

AGENDA MANAGEMENT SHEET

Name of Committee **Stratford on Avon East Joint Committee**

Date of Committee **10 March 2009**

Report Title **Highway Maintenance Plan 2009/10 and
Five Year List of Structural Maintenance
Schemes**

Summary The report provides information about highway maintenance work proposed in 2009/2010 and lists other sites where maintenance work will be required in the future.

For further information please contact Peter Samwell
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Would the recommended decision be contrary to the Budget and Policy Framework? No

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other 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
- Finance

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

FINAL DECISION

NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet To Cabinet 28 May 2009.
- To an O & S Committee
- To an Area Committee
- Further Consultation

Stratford on Avon East Joint Committee – 10 March 2009

Highway Maintenance Plan 2009/10 and Five Year List of Structural Maintenance Schemes

Report of the Strategic Director for Environment and Economy

Recommendation

1. That Joint the Committee is invited to make comments on the Highway Maintenance Plan 2009/10 and the Five Year List of Maintenance Schemes, so that Cabinet can be informed of Members views.
2. Approval is given to spending the Area Committees' Drainage Revenue Allocation on unblocking gullies and repairing damaged pipes.

1. Introduction

- 1.1 The Highway Maintenance Plan for 2009/10 is attached as **Appendix A**. The plan, which has been produced annually since 2002, includes details of the success of past operations and information about the works planned for the coming year. The plan deals primarily with the normal revenue and capital funding for the service.
- 1.2 Also included in this report are proposals for spending the Area Committees' Revenue Funding for drainage.

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 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 Priorities including Pursuing a Sustainable Environment and Economy and Protecting the Community and making it a safer place to live.

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. As reported previously insurance claims substantially increased in 2006/07. This was mainly due to a larger number of potholes forming due to the unusual periods of wet and freezing weather in early 2007. Actions have been taken to improve the worst of the roads and to speed up pothole repairs. As a result claims in 2007/08 decreased and although claims have risen during 2008/09 they are not expected to reach 2006/07 levels.
- 3.3 Another aspect of community safety is crime and fear of crime. Street lighting is known to play a major role in people's views on community safety. Improvements to lighting in recent years have helped maintain the high levels of public satisfaction with street lighting (see paragraph 3.8)
- 3.4 **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.
- 3.5 The latest surveys indicated that the condition of the carriageways in Warwickshire are better than the national average and at present appear to be deteriorating slowly. The condition of town centre footways is improving. The condition of the carriageways in each District Area for the last five years are 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 Warwicks	Nuneaton and Bedworth	Rugby	Stratford	Warwick	Total
2003/04	Length (km)	81	44	99	303	99	626
	Percentage	15.2	11.9	16.3	21.2	14.7	17.3
2004/05	Length (km)	82	45	84	261	93	565
	Percentage	15.2	12.0	13.4	18.3	13.4	15.4
2005/06	Length (km)	68	36	80	234	73	491
	Percentage	12.7	10.0	13.0	17.0	10.8	13.8
2006/07	Length (km)	54	27	86	294	82	510
	Percentage	9.6	7.2	13.4	17.7	11.8	13.6
2007/08	Length (km)	57.9	34.2	88.4	249.9	92.5	522.7
	Percentage	10.6	9.1	14.2	17.5	13.3	14.2

- 3.6 The surveys indicate that although there has been a slight improvement in the condition of the carriageways in the Stratford area since 2003 the overall road condition has deteriorated since 2005. 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 and
 - (ii) narrow rural roads which have damaged edges due to present volumes of traffic and increasing size of vehicles.
- 3.7 **Public Satisfaction** - The full Public satisfaction surveys are carried out every other year, There has been no update since the 2007 survey results were reported last year.
- 3.8 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 2007.

