services of street lighting, road signs and road markings appear to have recovered from the problems experienced during 2003/04.
- (iii) Satisfaction with Roadworks planning and grass cutting show an upward trend.
- (iv) Rural road surfaces and footway/pavements continue to show steady improvement.

6.3 Since 2001 there has been a steady improvement in the general maintenance of town centres as recorded by the independently scored Streetscape Appearance Index Values.

7. Surface Dressing and Structural Maintenance Treatments

7.1 The surface dressing and structural maintenance allocations are used to fund the following treatments:-

| | 2003/2004 | 2004/2005 | 2005/2006 | 2006/2007 |
|--|-----------|-----------|-----------|-----------|
| Principal Roads – Structural Maintenance | 6km | 5km | 2.5km | 4.2km |
| Principal Roads – Surface Dressing | 22km | 31km | 13km | 21.1km |
| Non Principal Roads – Structural Maintenance | 52km | 80km | 34.8km | 35.6km |
| Non Principal Roads – Surface Dressing | 135km | 195km | 185km | 172.8km |
| Footways* | 80km | 91km | 112km | 220km |

* Note 1: Footways include Slurryseal treatment.

Note 2: Carriageways include Microasphalt surfacing.

8. Structural Condition of the Network

- 8.1 This section gives carriageway condition information from road condition surveys. It is important to emphasise the fact that none of the surveys are able to measure road condition, and year on year changes in road condition, to a high degree of accuracy. This is because some of the surveys use sampling and only measure part of the network each year and others give different results when carried out at different times. The best the surveys can do is to pick up trends in condition over a period of years. The tables give the 2004 results because the 2005 results are not yet available.
- 8.2 As a result of the problems with road condition surveys research took place nationally to develop machine surveys. In 2004/05 all local authorities were required to commission a machine survey for the surface condition of their A, B & C roads (SCANNER survey).
- 8.3 The survey results for the principal (A) roads are given in the following tables. Unfortunately the results do not provide a clear picture of the condition of the Principal road network.
- 8.3.1 In the past the Deflectograph survey has been found to provide the most accurate information about the condition of the principal roads. The Deflectograph results for 2003 indicate a continuing deterioration in the roads surveyed. No further Deflectograph results are available.
- 8.3.2 The UKPMS National indicators have not been available in a year on year consistent form and the latest SCANNER survey measures new defects, such as skid resistance, which has led to a higher reported figure.
- 8.3.3 The National Road Maintenance Condition Survey (NRMCS) shows a continuing improvement in the condition over the last five years.

DEFLECTOGRAPH SURVEY RESULTS FOR THE A ROADS

(Approximate length of A roads in Warwickshire 380km. Approximate length surveyed by deflectograph 366km)

| Date of survey | Percentage of the network falling within the residual life bands | | | | | |
|----------------|--|---------|---------|-----------|----------|---------|
| | 0 yr | 1-4 yrs | 5-9 yrs | 10-14 yrs | 15-19yrs | 20+ yrs |
| July 1999 | 8.9 | 7.3 | 7.5 | 8.4 | 8.4 | 59.5 |
| July 2000 | 6.4 | 6.1 | 7.1 | 8.2 | 8.2 | 64.0 |
| July 2001 | 7,8 | 6,5 | 6.6 | 8.3 | 6.6 | 64.2 |
| July 2002 | 9.9 | 7.8 | 7.8 | 9.3 | 6.5 | 58.8 |
| July 2003 | 13.4 | 10.3 | 9.4 | 8.7 | 7.1 | 51.1 |

Figures in bold were reported as the best value performance indicator BVPI 96

| UKPMS National Indicators | | | 2000/2001 | 2001/2002 | 2002/2003 | 2003/2004 | 2004/2005 |
|--|---------|-----------------------|-----------|-----------|-----------|--------------|---------------|
| Percentage length of A road with defects above the threshold | UKPMS | Fixed Merge method | 2.10% | 3.10% | 3.70% | - | - |
| | | Variable Merge method | - | - | 9.20% | 6.90% | 8.0% |
| | SCANNER | | - | - | - | - | 27.79% |

Figures in bold were reported as the best value performance indicator BVPI 96

| NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES | | | | |
|--|------------------------|--------------|----------------|-------------------------|
| | PRINCIPAL ROADS | | | |
| | Warwickshire | | | National Average |
| | Urban | Rural | Average | |
| 1993 | 30 | 70 | 50 | 106.2 |
| 1994 | 42 | 53 | 47 | 101.0 |
| 1995 | 53 | 37 | 45 | 100.1 |
| 1996 | 60 | 43 | 51 | 105.2 |
| 1997 | 55 | 39 | 47 | 106.4 |
| 1998 | 48 | 62 | 55 | 106.8 |
| 1999 | 43 | 61 | 52 | 109 |
| 2000 | 107 | 51 | 79 | 103.7 |
| 2001 | 46 | 68 | 57 | 101.2 |
| 2002 | 71 | 62 | 66 | 93.3 |
| 2003 | 52 | 65 | 58 | 91.8 |
| 2004 | 62 | 50 | 56 | 83.5 |

Note: The lower the value the fewer the surface defects.

