

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Nuneaton and Bedworth Area Committee

**Date of Committee** 28th March 2007

**Report Title** Highway Maintenance Plan 2007/08 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  .....

## Nuneaton and Bedworth Area Committee - 28th March 2007

### Highway Maintenance Plan 2007/08 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 improvement 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 straight forward 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 Nuneaton and Bedworth area are improving although there is still some 10% of the roads which should be

considered for treatment. Some of the issues which affect the carriageway condition locally are:-

- (i) the many utility works, particularly in the towns, where old reinstatements are failing;
- (ii) the thin construction layers on many of the old town centre roads.

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			NUNEATON AND BEDWORTH AREA		
	2000	2005	Change	2000	2005	Change
Pavements/Footways	-15	5	+20	-22	-17	+5
Rural Road Surfaces	-14	2	+12	-18	-10	+8
Roadworks Planning	-10	10	+20	-43	5	+48
Drainage	3	13	+10	28	5	-23
Town Road Surfaces	16	22	+6	-12	12	+24
Winter Maintenance	24	24	0	20	12	-8
Rural Road Verges	25	38	+13	37	44	+7
Road Signs	46	50	+4	51	38	-13
Road Markings	47	42	-5	45	28	-17
Street Lighting	55	54	-1	67	43	-24

3.8 The Warwickshire satisfaction levels indicate improvements in satisfaction levels across all the lower rated services.

3.9 Satisfaction levels for the Nuneaton and Bedworth area show lower levels of satisfaction in 2005 than the county average except for rural road verges. Lowest levels of satisfaction are for Pavements/Footways and for Rural Road Surfaces.

#### 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 Routine maintenance changes proposed in 2007/08 compared to 2006/07 are:-

- (i) More funding for white lines.
- (ii) Targetting 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 Nuneaton and Bedworth 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

- 6.1 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.
- 6.2 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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9th March 2007