

**AGENDA MANAGEMENT SHEET**

**Name of Committee** North Warwickshire Area Committee

**Date of Committee** 21st March 2007

**Report Title** Highway Maintenance Plan 2007/8 and Five Year List of Structural Maintenance Schemes

**Summary** The report provides information about highway maintenance work proposed in 2007/2008 and lists other sites where maintenance work will be required in the future.

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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 – March 2007
- Local Member(s)  .....
- (With brief comments, if appropriate)
- Other Elected Members  .....
- Cabinet Member  .....
- (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive  .....
- Legal  I Marriott - agreed
- 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  10th May 2007
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

**North Warwickshire Area Committee - 21st March 2007**

**Highway Maintenance Plan 2007/8 and Five Year List of Structural Maintenance Schemes**

**Report of the Strategic Director for Environment and Economy**

**Recommendation**

That Area Committee is invited to make comments on the Highway Maintenance Plan 2007/2008 and the Five Year List of Maintenance Schemes, so that Cabinet can be informed of Members' views.

**1. Introduction**

- 1.1 The Highway Maintenance Plan for 2007/2008 is attached as **Appendix A**. This is the sixth 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 The first annual plans were reported to the July Area Committees. This year the report has been brought forward to before the start of the new financial year. Unfortunately, as a consequence of this earlier reporting, the end of year road condition indicators are not available.
- 1.3 The plan deals with the normal revenue and capital funding for the service. Separate discussions will be held with Members with regard to additional £400,000 Area Committee funding for highway maintenance and safety.

**2. Highway Maintenance Aims**

- 2.1 The main objectives of highway maintenance are:-
  - (i) To keep the network, carriageway 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 which cover the Council's Statutory Duties and support the Corporate Objectives including Developing and Maintaining a vibrant local economy.

### 3. Success of Policies and Programmes

3.1 **Safety** - The condition of the highway network has a part to play in reducing the number of casualties occurring on the highway. The condition of the network also influences the number of insurance claims made against the Council. The exact relationship between condition and casualties and insurance claims is not straightforward as there are other factors which affect these figures.

3.2 In the past year casualty figures have continued to fall. In 2005/06 Insurance claim numbers had fallen by 20% from their peak in 1999/2000, but unfortunately 2006/07 numbers are expected to rise to be 10% lower than the peak.

3.3 **Asset Value** - The structural condition of the network is measured by the condition surveys. Surfacing treatments help to ensure that roads are strengthened and sealed to improve condition and reduce the numbers of potholes developing in the future.

3.4 The results of the 2006/07 surveys are not yet available but the 2005/06 surveys indicate that the condition of the roads in Warwickshire are better than the national average and that the condition of the non principal (B, C and D) roads and town centre footways is improving. The condition of the carriageways in each District Area for the last three years are shown in the table below. It is expected that the extra maintenance spending in 2006/2007 should ensure that the gradual improvement trend continues.

<b>Carriageways with Defects above the Best Value Performance Indicator Thresholds of the United Kingdom Pavement Management System (UKPMS) Surveys</b>							
		North Warwicks	Nuneaton and Bedworth	Rugby	Stratford	Warwick	Total
2004	Length (km)	81.2	44.2	99.4	302.9	98.6	626.3
	Percentage	15.2	11.9	16.3	21.2	14.7	17.3
2005	Length (km)	82.3	44.5	82.3	261.4	92.9	563.4
	Percentage	15.2	12.0	13.4	18.3	13.4	15.4
2006	Length (km)	68.4	36.1	80.3	239.6	72.8	497.2
	Percentage	12.7	10.0	13.0	17.0	10.8	13.8

3.5 The surveys indicate that the carriageways in the North Warwickshire area are improving although there is still over 12% of the roads which should be considered for treatment. A big issue which affects the carriageway condition

locally is narrow rural roads which have damaged edges due to present volumes of traffic and increasing size of vehicles.

- 3.6 **Public satisfaction** - The full Public satisfaction surveys are only carried out every other year. There is therefore no update from last year when it was reported that public satisfaction had improved across a range of activities.
- 3.7 Since 2001, following decisions made after the Best Value review of the service, greater attention has been paid to the lower rated areas of maintenance, such as pavements/footways, rural road surfaces, roadworks planning and drainage. The following table gives information about the changes in satisfaction between 2000 and 2005.

Net Satisfaction from Household Surveys						
Activity	WARWICKSHIRE			NORTH WARWICKS AREA		
	2000	2005	Change	2000	2005	Change
Pavements/Footways	-15	5	+20	-13	10	+23
Rural Road Surfaces	-14	2	+12	-20	18	+38
Roadworks Planning	-10	10	+20	1	45	+44
Drainage	3	13	+10	-8	10	+18
Town Road Surfaces	16	22	+6	11	32	+21
Winter Maintenance	24	24	0	22	15	-7
Rural Road Verges	25	38	+13	13	41	+28
Road Signs	46	50	+4	45	57	+12
Road Markings	47	42	-5	41	51	+10
Street Lighting	55	54	-1	50	60	+10

- 3.8 The Warwickshire satisfaction levels indicate improvements in satisfaction levels across all the lower rated services.
- 3.9 Satisfaction levels for the North Warwickshire area show higher levels of satisfaction in 2005 than the county average except for drainage and Winter Maintenance. The levels of satisfaction with Winter Maintenance has also fallen over the five years.