8.4 The survey results for the non principal roads are given in the following tables. There have been fewer changes in the surveys in recent years which means that the results are easier to interpret than those for the principal roads.

8.4.1 There has been little change in the condition of B and C roads.

8.4.2 There has been a marked improvement in the condition of unclassified roads.

| NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES | | | | | | | | |
|--|-------------------------|--------------|----------------|-------------------------|---------------------------|--------------|----------------|-------------------------|
| | CLASSIFIED ROADS | | | | UNCLASSIFIED ROADS | | | |
| | Warwickshire | | | National Average | Warwickshire | | | National Average |
| | Urban | Rural | Average | | Urban | Rural | Average | |
| 1993 | 73 | 41 | 57 | 107.6 | 67 | 45 | 56 | 98.9 |
| 1994 | 65 | 67 | 66 | 107.5 | 60 | 65 | 62.5 | 100.7 |
| 1995 | 58 | 94 | 76 | 110.7 | 53 | 85 | 69 | 102.7 |
| 1996 | 51 | 68 | 59.5 | 102.6 | 71 | 129 | 100 | 108.7 |
| 1997 | 52 | 87 | 69.5 | 109.6 | 59 | 113 | 86 | 111.8 |
| 1998 | 45 | 117 | 81 | 111.5 | 104 | 235 | 169.5 | 109.3 |
| 1999 | 104 | 117 | 110.5 | 116.8 | 109 | 171 | 140 | 112.5 |
| 2000 | 70 | 107 | 88.5 | 111.3 | 121 | 156 | 138.5 | 119.1 |
| 2001 | 84 | 99 | 91.5 | 108.5 | 91 | 98 | 94.5 | 118.4 |
| 2002 | 88 | 73 | 80.5 | 109.2 | 86 | 98 | 92 | 122.2 |
| 2003 | 92 | 80 | 86 | 105.2 | 92 | 212 | 152 | 124.5 |
| 2004 | 69 | 81 | 75 | 105.1 | 101 | 153 | 127 | 118.9 |

Note: The lower the value the fewer the surface defects

| UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2005 | | | | | |
|---|-----------------------------|---------------|---------------|---------------|---------------|
| | | 2001/ 2002 | 2002/ 2003 | 2003/ 2004 | 2004/ 2005 |
| BVPI 97a – Percentage of Non Principal Classified (B and C) Roads with defects above the threshold. (Approximate total length of B and C roads in Warwickshire = 1293km). | UKPMS Fixed Merge Method | 11.4%* | 8.91% | - | - |
| | UKPMS Variable Merge Method | - | 17.9% | 18.19% | 17.72% |
| BVPI 97b – Percentage of Non Principal Unclassified (D) Roads with defects above the threshold. (Approximate total length of D roads in Warwickshire = 1967km). | UKPMS Fixed Merge Method | 7.4%* | 4.46% | - | - |
| | UKPMS Variable Merge Method | - | 17.1% | 18.54% | 14.94% |
| BVPI 187 (Footways) ** | | - | 81.9% | 75.98% | 34.8% |

Figures in bold are the best value performance indicators

* The audit commission had reservations about these 2001/2002 figures.

** The footway indicator is based on town centre roads only

8.5 The survey results for town centre footways given in the table above appear to indicate a substantial improvement in their condition. In fact there has been a change in the way in which the indicator has been calculated. It is likely that the reported 2002/03 and 2003/04 figures for Warwickshire were twice what they should have been. The resulting figures still show a steady improvement.

9. Maintenance Targets for 2006/07

9.1 Over the years Warwickshire has invested in its principal road network to keep it in a good condition. A comparison of the Warwickshire best value performance indicators with those of other authorities shows that the condition of the principal roads in Warwickshire is better than average.

9.2 Last year the government suggested that Warwickshire should spend less than in previous years on its principal roads and more on its non principal roads. As a result the target for structural maintenance of the principal roads has been reduced to 2.5km.

9.3 In the past 3 years the target for structural work on the non principal roads has been 50km. Two years ago, with the extra prudential borrowing a total of 80km was achieved. In the last two years, to allow sufficient work on footways and surface dressing, the target has been reduced to 35km.

10. Surface Dressing

10.1 Roads are surface dressed:-

- (a) To halt surface deterioration.
- (b) To improve skid resistance.
- (c) To seal them to prevent water penetrating and softening the foundation.

10.2 The highway maintenance policy document suggests that roads should be treated at the following frequencies.

| | |
|---------|-----------|
| A Roads | 8 years. |
| B Roads | 10 years. |
| C Roads | 12 years. |
| D Roads | 15 years. |

10.3 These frequencies would be achieved if about 47km of A roads and about 244 km of other roads were treated each year, making an allowance for roads which are surfaced, this means that approximately 40km of A roads and 190km of other roads should be surface dressed each year to achieve the policy.