Net Satisfaction from Household Surveys								
	WARWICKSHIRE				STRATFORD DISTRICT			
Activity	2000	2005	2007	Change 2000-2007	2000	2005	2007	Change 2000-2007
Pavements/Footways	-15	5	2	+17	-18	0	2	+20
Rural Road Surfaces	-14	2	6	+20	-28	-12	-14	+14
Roadworks Planning	-10	10	3	+13	-4	5	12	+16
Drainage	3	13	4	+1	-5	5	-19	-14
Town Road Surfaces	16	22	18	+2	36	36	30	-6
Winter Maintenance	24	24	35	+11	29	33	35	+6
Rural Road Verges	25	38	44	+19	21	26	38	+17
Road Signs	46	50	50	+4	47	46	50	+3
Road Markings	47	42	38	-9	55	39	36	-19
Street Lighting	55	54	58	+3	57	55	48	-9

- 3.9 The Warwickshire satisfaction levels indicate improvements in satisfaction levels across all the lower rated services since 2000 with an understandable recent drop in satisfaction with drainage activity.

3.10 Satisfaction levels for the Stratford on Avon area broadly mirror the Warwickshire results but with lower levels of satisfaction with rural road surfaces, drainage , rural road verges, road markings and street lighting.

4. 2009/10 Work Programmes

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 It is intended to use the Revenue and Capital funding as follows:-

- (i) To continue last years increases in patching and major patching to minimise potholes and uneven pavements.
- (ii) To continue levels of carriageway surface dressing and footway slurry sealing which provide cost effective methods of prolonging the life of roads and pavements and which reduce the likelihood of potholes and uneven pavements.
- (iii) To continue the footway resurfacing programme to minimise uneven pavements.
- (iv) To maintain the amount of carriageway micro asphalt to extend the life of roads which are not suitable for surface dressing.
- (v) To set the street lighting budget at a level which will allow for all necessary column repairs.
- (vi) Drainage repair and improvement work to increase as a result of an increase in.
- (vii) Area Committees' drainage budget. (See Section 5).
- (viii) To review the level of other maintenance work and particularly winter maintenance to ensure the level of activity is appropriate.

4.3 The table below provides information about the lengths of roads and footways which it is hoped can 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)			
	06/07	07/08	08/09	09/10	06/07	07/08	08/09	09/10
	km	km	km	km	km	km	km	km
North Warwickshire	35.3 (6.3%)	32.4 (5.8%)	29.9 (5.3%)	30.0 (5.1%)	3.7 (0.7%)	2.1 (0.4%)	1.09 (0.19%)	1.20 (0.22%)
Nuneaton and Bedworth	15.4 (4.1%)	19.9 (5.2%)	15.3 (4.0%)	19.8 (5.2%)	1.9 (0.5%)	3.5 (0.9%)	0.58 (0.15%)	0.90 (0.24%)
Rugby	32.3 (5.0%)	32.0 (5.0%)	35.7 (5.6%)	32.0 (5.0%)	4.8 (0.7%)	4.7 (0.7%)	1.20 (0.18%)	3.11 (0.49%)
Warwick	36.2 (5.1%)	34.7 (4.9%)	33.8 (4.8%)	35.2 (5.0%)	7.0 (1.0%)	7.5 (1.1%)	1.45 (0.20%)	1.53 (0.22%)
Stratford	75.0 (5.0%)	71.0 (4.7%)	77.8 (5.2%)	79.4 (5.3%)	22.4 (1.5%)	17.3 (1.2%)	16.43 (1.09%)	16.55 (1.10%)

N.B. 09/10 figures do not include works funded by Area/Joint Committees.

5. Area Committee Funding

5.1 Members have made two extra allocations for maintenance for 2008/09.

- (i) A County wide Drainage Revenue Allocation of £500k to be spent on the priorities of the Area Committees.
- (ii) A £400k Capital Allocation to each Area Committee for Maintenance and Safety Improvement works.

5.2 The drainage allocation was made as a result of the backlog of blocked gullies and drainage repairs and so it is suggested that this money should be spent on unblocking gullies and repairing damaged pipes.