#### 4. 2007/2008 Work Programmes – Normal Maintenance Allocation

- 4.1 The maintenance allocations are distributed across the activities to achieve the maintenance policies and objectives. Structural maintenance allocations to each

area are broadly based on lengths of roads and footways but are also influenced by overall road condition.

- 4.2 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	Surface dressing (length and percentage of the total network to be treated)			Structural maintenance (length and percentage of the total network to be treated)		
	05/06	06/07	07/08	05/06	06/07	07/08
	km	km	km	km	km	km
North Warwickshire	29	35.3 (6.3%)	32.4 (5.8%)	0.9	3.7 (0.7%)	2.1 (0.4%)
Nuneaton and Bedworth	24	15.4 (4.1%)	19.9 (5.2%)	1.5	1.9 (0.5%)	3.5 (0.9%)
Rugby	38	32.3 (5.0%)	32.0 (5.0%)	0.3	4.8 (0.7%)	4.7 (0.7%)
Warwick	38	36.2 (5.1%)	34.7 (4.9%)	3.4	7.0 (1.0%)	7.5 (1.1%)
Stratford	69	75.0 (5.0%)	71.0 (4.7%)	31.2	22.4 (1.5%)	17.3 (1.2%)

- 4.3 Maintenance changes proposed in 2007/08 compared to 2006/07 are:-

- (i) More funding for white lines.
- (ii) Targeting improvements in drainage operations.
- (iii) Quantity of patching to be increased by over 50%.
- (iv) Quantity of major patching to be increased.

## 5. Highway Maintenance Five Year Plan

- 5.1 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 recommended practice as part of an asset management approach and provides Members, and the public, with information about future maintenance priorities. The roads in the North Warwickshire Area contained in the County list are included as part of the Highway Maintenance Plan.
- 5.2 A separate list of roads where street lighting column replacements are likely to be needed are also provided.

## 6. Conclusion/Issues

- 7.1 Public satisfaction levels and the road condition indicators show a slow but steady improvement over recent years, but there is still much outstanding work as, county wide, over 13% of the network has defects and satisfaction levels, compared to other Council Services, are still relatively low.
- 7.2 Members may wish to comment on priorities for future improvement or on other issues which feature in the plan. Some issues are:-
- (i) The present policy is to improve the maintenance activities with the lowest levels of public satisfaction. Is this policy still supported by Members or are there services, such as street lighting, that Members would like to improve at the expense of the lower rated services?
  - (ii) In surveys outside Warwickshire public satisfaction has been found to be heavily influenced by the appearance of the network and local improvements to shopping streets have increased the turnover of shops. The Warwickshire streetscape index has been developed to monitor appearance of the main 18 town centres in the county and every effort is made to find ways to improve the streetscape. Should enhancing the appearance of the network be given greater priority?
  - (iii) The edges of quite a number of narrow rural roads are being overrun causing the verges to be worn away. The long term solution is to widen such roads but this is expensive. A few of these roads are selected each year from the Five Year Plan but, in general, this work is given lower priority to allow a greater number of roads to be treated through less expensive resurfacing work. In the past few years edge lines have been placed on some of these roads to help show the road edge. It is proposed to extend this type of lining. Also centreline road markings on County lanes will not be replaced in accordance with current guidelines.
  - (iv) Tree maintenance is carried out across the network and trees are removed when they are found to be in a dangerous condition. There is presently no budget made available for tree replacements. It is thought that a budget of £10-20,000 per District will sustain tree replacements in the short term.
  - (v) It is clear from investigations of contract costs that work planned well in advance can be carried out at lower cost than urgent or emergency work. It is proposed to be more proactive with maintenance issues, rather than reactive, and develop larger forward programmes of minor drainage, footway and patching work. This will ensure more work can be carried out from the budget available but a possible disadvantage is that it may reduce the ability to react quickly to non urgent public complaints.

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7th March 2007

## North Warwickshire Area Committee – 21st March 2007

### Highway Maintenance Plan 2007/8 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 annual plan sets out the actions continuing to be taken to improve the service.
- 1.2 Information is provided about the way in which the highways budgets will be spent in 2007/2008. 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
- 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 2007.

#### 3. Maintenance Contract

- 3.1 2007/08 is the fourth 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 the best value for the maintenance spend.
- 3.3 A progress report on the contract was made to the Environment Overview and Scrutiny Committee in September 2006. Members noted progress made and asked for a further report in September 2007 identifying outstanding issues of concern.
- 3.4 To ensure all opportunities are taken to benefit from the contract a further internal report and an external report will be commissioned to advise on and suggest further improvements.



## 4. Targets

4.1 Members agreed three main targets following the best value review 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 five years are included.