10.4 This year it is proposed to surface dress 21.2km of A road and 172.8km of other roads.

11. Street Lighting

11.1 Under the maintenance contract the performance of the repair service dipped in the first year due to Carillion having staffing resource difficulties and the delay in starting the bulk lamp change and clean programme. This issue has now been resolved and has recently resulted in a best ever weekly performance figure of 99.78% lights working Countywide (excluding Regional Electricity Company faults outside our control).

11.2 Investments made in the 1980's mean that the overall condition of the street lighting stock in Warwickshire is better than in many counties but is getting to a stage where the age profile is increasing sharply. Approximately 14,500 lighting columns are over 30 years old which equates to around 30% of the stock.

11.3 It is currently estimated that Warwickshire should be replacing at least 1000 (2.0%) of its streetlights and illuminated traffic signs every year to maintain the overall condition but ideally we should be replacing 1,800 (3.5%) units every year to reduce the age profile. The past few years funding has allowed just 50%-25% of the required replacements. A vastly increased quantity of structural testing was carried out in 2005/06 which with smart direction identified columns

that needed to be removed immediately. As a result there have been no columns that have collapsed due to corrosion in 2005/06 compared with five columns which collapsed in the previous year.

- 11.4 A substantial part of the street lighting budget is spent on energy. There is presently a contract in place with EDF for the purchase of 100% Green Energy until the end of June 2007. With the ever increasing price of electricity we have been prudent to enter into a two year contract for the purchase of electricity but we may be in for a large increase when the contract is re - let in 2007.
- 11.5 In January 2005 Cabinet agreed that WCC should progress the initiative of advertising on Lamp Columns though this was later rejected by the Council.
- 11.6 The Street Lighting Section are pulled in two directions by on one hand people who want improved lighting and on the other hand by people who want to lower electricity consumption. In order to improve lighting it is generally necessary to either install more lights or to install higher Wattage lanterns – both of which use more electricity. The Street Lighting Section are keen to reduce energy consumption and are presently looking at ways of reducing electricity use by, where possible, the use of new technology such as LED Belisha Beacons, LED Refuge Indicators, and LED bollards. Other energy savings are being investigated such as ¼ Watt photocells instead 1 Watt photocells which doesn't sound a lot but over time will build up considerably.

12. Routine Maintenance Activities

Area Response Teams

- 12.1 Routine maintenance of the highway network is divided into five areas coincident with the district council boundaries. In 2006/07 the functions of the 14 Area Response Teams(ART's) will be tailored to deal with a higher percentage of planned work in the five areas. There will be three drainage teams, compared with two gangs in 2005/06, to help address the backlog of drainage works. Two teams will deal with category 1 and 2 safety defects identified by the inspection teams within the urban areas and one signage team. There will be six ART's dealing with emergency and planned maintenance activities.
- 12.2 There will be four road patching gangs that will undertake larger patch repairs to carriageways.

13. Customer Service Centre

- 13.1 During 2005/06 the street lighting queries were diverted to the corporate call centre, this benefited the street lighting team through a reduction of interruptions to general work. As part of the continuous improvement of the street lighting service it is intended that use of the "MAYRISE" will be extended to the central call centre during 2006/07. This will enable staff to directly log faults reported by the public.
- 13.2 During 2006 it is expected that the highway maintenance customer services centre will be merged with the corporate call centre.

14. Winter Service

- 14.1 In line with the recommendations of the Best Value Review reviews of the Winter Service continued during the summer of 2005, involving the Highway Maintenance Contractor. The reviews had resulted in :-
- (i) Further optimisation, revision and changes to the routes to include four routes operating from the newly constructed depot facility for the Warwick Area at Budbrooke.
 - (ii) Optimisation of 'Emergency Routes' to enable response to rapid variations in weather conditions.
 - (iii) Optimisation of the two 'mini' gritting routes in order to improve performance and reduce the amount of 'dead' travel time.
 - (iv) Continuation of the programmed fleet replacement strategy.
- 14.2 During the 2005/06 winter season 53 full grits were completed (against the average expected in a year of 40). 18 of these involved gritting at the higher spread rates.
- 14.3 The purchase of additional vehicles within the strategic fleet replacement programme will facilitated the early retirement of 3 older vehicles that have generated reliability issues, for the 2006/07 winter season.
- 14.4 The replacement vehicles will provided with interchangeable bodies so that their operation efficiency can be improved with summer usage as bulk haul vehicles.
- 14.5 A further Winter Service Review will be undertaken during the summer of 2006 looking at all aspects of the service provided during 2005/06 and the preparations required for 2006/07, and will include:-
- (a) The introduction of a Snow Plan, and when necessary, the operation of a Snow Desk, to enable an improved, planned response to be given to snow conditions.
 - (b) Extension of the GPS into gritting vehicles to aid identification of vehicle locations and activity during gritting operations.
 - (c) Further safety improvements to the gritting fleet.
 - (d) Improved web information.
 - (e) Continued monitoring of the trial using Safecote additive to salt.

Patching

15. Patching

- 15.1 Patching work is carried out to arrest localised deterioration of roads and pavements and keep the roads and pavements in a safe condition. Potholes and other defects are dealt with when they are found during the regular inspections or when they are reported by the public. Patching work is also undertaken prior to carriageway surface dressing or pavement slurry sealing. Revenue resources for patching remain significantly reduced this year and therefore the number of potholes may increase. Priorities will be strictly focussed on ensuring that the network is safe.
- 15.2 This year it is proposed to increase efficiency by standardising the method of ordering work so that the contractor has the optimum opportunity to plan and organise the work effectively. Other proposed improvements include:-
- (i) A Lean Construction review of patching to identify wastage and efficiency savings continues.
 - (ii) Insitu recycling of defective areas of road will be introduced using the Rhino-Patch system of road repair.
 - (iii) Trials using a 'Bagela' machine that recycles excavated tarmac is taking place at the Wellesbourne depot.
 - (iv) Programming and planning of patching gangs is now based centrally in order to ensure more effective use of resources.

16. Road Markings and Studs

- 16.1 In 2005 few problems were experienced with replacing line markings following surface dressing. Sites had been adequately surveyed and lines were replaced in a timely manner. However, the resources devoted to this by the lining subcontractor meant that other routine work was delayed. In order to get over this it is hoped to provide an additional gang during the 2006 dressing season. This will allow renewal work identified during routine serviceability inspections to be carried out during the summer season.

17. Verge and Tree Maintenance

- 17.1 In 2005/06 the county policy of cutting grass three times a year was achieved. Area Surveyors began addressing the problem of overgrown hedges/trees obstructing road signs by the introduction of regular serviceability inspections.
- 17.2 Operation Ragwort will continue as in previous years, targeting problem areas throughout the County. Japanese knotweed will be dealt with as part of a County wide spraying programme.

17.3 The programme of tree inspection in the rural areas and the urban area of Stratford continued in conjunction with the Property Services Department (The Forestry Section has now become part of the Countryside Recreation Division of this directorate) . This is enabling officers to determine the extent of risk from dangerous highway trees and the amount of funding required to bring this risk to an acceptable level. Officers are developing a Tree Strategy for all trees within the County for approval by Cabinet later this year. This will include policies specific to highway trees and will align with the recently published national code of practice and County Highways' own Highway Maintenance Policy which will also be revised during 2006.

18. Gully emptying and Drainage

18.1 Gullies are emptied at a frequency of once a year. The new Global Position Tracking System (GPS) installed on the gully machines is helping in the development of a fuller inventory of the gullies and drains on the highway network. Further development is ongoing. One key feature is the identification of blocked or damaged systems and gullies not emptied due to parked vehicles. A proactive approach to returning to remedy these problems is to be developed.

18.2 Three ART's will be dedicated to drainage work under the control of the Network Management Team. They will respond to ad hoc drainage problems and carry out planned drainage projects. In addition, some of the area committee's have allocated funds for specific priority drainage schemes, which will be undertaken by additional construction gangs.

18.3 Following on from 2005/06's countywide approach to reducing the backlog of routine drainage schemes, the target for 2006/07 is to reach and maintain a maximum backlog of 2 months in all areas.

19. Signs

19.1 The two main issues with sign maintenance are:-

- (a) The fact that there is a backlog of signs which need to be replaced.
- (b) The need to check that the signs which have been installed in the past (particularly within urban areas) are still required.

19.2 An issue which will need to be dealt with in the next few years is the need to develop an inventory of signs (non illuminated). This is required to ensure better planning of maintenance expenditure.

19.3 The exercise of decluttering town centre signs in Stratford received favourable press and is ongoing in Leamington Spa. A wider countywide regime of decluttering redundant or unnecessary signs and poles will be progressed during 2006/07.

20. Other issues

Co-ordination of roadworks

- 20.1 The recently approved Local Transport Plan for Warwickshire 2006/2011 contains a network Management Duty Strategy which identifies a framework of improvements in the co-ordination of roadworks, that seeks to contribute towards the reduction in inconvenience and disruption to residents, businesses and highway users.
- 20.2 The Traffic Management Act (TMA) 2004 contained a new network management duty for all traffic authorities. With effect from January 2005:

“it is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority’s road network; and,
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

The obligation is a whole authority duty: “anything that effects the flow of traffic” and as part of the duty the authority is required to appoint a Traffic Manager who will be the focus of meeting the requirements of the duty.

- 20.3 The New Road and Street Works Act (NRSWA) sets out the formal framework for the co-ordination roadworks. Utilities are required to submit details of the works they propose to carry out and authorities can attach conditions to the timing of works. This authority has developed a database register of its own roadworks for co-ordination purposes. This information is also entered on to a Central Street works Register so that day-to-day conflicts can be resolved and longer term co-ordination carried out.