<b>Maintenance Allocations (Revenue and Capital)</b>						
	<b>2002/2003</b>	<b>2003/2004</b>	<b>2004/2005</b>	<b>2005/2006</b>	<b>2006/2007</b>	<b>2007/2008</b>
Insurance	£454,529	£665,892	£683,000	£762,000	£779,000	£827,000
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)	(energy £1,385,500)	£4,030,000 (energy £1,760,000)
Winter Maintenance	£1,192,075	£1,341,877	£1,359,000	£1,258,000	£1,567,000	£1,626,000
Principal Road Structural and Surface Dressing	£1,461,000	£1,202,705	£1,064,000	£610,000	£762,000	£600,000
Non Principal Surface Dressing	£1,723,699	£1,623,545 (2)	£1,874,000	£2,082,000	£1,915,000	£2,000,000
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	£5,057,000
Other maintenance activities	£4,275,267	£4,324,128	£4,646,000	£4,144,000	£4,570,000	£4,726,000
<b>TOTAL</b>	<b>£15,349,000</b>	<b>£15,200,680</b>	<b>£16,528,000</b> (3)	<b>£16,617,000</b> (5)	<b>£17,770,000</b> (6)	<b>£18,866,000</b> (7)

### 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.
- (7) Total excludes extra Area Committee £400,000 budgets.

5.2 The following are the main activity changes in 2007/2008 compared to 2006/2007:-

- (i) Street lighting budgets remain higher than 2004/2005 to fund necessary street lighting column replacements.
- (ii) The extra capital allocation will be used for resurfacing sections of the A444 (£200,000) and for dealing with the backlog of structural patching (£300,000).

## 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 and 2005 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 will be undertaken in 2007.

	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	2007/2008
Principal Roads – Structural Maintenance	6km	5km	2.5km	3.4km	2.9km
Principal Roads – Surface Dressing	22km	31km	13km	21.1km	22.2km
Non Principal Roads – Structural Maintenance	52km	80km	34.8km	29.0km	32.2km
Non Principal Roads – Surface Dressing	135km	195km	185km	172.8km	167.7km
Carriageway Microasphalt				7.2km	16km
Footways**	80km	91km	112km	220km*	145.9km

\*\*Note 1: Footways include Slurryseal treatment

\*Note 2: Footways 2006/07 includes Area Committee schemes

## 8. Structural Condition of the Network

- 8.1 This section gives carriageway condition information from road condition surveys. In general the surveys provide estimates of actual condition. 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 2005 results because the 2006 results are not yet available.
- 8.2 As a result of the problems with road condition surveys, research has taken place nationally to develop machine surveys. Local authorities are now required to commission machine surveys 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 The National Road Maintenance Condition Survey (NRMCS) shows a continuing improvement in the condition over the last five years but the United Kingdom Pavement Management System Coarse Visual Inspection (UKPMS – CVI) survey shows a possible deterioration.
- 8.3.2 The present interpretation of the results is that the condition of the A roads in Warwickshire is substantially above the National average and broadly stable.

<b>NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES</b>				
<b>PRINCIPAL ROADS</b>				
	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
<b>2005</b>	<b>51</b>	<b>35</b>	<b>43</b>	<b>74.3</b>

Note The lower the value the fewer the surface defects

<b>UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2006</b>			<b>2001/ 2002</b>	<b>2002/ 2003</b>	<b>2003/ 2004</b>	<b>2004/ 2005</b>	<b>2005/ 2006</b>
Percentage length of A Roads with defects above the threshold	UKPMS – CVI (BV96)	Fixed Merge method	<b>3.1%</b>	3.7%	-	-	-
		Variable Merge method		<b>9.2%</b>	<b>6.9%</b>	8.0%	9.9%
	SCANNER (BV96)					<b>27.79%</b>	-
	SCANNER (BV223)						<b>5%</b>

The figures in bold are the annually reported Best Value Indicator for BV96 and BV223

- 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 Both the NRMCS and the UKPMS – CVI surveys show improvements (reductions) in the length of both classified and unclassified roads with defects.
- 8.4.2 The present interpretation of the results is that the condition of the B, C and D roads in Warwickshire are above the National average and improving.

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
<b>2005</b>	<b>56</b>	<b>66</b>	<b>61</b>	<b>92.9</b>	<b>84</b>	<b>127</b>	<b>105.5</b>	<b>108.8</b>

Note The lower the value the fewer the surface defects

UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2006		2001/2002	2002/2003	2003/2004	2004/2005	2005/2006
<b>Non Principal Roads ( B and C roads)</b>						
<b>BVPI 97a</b> – 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 - CVI Fixed Merge Method	<b>11.4%*</b>	8.91%	-	-	-
	UKPMS - CVI Variable Merge Method	-	<b>17.9%</b>	<b>18.19%</b>	<b>17.72%</b>	15.32%
BVPI number changed to <b>BV224a</b> (coverage as BV97a)	Method of data collection and processing changed to SCANNER.	-	-	-	-	<b>9%</b>
<b>Unclassified Roads ( D Roads)</b>						
<b>BVPI 97b</b> – Percentage of Non Principal Unclassified (D) Roads with defects above the threshold (Approximate total length of D roads in Warwickshire = 1967km)	UKPMS - CVI Fixed Merge Method	<b>7.4%*</b>	4.46%	-	-	
	UKPMS - CVI Variable Merge Method	-	<b>17.1%</b>	<b>18.54%</b>	<b>14.94%</b>	<b>14.6%</b>
<b>Footways</b>						
<b>BVPI 187</b> (Percentage of footways surveyed exceeding the threshold)**	UKPMS DVI survey	-	<b>81.9%</b>	<b>75.98%</b>	<b>34.8%</b>	<b>34.4%</b>

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 2007/08**

- 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 the target for structural work on the non principal roads has been 50km. Three 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.
- 9.4 The Area Committee funds have allowed extra work to be carried out in addition to the target quantities.