We will aim to achieve better management and co-ordination of works and events affecting the highway and we will also aim to reduce the time that temporary works are present in the highway by such methods as increased working hours and weekend working.

Through effective planning and control the County Council will aim to minimise the disruption and congestion caused by its own works in the highway.

- 20.4 The provision of information on roadworks to road users and the community in the local area, including contact details and be updated daily is very important. The provision of accurate and timely information about events and incidents on the road network is a valuable source of travel information. We provide roadworks information for Warwickshire via our web site at **www.warwickshire.gov.uk/roadworks**. This information is shown in a map based format is updated daily. This also assist in the co-ordination of roadworks

with adjoining authorities and the Highways Agency who providing similar information.

- 20.5 The County Council will act to avoid, reduce or minimize congestion or disruption so that the road network is used more efficiently, including in particular:

Identifying and addressing the needs of all road users including pedestrians.

Working with neighbouring authorities, the Highways Agency and other stakeholders to ensure that the network as a whole functions efficiently.

Considering planned works and events (both in isolation and their effects on each other), and organizing them to minimize their impact - this would include arrangements for agreeing (or stipulating) their timing to best effect and consideration of their implications for contingency plans.

Keeping the effectiveness of the arrangements under review.

21. Safety

- 21.1 Much of the maintenance activity is designed to ensure the highway network can be used safely. Patching, winter maintenance, street lighting, drainage, grass cutting etc, all have a role to play in keeping the network safe and the structural maintenance and surface dressing work is designed to keep the network from deteriorating and becoming unsafe. County Highways is increasingly involve with other groups within EED to combine maintenance, new works and regeneration projects to improve the safety of local areas and routes.
- 21.2 County Highways is increasingly working in unison with the Road Safety Unit to prioritise additional maintenance spending to see how this may reduce accidents. In 2006/07 the top 10 accident routes in the County will be reviewed and appropriate actions undertaken.

22. Town Centres

- 22.1 The priority for highway maintenance spending has traditionally been for maintaining safety and for maintaining the structural condition of the road. Maintaining the appearance of the network has generally been considered to be a lesser priority with limited funds.
- 22.2 This is now changing with the recognition that the appearance of an area, as measured for instance by the Streetscape Index, has an important role to play in the economy and regeneration of an area.
- 22.3 Highway maintenance policies are being developed to take account of the need to ensure that town centres are well maintained as a matter of course. A Town Centre Maintenance Policy has been approved by Members. In addition the responsibility for promoting and monitoring the streetscape index in town centres will be taken on by the highway maintenance area surveyors. The use of Streetscape Appearance Index was developed as part of WCC's regeneration

activities in 2001 and has been cascaded to several Warwickshire town centres. Funds allocated by Members in Spring 2006 in support of Streetpride Activities will help progress the activities developed over the past 4 years.

- 22.4 Over the past 12 months continued improvements to the level of maintenance to items of public realm in town centres were carried out through the multi disciplinary activities of EED and district authorities. Extensive Streetscape painting was carried out in Leamington, Stratford and Atherstone in 2005. In particular we have worked closely with the Renaissance group in Stratford to remove unnecessary and redundant signs and to improve street lighting in Waterside. All the highway resurfacing of the Leamington Parade and project delivery of Alcester Public realm improvements were managed by County Highways.
- 22.5 The introduction of an Infrastructure Project Database in April 2005 is aiding cross authority co-ordination and delivery of projects.

23. Insurance

- 23.1 Insurance claim data is now reviewed quarterly and an annual meeting will take place to drive forward improvements. Data taken from the quarterly reviews has led to targeting of resources to sections of highway that receive a disproportionately high number of claims. Efforts are being made to streamline the processes involved from the identification to the repair of potential hazards which will minimise the risk of claims.
- 23.2 IN 2006/07 internal seminars will be arranged to cascade best practice in dealing with insurance claims such that the rate of repudiating claims is increased against the growing culture of “no win – no fee” legal services making claims against highway authorities.

24. Quality Assurance

- 24.1 In April 2005 , following an independent audit, County Highways retained its BSI accreditation.
- 24.2 In March 2006 County Highways Depots received ISO14001 accreditation for environmental management.

Sustainability

25. Sustainability & Asset Management

- 25.1 In promoting the Department’s purpose and the government’s strategy for sustainable development, County Highways aims to monitor, maintain and develop the highway asset in as an environmentally friendly manner as possible. The following points give an idea of the work being undertaken towards these aims:-

- (i) Reuse/recycling of secondary aggregates e.g. road planings and surface dressing chippings has been. Leicester Lane Depot has had since autumn 2005, all the appropriate “exemptions” from the Waste Management Regulations, to allow the storage and processing of construction waste. This venture is now up and running.
- (ii) Use of more sustainable techniques for routine maintenance will develop during 2006, such as use of “Rhino Patch” and “Bagela” asphalt recyclers.
- (iii) Continuous inspection of the County’s roads in accordance with national standards. Development of the UKPMS system continues.
- (iv) Collection of highway asset data including street lights, illuminated signs and gullies etc.

26. Communications

26.1 In order to improve communications within the County, department and within County Highways and Carillion, we will continue to develop our quarterly newsletter and web pages. We will also continue to contribute to the department’s e-government requirements.

27. 2006/2007 Works Programme

27.1 Lists of schemes have been produced showing the planned maintenance work proposed during the period 1st April 2006 to 31st March 2007. The structural schemes have been selected using a maintenance priority assessment system. Priority is given to sites where the defects in the road might become dangerous or where substantial patching work would be required, if a structural scheme was not undertaken.

27.2 The schedule may be subject to change as a result of factors such as:-

- (i) Utility work clashing with the proposed roadworks.
- (ii) More detailed scheme costs being determined.
- (iii) Consultation.

28. Five Year Lists of Maintenance Schemes

28.1 A 5 Year List of roads which require a structural maintenance treatment was approved by members in 2004. The roads included are those which have sufficient defects to justify a structural maintenance treatment. Other roads will be added if they deteriorate from their present condition. This list will be revised for 2007.

- 28.2 The list includes a number of A roads and some footways. There are limited numbers of carriageway sites included in urban areas. This is because most of the roads in urban areas are treated by surface dressing or by resurfacing and do not normally require a strengthening treatment.
- 28.3 This year it is not yet possible to produce lists of roads where street lighting replacements are required. An extensive programme of testing of columns will determine priorities for immediate and short term replacements viewed in conjunction with the test results from 2005/06 and those whose test certificates have expired.

Network management Five Year Structural Proposals

| Rd No | Settlement | SITE | | | Treatment | Length |
|---------------------------|---------------|-----------------------------------|-------------------------------------|----------------------|--------------------|--------|
| | | Road | From | To | | |
| NORTH WARWICKSHIRE | | | | | | |
| CARRIAGEWAYS | | | | | | |
| B4114 | Ansley | Nuneaton Road | D295 Church End | brook | Resurface | |
| D180 | Atherstone | Welcome Street | Long Street | Cross-roads | Resurface | 120 |
| C187 | Bentley | Green lane | C6 | Tithe Farm | | |
| B4117 | Coleshill | High Street | Sumner Road | B4114 Crossroads | Resurface | |
| B4117 | Coleshill | High Street | B4114 - B4117 Crossroads | | Resurface antiskid | |
| D566 | Coleshill | Wilmot Avenue | Digby Road | End | Resurface | |
| C64 | Corley | Smorrall Lane | C73 Highfield Lane | Breach Oak Lane | Overlay | 600 |
| C12 | Fillongley | Mill Lane | B4098 Tamworth Road | C14 Black Hall | Resurface | 930 |
| D512 | Fillongley | Newhall Green Lane | D509 | B4102 Meriden Road | Resurface | 960 |
| B4102b | Fillongley | | C63 | D512 Under M6 | Resurface | 350 |
| B4089 | Fillongley | Coventry Road | B4089 - B4102 Crossroads | | Resurface | |
| E992 | Hartshill | Apple Pie Lane | C12 | D267 | Resurface | 580 |
| B4114 | Hartshill | Coleshill Road | School Hill | Victoria Road | Resurface | |
| D510 | Maxstoke | Stoney Lane | M6 Overbridge | D507 | Resurface | 1150 |
| D2 | Newton Regis | King's Lane | B5493 | Newton Regis Village | Haunch | 960 |
| B4114 | Over Whitacre | Nuneaton Road | Nr Sandy Lane | Laxes Farm | Resurface | |
| D530 | Packington | Warren Lane | All | End | Resurface | |
| D51 | Polesworth | Potters Lane | | | Resurface | 284 |
| C6 | Ridge Lane | | C123 Ridge Lane | towards C120 | Resurface | 1340 |
| B4114 | Shustoke | Coleshill Road | Griffin Public House | Watson Petroleum | Resurface | |
| FOOTWAYS | | | | | | |
| D153 | Atherstone | Gypsy Lane | Sheepy Road | End | Resurface | |
| D175 | Atherstone | Kings Avenue | Queens Road | St Marys Road | Resurface | 203 |
| D173 | Atherstone | North Street | Long Street | Queens Road | Resurface | 98 |
| D169 | Atherstone | Holte Road | entire | | Resurface | 650 |
| D610 | Coleshill | Chattel Hill | entire | | Resurface | 206 |
| D538 | Coleshill | Station Road | entire | | Resurface | 1869 |
| D605 | Coleshill | Centurion Close | entire | | Resurface | 205 |
| D565 | Coleshill | Clinton Road | entire | | Resurface | 119 |
| D566 | Coleshill | Wilmot Avenue | entire | | Resurface | 118 |
| D589 | Fillongley | Bourne Brook Close | entire | | Resurface | 194 |
| D348 | Hurley | Charles Street | entire | | Resurface | 43 |
| D346 | Hurley | Princes Road | entire | | Resurface | 295 |
| D345 | Hurley | Edinburgh Road | entire | | Resurface | 53 |
| D343 | Hurley | Hawthorn Avenue | entire | | Resurface | 142 |
| D344 | Hurley | St Edmonds Road | entire | | Resurface | 131 |
| D347 | Hurley | Beech Close | entire | | Resurface | 121 |
| D255 | Mancetter | Quarry Lane | 30mph sign | B4111 | Resurface | |
| D372 | Middleton | Hill Lane | entire (reconstruct worst sections) | | Resurface | |
| D8 | Newton Regis | St Marys Grove | entire | | Resurface | 330 |
| B4117 | Water Orton | New Road/Watton Lane (Phases 1-5) | Hargrave Close | Maud Rd | Resurface | |