## **10. Surface Dressing**

- 10.1 Roads are surface dressed:-

- (a) to halt surface deterioration;
- (b) to improve skid resistance: and
- (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
Broads	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 22.2km of A road and 167.7km of other roads.

## 11. Street Lighting

### 11.1 General

Street lighting involves the maintenance of some 47,000 lights and some 7,425 illuminated signs which include bollards, vehicle activated signals, and belisha beacons.

There are three main types of lights in the county. About 52% of lights are Low Pressure Sodium which give a monochromatic orange light and have a low energy use compared to other lamp types. Some 40% are High Pressure Sodium which give a golden white light but which use almost twice as much electricity as low pressure sodium lights. About 7.5% of the lights are Mercury lanterns which give a white light with a blue tint. They require the highest amount of energy for the light given out and contain potentially harmful chemicals.

The remaining lights are Metal Halide lights used in some town centres which give the whitest light but are high users of energy and do not give out as much light as equivalently rated High Pressure Sodium lamps.

The vast majority of the lighting stock are standard functional lights but there are a number of historic lights in towns including Stratford (where there are lights from around the world), Coleshill and Warwick (which still has a gas light).

### 11.2 Performance

In the past two years the contractor has achieved lighting levels substantially better than the contract minimum. The Contract asks for a performance of 98.5% lights working and the level achieved is consistently around the 99.5% lights working level. The present Best Value Performance Indicators for Street Lighting are BVPI 215a which is "The average number of days taken to repair a street lighting fault, which is under the control of the local authority", and BVPI 215b which is "The average time taken to repair a street lighting fault, where response time is under the control of a DNO." (Distribution Network Operator – old Electricity Board) The BVPI's for 2005/06 reported 215a as being 8.48 Calendar Days and 215b as being 100.64 Calendar Days. In general repairs within the control of WCC are carried out much quicker than the 8.48 Calendar Days reported and this average figure is inflated due to a number of lights which have not been repaired for some time which have distorted the figure. The reasons that these odd lights have not been repaired for some time is because they are either situated on a dual carriageway where there are only odd lights out and expensive Traffic Management is required, or where odd lights have failed which have been overgrown by trees which need cutting back before a repair can be actioned. Repairs carried out by the DNO are also done much quicker than reported and this figure is inflated due to poor reporting of fault rectification by the DNO. For the period April to December 2006 both Indicators have improved to 6.76 and 28.26 Calendar Days respectively.

Contract costs reductions of up to £30,000 a year are proposed starting in 2007 by reducing the frequency of lamp changes. This will be possible due to improvements made in recent years in lamp quality. Some extra lamp outages are expected as a result, but gangs will be available to carry out any extra repairs required.



### 11.3 **Condition and Funding**

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.

The budget for street lighting has been increased in recent years to allow for the replacement of columns which have reached the end of their life. The amount of structural testing increased in 2005/06 to ensure that columns which were unsafe were identified but also to ensure that older columns which were still structurally sound were not replaced unnecessarily. This level of testing continues. The 2007/08 allocation for column replacement is felt to be adequate to keep the lighting stock safe but will need to be increased in the future as the lighting stock ages.

### 11.4 **Energy**

A large 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. This was a two year contract which was clearly prudent given the increases in the price of energy during 2006. At present the price of energy has fallen from it's peak in 2006 but, given that the present price was fixed nearly two years ago, a substantial allowance has been made for an increase in price when the contract is re-let.

The Environment Overview and Scrutiny Committee considered a report in January 07 suggesting that, to save electricity, street lights could be switched off in the early hours of the morning. Members felt that consideration could be given to a reduction of up to 50% in street lighting levels, when traffic flows are low and in suitable locations, but that extensive consultation would be required first before any decisions or trials could be considered. Given the cautious approach suggested it is not considered that any savings will be possible in 2007/08

The actions being taken by the Street Lighting Section to reduce energy consumption include the use of low wattage LED's in Belisha Beacons, Refuge indicators and Bollards, and replacing 1 watt photocells with ¼ watt photocells.

### 11.5 **Lighting Improvements**

Street Lighting is installed to improve safety and to reduce crime and fear of crime. The normal maintenance budget only allows for very limited lighting improvements which may be carried out by upgrading lanterns or when column replacements are needed. Last year lighting improvements were undertaken as part of the extra Area Committee funding and improvements have taken place in recent years funded from CCTV and other improvement initiatives.

In general improved lighting increases energy consumption although when Mercury lanterns are replaced the lighting levels can be improved with a very slight saving in energy. The present approach is to take every opportunity to replace the existing mercury lanterns in the county.