| North Warwick Area - Locations Where Column Replacement will Soon be Required | | | | | | |
|--|-------------------------------|------|-----|--------|--------------|----------|
| Town | Street Name | Type | No. | Height | Manufacturer | Comments |
| Atherstone | Calyon RD | S | 58 | 8mt | Hemcol | |
| Atherstone | Harpers Lane | S | 16 | 8mt | Hemcol | |
| Ansley Com | Coleshill RD | S | 47 | 10 | Stuart Lloyd | Rusted |
| Coleshill | Litchfield RD,Bham RD, Cov RD | SPC | 45 | 8 | | |
| Coleshill | Ravenswood Hill Area | C | 20 | 5 | Stanton | |

Sub Total

186

2006/07 NORTH WARWICKSHIRE AREA MAINTENANCE SCHEMES

| Parish/ Settlement | Rd No | SITE | | |
|-----------------------|-------|------|------|----|
| | | Road | From | To |

NORTH WARWICKSHIRE AREA CARRIAGEWAY RESURFACING 06/07

| | | | | |
|------------|-------|----------------|---------------------|---------------------|
| Church End | B4114 | Nuneaton Road | D295 | Brook |
| Corley | D490 | Old House Lane | Middle Section only | Church Lane |
| Fillongley | D515 | Ousterne Lane | B4102 Meriden Road | B4098 Coventry Road |
| Fillongley | D4102 | Merriden Road | Under M6 bridge | |
| Middleton | D369 | Green Lane | All from C10 | D368 |

NORTH WARWICKSHIRE AREA CARRIAGEWAY MICROASPHALT SURFACING 06/07

| | | | | |
|-------------|-------|-----------------|----------------------|----------------------|
| | | | | |
| Coleshill | D587 | Wood Close | High Street | No. 28 (New surface) |
| Hartshill | B4111 | Nuneaton Road | Under Girder Bridge | (See Plan) |
| Polesworth | B5000 | The Square | C7 Junction Area | (See Plan) |
| Water Orton | D412 | Salisbury Drive | B4117 New Road | End Of Road |
| Water Orton | D413 | Overton Drive | D412 Salisbury Drive | End Of Road |
| Water Orton | B4117 | New Road | Coleshill Road | Minworth Road |

NORTH WARWICKSHIRE AREA CARRIAGEWAY SURFACE DRESSING 06/07

| | | | | |
|------------|-------|--------------------|------------------|----------------------------|
| Ansley | B4114 | Nuneaton Road | Springfield Farm | Manor Farm Near B4112 Junc |
| Arley | D470 | Stonehouse Lane | Station Road | Spring Hill |
| Arley | D467 | Church Lane | C126 Ansley Lane | Fir Tree Lane New Arley |
| Atherstone | D163 | York Avenue | Lister Road | Royal Meadow Drive |
| Atherstone | D173 | North Street | Ratcliffe Road | Long Street |
| Atherstone | D212 | Leicester Crescent | All of road | |
| Atherstone | D170 | Service Road Off | Ratcliffe Road | |
| Atherstone | D174 | St. Mary's Road | North Street | |
| Atherstone | D178 | Princess Road | Bank Road | End |
| Atherstone | D218 | Tannery Close | All of road | |
| Atherstone | D230 | Minions Close | All of road | |
| Coleshill | D537 | Gorse Lane | Nr A446 Junction | New Surface |
| Coleshill | D220 | Roman Way | Gorse Lane | New Surface |
| Coleshill | D538 | Windmill Avenue | Old Mill Road | End |

2006/07 NORTH WARWICKSHIRE AREA MAINTENANCE SCHEMES

| Parish/ Settlement | Rd No | SITE | | |
|-----------------------|-------|------|------|----|
| | | Road | From | To |

NORTH WARWICKSHIRE AREA CARRIAGEWAY SURFACE DRESSING 06/07- Continued

| | | | | |
|-----------------|--------|--------------------|-------------------------|------------------------------|
| | | | | |
| Coleshill | D568 | Wall Avenue | Montfort Road | End |
| Corley | B4098 | Off Tamworth Road | Old Road Horse & Jockey | End |
| Corley | D496 | The Glebe | Church Lane | End |
| Corley | D494 | Windmill Lane | Wall Hill Road | Cov City Boundary |
| Fillongley | D524 | Tippers Hill Road | Tippers Hill Farm | Station Road |
| Fillongley | D512 | Newhall Green Lane | B4102 | D509 Green End Lane |
| Fillongley | D523 | Wood End Lane | B4102 Nuneaton Road | S/D Change Sandy Lane |
| Hartshill | D10040 | Chancery Lane | B4114 Coleshill Road | B4114 Coleshill Road |
| Hurley | D304 | Hipsley Lane | Atherstone Lane | Main Road |
| Kingsbury | D393 | Church Lane | All of road | |
| Lea Marston | D434 | Hollands Croft Ln | All of road | |
| Lea Marston | D321 | Old Kingsbury Road | Coton Road | End of Road |
| Maxstoke | C15 | New End Road | C14 Fillongley Road | D527 Arnolds Lane |
| Middleton | D368 | Wishaw Lane | A446 | Middleton Lane |
| Middleton | C10 | Middleton Lane | A446 | A4091 |
| Middleton | D370 | Brick Kiln Lane | Wishaw Lane no prep req | A4091 |
| Middleton | D366 | Vicarage Hill | Middleton Lane | Church Lane |
| Middleton | D367 | Crowberry Lane | Park Lane | Church Lane |
| Nether Whitacre | C125 | Coton Road | Railway bridge | Traffic Signals |
| Oldbury | D265 | Oldbury Lane | Ridge Lane | Hartshill Hayes Country Park |
| Over Whitacre | B4114 | Nuneaton Road | Rosemount (Nr Xrds) | Sandy Lane |
| Packington | C15 | Maxstoke Lane | Sheppards Lane | S/D Surface Change |
| Shustoke | D457 | Moat House Lane | Hollyland | Shawbury Lane |
| Warton | C4 | Kisses Barn Lane | Stipers Hill | B5000 |
| Water Orton | D404 | Plank Lane | B4118 | Coleshill Road |
| Water Orton | D397 | Manor House Lane | B4118 | Old Church Road |
| Wood End | D333 | Wood Street | All of road | |
| | | | | |
| | | | | |
| | | | | |

2006/07 NORTH WARWICKSHIRE AREA MAINTENANCE SCHEMES

| Parish/ Settlement | Rd No | SITE | | |
|-----------------------|-------|------|------|----|
| | | Road | From | To |

NORTH WARWICKSHIRE AREA FOOTWAY RESURFACING 06/07

| | | | | |
|-------------|-------|------------------|-------------------------|------------------|
| Hurley | D349 | Coronation Road, | entire | |
| Hartshill | D1004 | Chancery Lane, | worst section northside | |
| Atherstone | D180 | Welcome Street, | entire | |
| Kingsbury | C122 | Trinity Road, | Pear Tree | Railway Bridge |
| Water Orton | B4117 | Watton Lane, P6 | Coleshill Road | opposite Maud Rd |
| Water Orton | B4117 | Watton Lane, P7 | Coleshill Road | Openfield Croft |
| | | | | |

NORTH WARWICKSHIRE AREA FOOTWAY SLURRY SEALING PROGRAMME 06/07

| | | | | |
|-----------------|-------|--------------------------|--------------------------|--------------------------|
| Ansley | B4112 | Birmingham Road | 34 - 164 Birmingham Road | |
| Austrey | D22 | Newborough Close | All | |
| Coleshill | B4114 | Blythe Road | X roads | Coleshill Boundary sign |
| Dordon | D107 | Corbin Road | All | |
| Dordon | D111 | Browns Lane | All | |
| Dordon | D114 | New Street | All | |
| Dordon | D117 | Hillcrest Road | All | |
| Dordon | D55 | St Leonards View | All | |
| Dordon | D99 | Bardon View Road | Hill Crest Road | End of Road |
| Gilson | B4117 | Gilson Road | A446 | to 30mphs |
| Kingsbury | D769 | The Larches | | |
| Kingsbury | A51 | Coventry Road | Barlow Court | Tamworth Road |
| Mancetter | D255 | Quarry Lane | O/s Athena | Opposite the Green |
| Nether Whitacre | C57 | Station Road | 30mphs nr Noahs Ark | L/C on bridge |
| Polesworth | D49 | Birchmoor Road | House Number 8 | End of Allotment Gardens |
| Polesworth | D53 | Chetwynd Avenue | All | |
| Polesworth | D54 | Ridding Gardens | All | |
| Polesworth | D58 | Morris Hill | All | |
| Polesworth | D52 | Chaytor Road | All | |
| Polesworth | D56 | St Edithas Road | All | |
| Polesworth | D57 | Anker View | All | |
| Polesworth | D60 | Goodere Avenue | All | |
| Shustoke | D453 | Back Lane | B4114 | Shustoke Cottage |
| Shustoke | D454 | The Green | B4114 | B4114 |
| Warton | C1 | Austrey Road | D31 | Orchard Close |
| Water Orton | D427 | Mytton Road & Smiths Way | All | |