## **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 2007/8 there will be an increase from 14 to 15 Area Response Teams(ART's) will be further tailored to deal with a higher percentage of planned work in the five areas and the associated additional work on detrunked routes. There will be continue to 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.

There will be four road patching gangs that will undertake larger patch repairs to carriageways.

Changes in planning, management and methods should facilitate a substantial increase from some 18000sqm in 2006/7 to some 35,000sqm of patching work. The additional ART team will be multifunctional to reflect the changes in weather. The wet winter of 2006/7 has caused a large amount of drainage work that is adding to the historic backlog of work.

## **13. Customer Service Centre**

- 13.1 In May 2006 the highway maintenance customer services centre was merged with the corporate call centre. Call sata for the period May 2006 to March 2007 suggests an increase in calls of some 11% to 35,900 calls. The Autumn storms, January Gales, February 2007 snow caused notable peaks in calls and associated work. The transfer of call centre has gone well and identified issues have been or are being dealt through meetings.

## **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 2006, involving the Highway Maintenance Contractor. The reviews had resulted in :-
- (i) Further optimisation, revision and changes to the routes to include minor variations in the network and changes in priorities.
  - (ii) Introduction of optimised 'Emergency Routes' to enable rapid response to variations in weather conditions.
  - (iii) Optimisation of the 'mini' gritting routes, to include a third route covering roads with physical width or weight restrictions in order to improve performance and reduce the amount of 'dead' travel time.
  - (iv) Continuation of the programmed fleet replacement strategy.
  - (v) The preparation of a Snow Plan, with the establishment of the conditions and criteria for the operation of a Snow Desk, which helped in the planned response to snow conditions.

- (vi) Publication to a wider audience of information on the provision of the service.
- 14.2 During the 2006/07 winter season 29 full grits were completed to the end of February (against 48 for the same period in 2006/07, and the average expected in a year of 40). 13 of these involved gritting at the higher spread rates, with 5 of these being treatment following the snowfall on 8 – 9 the February.
- 14.3 The purchase of 2 additional vehicles within the strategic fleet replacement programme will enable the condition of the fleet to be maintained, for the 2007/08 winter season.

The replacement vehicles will again be provided with interchangeable bodies so that the operation efficiency of the fleet can be improved with summer usage as bulk haul vehicles.

In addition a fleet of 7 loading shovels have been purchased to replaced hired in equipment, which it is anticipated will reduce operating costs.

- 14.4 A further Winter Service Review will be undertaken during the summer of 2007 looking at all aspects of the service provided during 2006/07 and the preparations required for 2007/08, and will include:-
- (a) A review of weather monitoring and forecasting provision.
  - (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
  - (c) Improved web information.
  - (d) Continued monitoring of the performance and effectiveness of the Safecote additive to salt.

## **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 is historically limited such that there is a fluctuation in potholes on the Network, which is greatly influenced by seasonal weather . 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:-
- A Lean Construction review of patching to identify wastage and efficiency savings continues.

- Insitu recycling of defective areas of road will be introduced using the Rhino-Patch system of road repair.
- Trials using a 'Bagela' machine that recycles excavated tarmac took place at the Wellesbourne depot.
- 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 2006 the programme of road markings was greatly improved through "One Team" meetings with representatives from Warwickshire County Highways, Carillion and the specialist subcontractors to address operational concerns in 2005.

## **17. Verge and Tree Maintenance**

- 17.1 In 2006/07 the county policy of cutting grass three times a year was achieved. Area Surveyors will begin addressing the problem of overgrown hedges/trees obstructing road signs by the introduction of regular serviceability inspections.

- 17.2 Operation Ragwort was very successful in 2006 , targeting problem areas throughout the County with a significant reduction in public calls to just 37. (79 calls in 2005 and 146 in 2004)

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. A Tree Strategy for all trees within the County was approved in January 2007. It includes policies specific to highway trees and aligns the recently published national code of practice with County Highways' own revised Highway Maintenance Policy which will be submitted for approval during 2007.

## **18. Gully emptying and Drainage**

- 18.1 Gullies are generally 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. One key feature is the identification of blocked or damaged systems and gully's 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. A fourth drainage team (the extra multifunctional ART team mentioned in section 12.1) will respond to problems associated with the wet winter of 2006 and 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 Use of new GPS tracking systems has facilitated the start of variable frequency cleaning based on "need". The saving of resources has allowed resources to be targeted at identified problem sites. Of the 96,000 gullies on the highway network some 7500 have been identified as being blocked. The savings in variable frequency cleaning has allowed over 1000 gullies to be cleared by extended jetting.
- 18.4 The changes in winter weather poses the challenge to increase drainage resources to ensure the backlog of drainage works does not grow to unacceptable level.

## **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: and
  - (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 unnecessary sign in town and on routes is continuing as resources allow.

## **20. Other issues**

### **Co-ordination of roadworks**

- 20.1 The Department for Transport (DfT), in the Traffic Management Act 2004 (TMA), looked to reduce congestion by better co-ordination of roadworks and therefore are updating the existing legislation that governs roadworks, the New Roads and Streetworks Act 1991 (NRSWA). The main aim of these changes is to improve co-ordination and management of works and other activities on the highway and give more effective powers and sanctions over utilities' street works. Essentially this will require the registering of all the works that the County Council itself carries out on the highway network on a central register.

A key element within these changes is the demonstration of parity of treatment with the utilities and the measurement of this authority's performance in comparison to utilities, against key performance indicators (KPI) set by the DfT.

Rather than being used as a means of identifying poor performance, it is considered essential that the KPI's encourage a culture of continued improvement by all works promoters within the highway.

## **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 involved 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 were 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 the Warwick, Stratford and Rugby Area Committees by Members in Spring 2006 in support of Streetpride Activities has helped deliver targeted improvements in Kenilworth and Whitnash, Stratford & Alcester, Rugby and selected routes respectively.
- 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. The improvements have been recognised by Britain in Bloom reports and is reflected in 12 Warwickshire Town's gaining awards. Extensive Streetscape painting was carried out in Kenilworth and Whitnash. Works have been delayed in Wellesbourne and Studley due to the inclement weather.

- 22.5 County Highways works closely with District, Borough, Town and Parish Councils and other local organisations. Notable groups include the North Warwickshire Public Realm Partnership which fostered very strong partnership working practices. All the highway resurfacing of the Leamington Parade and project delivery of Alcester Public realm improvements were managed by County Highways.
- 22.6 The introduction of an Infrastructure Project Database in April 2005 is aiding cross authority co-ordination and delivery of over 1000 projects.

### **23. Insurance**

- 23.1 Insurance claim data is now reviewed quarterly and an annual meeting held 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 in order to minimise the risk of claims.
- 23.2 In 2006/07 internal seminars were arranged to cascade best practice in dealing with insurance claims so that the rate of repudiating claims is increased. There is a 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:-

- 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.
- Use of more sustainable techniques for routine maintenance developed during 2006, such as use of "Rhino Patch" and "Bagela" asphalt recyclers.
- Continuous inspection of the County's roads in accordance with national standards. Development of the UKPMS system continues.
- 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.

## 26. 2007/2008 Works Programme

26.1 Lists of schemes have been produced showing the planned maintenance work proposed during the period 1<sup>st</sup> April 2007 to 31<sup>st</sup> March 2008. 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.

26.2 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.



## **27. Five Year Lists of Maintenance Schemes**

- 27.1 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 has been revised for 2007.
- 27.2 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
- 27.3 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 2006/07 and those whose test certificates have expired.

## North Warwickshire Area Committee - 21st March 2007

### 2007/08 NORTH WARWICKSHIRE AREA MAINTENANCE SCHEMES

Parish/ Settlement	Rd No	SITE		
		Road	From	To

#### NORTH WARWICKSHIRE AREA CARRIAGEWAY RESURFACING 07/08

##### PROVISIONAL SITES

Over Whitacre	B4114	Nuneaton Road	Nr Sandy Lane	Laxes Farm
Lea Marston	A4097	Kingsbury Road	Marston Island	
Fillongley	B4089	Coventry Road	B4089 - B4102 Crossroads	
Hartshill	E992	Apple Pie Lane	C12	D267
Maxstoke	D510	Stoney Lane	M6 Overbridge	D507

#### NORTH WARWICKSHIRE AREA CARRIAGEWAY MICROASPHALT SURFACING 07/08

Ansley	B4114	Laybys x 3	North of Hall Park	
Shustoke	B4114	Griffin Bends	New Surface	Watsons Petroleum
Coleshill	B4117	High Street	Sumner Road	Green Man Crossroads
Lea Marston	C124	The Green	All	
Dordon	D106	Barn Close	All	
Polesworth	D67	Sycamore Avenue	All	
Grendon	C8	Trinity Road	Industrial Estate Island gyratory	Change of surface either side
Grendon	C8	Trinity Road	M42/A5 Island	Change of surface

#### NORTH WARWICKSHIRE AREA CARRIAGEWAY SURFACE DRESSING 07/08

Packington	A45	Birmingham Road	East/ & west bound Slips to A452	
Fillongley	B4102	Nuneaton Road	Church lane Fillongley	Park Lane
Fillongley	B4102	Meriden Road	Wall Hill Road	WCC Boundary - Solihull
Fillongley	D513	Hardingswood Lane	All	
Fillongley	C14	Broad Lane	Chapel House Cottage	Shawbury lane
Corley	B4098	Tamworth Road	Church lane	Cov City Boundary

## North Warwickshire Area Committee - 21st March 2007

Parish/ Settlement	Rd No	SITE		
		Road	From	To

### NORTH WARWICKSHIRE AREA CARRIAGEWAY SURFACE DRESSING 07/08 -continued

Corley	C64	Rock Lane	All	
Maxstoke	C15	Church Lane	Maxstoke Church	Surface change
Over Whitacre	B4114	Coleshill Road	Furnace End - Tuckey's	New Surface
Ansley	B4112	Birmingham Road	Tunnel Road	Ansley lane
Arley	C126	Ansley Lane	B4112	Hood Lane
Bentley	B4116	Coleshill Road	21 Oaks lane	Gospel Oak
Baxterley	C119	Main Road	Coleshill Road	Tamworth Rd Hurley
Marston	D321	Old Kingsbury Road	All	both sides
Mancetter	D250	Manor Road	Margaret Road	End
Atherstone	C120	Sheepy Rd	Lister Road	Leicester boundary
Polesworth	D50	Hermitage lane	All	end
Polesworth	C8	Robeys Lane	B5000	New Surface
Alvecote	C8	Robeys Lane	Fields Cottage	1 Alvecote Cottages
Austrey	C2	Orton Lane	Cinder Lane	Leicester boundary
Mancetter	D242	Church Walk	All	
Atherstone	D621	River Drive	All	End
Atherstone	D627	Willday Drive	All	End
Atherstone	D629	Northcote Walk	All	End
Atherstone	D628	Hatters Drive	All	End
Atherstone	D630	Fielding Close	All	End
Atherstone	D213	Sheepy Rd	Service Road	all
Atherstone	D153	Gypsy Lane	Both side of closure	all
Atherstone	D622	Racemeadow Road	Carlyon to Cul de sac	
B / Ensor	D137	Post Office Road	All	End
B / Ensor	D138	Hunters Park	All	End

## North Warwickshire Area Committee - 21st March 2007

Parish/ Settlement	Rd No	SITE		
		Road	From	To

### NORTH WARWICKSHIRE AREA CARRIAGEWAY SURFACE DRESSING 07/08 -continued

B / Ensor	D136	Keyes Hill	All	End
Kingsbury	D325	Range way	All	End
Kingsbury	D323	Mill Cres	All	End
Kingsbury	D324	Brook Close	All	End
Kingsbury	D326	Hillside	All	End
Kingsbury	D318	Service Road	all	End
Kingsbury	D355	Hemlingford Rd	All	
Marston	D434	Hollands Croft	All	end
Wishaw	D375	The Gravel	All	
Wishaw	D376	Church Lane	Dunton Lane	Birmingham boundary
Wishaw	D377	Dunton Lane	All	
Coleshill	D580	St Pauls Cres	All	
Arley	D640	Colliers Way	C12	Cul de sac
Arley	D465	Woodside	Rectory Road	Devitts Green Lane
Ansley	D299	Nuthurst Crescent	All	

### NORTH WARWICKSHIRE AREA FOOTWAY RESURFACING 07/08

Coleshill	D567	Hudson Avenue	entire	
Atherstone	D175	Kings Avenue	St Marys	Queens
Water Orton	B4117	New Road	alley	Salisbury Drive

## North Warwickshire Area Committee - 21st March 2007

Parish/ Settlement	Rd No	SITE		
		Road	From	To
<b>NORTH WARWICKSHIRE AREA FOOTWAY SLURRY SEALING PROGRAMME 07/08</b>				
Astley	B4102	Park Lane	Junc Astley X roads	Goldbys Farm
Atherstone	D174	St. Mary's Road	North Street	Kings Avenue
Atherstone	D173	North Street	Long Street	Ratcliffe Road
Atherstone	D162	Tudor Crescent	Lister Road West	Lister Road East
Atherstone	C9	Ratcliffe Road	Leicester Boundary	Ratcliffe Street
Atherstone	D166	St. Michaels Close	Ratcliffe Rd	End
Austrey	D19	Orchard Close	All	
Baddesley Ensc	D139	Manor Close	All	
Baxterley	C119	Main Road	The Crescent	Windmill Lane
Coleshill	C14	Maxstoke Lane	B4117 Coventry Rd	Past Cuttle Cottage
Coleshill	B4114	Coventry Rd	Junc Packington Lane	A446
Coleshill	D535	Coventry Rd Service Rd	Right side only	
Coleshill	C17	Coleshill Heath Road	A446	M6 Bridge WCC Bdry
Coleshill	D574	Burman Drive	All	
Coleshill	D575	Ferndale Road	All	
Coleshill	M72	Green Lane	All	
Coleshill	D568	Wall Ave & Link F/way	All	
Coleshill	D570	Oak Rise	All	
Coleshill	D566	Wilmot Avenue	All	
Coleshill	D564	Digby road	All	
Coleshill	D565	Clinton Road	All	
Coleshill	B4117	Birmingham Road	A446	County Boundary
Coleshill	D572	Castle Drive	Green Lane	End
Coleshill	D573	Priory Close	Castle Drive	End
Coleshill	D567	Hudson Avenue	Wingfield Road	End
Coleshill	D569	Montfort Road	Wingfield Road	Castle Drive

North Warwickshire Area Committee - 21st March 2007

**2007/08 NORTH WARWICKSHIRE AREA MAINTENANCE SCHEMES**

Parish/ Settlement	Rd No	SITE		
		Road	From	To
<b>NORTH WARWICKSHIRE AREA FOOTWAY SLURRY SEALING PROGRAMME 07/08 - Continued</b>				
Coleshill	D571	Green Lane	Wingfield Road	Castle Drive
Dodon	D110	The Shortwoods	All	
Grendon	D149	NB Service Rd Watling St	All	
Grendon	D154	SB Service Rd Watling St	All	
Grendon	D148	Oakwood Close	All	
Hartshill	B4114	Nuneaton Road	No. 149 Nuneaton Road	Anchor PH
Hurley	C7	Hurley Common	Old White Hart	Football Field
Kingsbury	D315	Tame Bank	All	
Kingsbury	D314	Bracebridge Road	All	
Kingsbury	D317	The Green	All	
Kingsbury	D323	Mill Crescent	A51 Coventry Rd	Mill Cres Service Rd
Kingsbury	D324	Brook Close	Mill Cres	End
Kingsbury	D327	South View	Mill Cres	End
Kingsbury	D325	Range Way	Mill Cres	End
Kingsbury	D326	Hillside	Mill Cres	End
Kingsbury	D355	Helmingford Road	Mill Cres	Hillside
Newton Regis	C1	Austey Road	No. 5	School
Polesworth	D52	Chaytor Road - both sides	all	all
Warton	C1	Austrey Road	Curlew Close	Church Road
Water Orton	D404	Plank Lane	All	
Wishaw	D376	Church Lane	O/s Council Houses	
Wood End	C7	Boulters Lane	C8 Tamworth Road	End of Village

North Warwickshire Area Committee - 21st March 2007

**Network management Five Year Structural Proposals  
NORTH WARWICKSHIRE 2007**

Rd No	Settlement	SITE			Treatment	Length
		Road	From	To		

<b>CARRIAGEWAYS</b>						
C187	Bentley	Green lane	C6	Tithe Farm		
B4117	Coleshill	High Street	B4114 - B4117 Crossroads		Resurface antiskid	
C64	Corley	Smorrall Lane	C73 Highfield Lane	Breach Oak Lane	Overlay	600
D2	Newton Regis	King's Lane	B5493	Newton Regis Village	Haunch	960
C6	Ridge Lane		C123 Ridge Lane	towards C120	Resurface	1340

North Warwickshire Area Committee - 21st March 2007

Rd No	Settlement	SITE			Treatment	Length
		Road	From	To		
<b>FOOTWAYS</b>						
D193	Atherstone	Greendale Road	Margaret Road	End	Resurface/ Reconstruct  ↓                <b>V</b>	
D212	Atherstone	Leicester Crescent				
D169	Atherstone	Holte Road	evens			
D169	Atherstone	Holte Road	odds			
D201	Atherstone	Westwood Crescent				
D247	Atherstone	Purley View				
B4117	Coleshill	High Street	Maxstoke Lane	Public Toilets		
D610	Coleshill	Chattel Hill	entire			
D538	Coleshill	Station Road	entire			
D118	Dordon	Derek Avenue	entire			
D105	Dordon	Kitwood Avenue	LHS			
D109	Dordon	Dukes Road	entire			
D589	Fillongley	Bourne Brook Close	entire			
B4114	Hartshill	Coleshill Road	47	59		
D270	Hartshill	The Woodlands				
C12	Hartshill	Church Road	o/s 18 Victoria Road	opp Burns Road		
C12	Hartshill	Atherstone Road	o/s 1	Charnwood Drive		
D282	Hartshill	Charnwood Drive	Atherstone Road	Trentham Road		
B4114	Ansley	Nuneaton Road	os School Hse	Opp Jnc B4112		



## North Warwickshire Area Committee - 21st March 2007

Rd No	Settlement	SITE			Treatment	Length
		Road	From	To		
D348	Hurley	Charles Street	entire		Resurface/ Reconstruct ↓ V	
D346	Hurley	Princes Road	entire			
D345	Hurley	Edinburgh Road	entire			
D343	Hurley	Hawthorn Avenue	entire			
D344	Hurley	St Edmonds Road	entire			
D350	Hurley	Beech Close	entire			
D241	Mancetter	Daniel Road	Church Walk	Church Walk		
D372	Middleton	Hill Lane				
D8	Newton Regis	St Marys Grove	entire			
D32	Warton	Church Road	missing link			
D36	Warton	Windmill Close	entire			
C144	Water Orton	Minworth Road				

## North Warwickshire Area Committee - 21st March 2007

### Network management Five Year Structural Proposals NORTH WARWICKSHIRE 2007

Parish/ Settlement	SITE
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#### NORTH WARWICKSHIRE AREA STREET LIGHTING 5 YEAR PROGRAMME

	Long Street to Merevale Road (under Railway Bridge) - Request from Residents and District Council for lighting to be installed since new development built
	Mythe View - Request from resident for additional lights - Approx. £5,000
Atherstone	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the Town
Austrey	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
	Keys Hill - opposite Crow Hill - Request for additional lighting column - Approximate Cost £2,000
Baddesley Ensor	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Bassetts Pole	Hill Lane - request for additional lighting - Approx. Cost £5,000
Coleshill	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the Town
Corley	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Curdworth	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Dordon	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Fillongley	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Hoggrills End	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Kingbury	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Polesworth	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the Town
Shustoke	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Shuttington	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Water Orton	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Whitacre Heath	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village
Wood End	Replacement and upgrading of Mercury Lanterns with High Pressure Sodium lanterns in various parts of the village

**North Warwickshire Area Committee - 21st March 2007**