5.3 Members discussed the Capital Allocation at a seminar the results of which are being reported in a separate report.

6. Highway Maintenance Five Year Plan

6.1 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 Stratford Area contained in the County list are included as part of the Highway Maintenance Plan.

7. Conclusion

- 7.1 Within Warwickshire public satisfaction levels and the road condition indicators show an overall improvement since 2000, but there is still much outstanding work as, county wide, over 14% of the network has defects and satisfaction levels, compared to other Council Services, are still relatively low.
- 7.2 Approval is requested for spending the Area Committees' Drainage Revenue Allocation on unblocking gullies and repairing damaged pipes.
- 7.3 Members may wish to comment on priorities for future work or on other issues which feature in the plan.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

4 March 2008

Network management Five Year Structural Proposals

Settlement	Rd No	SITE			Treatment
		Road	From	To	
STRATFORD CARRIAGEWAYS					
Alcester	D5355	Coughton Fields	A435	Ford	Resurface
Alcester	A422	Arrow Lane	County Boundary by A441	towards Alcester for 1950m	Overlay
Armscote	D6559	Church Road	all		Overlay
Atherstone	D6511	Atherstone road	manor house	E6993	Overlay
Barton	C107	Welford Road	C47	Bunkers Hill Farm	Haunch
Barton	D5751	Barton Fields	C47	End of Road	Resurface
Brailes	D6696	Stocktrees Road	turn Circ in front of church		40mm OL
Buckley Greer	D5117	Buckley Green	Triangle/bemd	End Of Road	55mmOL
Burmington	C56	Cherington Road	D6647 Junction	Hazelwood Manor farm	Overlay
Chadsnut	D6407	Watery Lane	end of road		55mmOL
Chesterton	C43	Leamington Road	B4455(Old C31)	C44	Resurface
Claverdon	C40	Saddlebow Lane	A4189	C39	55mm OL
Combrook	D6364a	Combrook Road	B4086	Church Hill	Haunch
Earleswood	C89	Cutthroat Lane	C90	C137	
Edge Hill	C89	Suggarswell Lane	A422	Cnty Bdy	55mm OL
Earlswood	C90a	Old Umberslade	Old Grove Farm	End Of Road	Resurface
Ettington	A429		layby	roundabout	100mmol
Gaydon	D6409	Church Lane	all		40mm O/L
Henley in Arden	A3400	Stratford Road	Station Road	North Speed Limit	Micro
Harbury	C143	Plough Lane	Butts Lane	Towards Bish Itch	55mmOL
Ilmington	D6535	Downs Hill Road	SC 04/05 scheme	to county boundary	Overlay
Ilmington	C49	Mickleton Rd	playing fields		55o/l
Kemps Green	D5021	Mows Hill Road	A4189	Nuthurst Road	55mmOL
Kineton	C53a	Oxhill Road	C54	2004 Scheme	Resurface
Kineton	D6451	Red Road	C54 Tysoe Road	EntTo Red House Farm	55mm O/L
Long Compton	D6690	Butlers Road	No13	Rollright Rd	55mmOL
Lower Shuckborough	C74		A425	Canal	Haunch
Lower Waveney	D5216	Wawensmere Road	C99	shelfield	55mmOL

Settlement	Rd No	SITE			Treatment
		Road	From	To	
STRATFORD CARRIAGEWAYS					
Mappleborough	A4189	Warwick Highway	County Boundary	Nursery	100 plane
Middle Tysoe	D6468	Sandpits Road	Oxhill Road	Main Street	Resurface
Newbold on St	D6555	Moss Lane	Rimf A3400	To end of Rimmel	
Norton Lindsey	C93	Snitterfield Lane	Spd Lim Signs Norton Lindsey	D5327 Snitterfield	Haunch/ol
Preston Greer	D5244	Hole Farm Lane	A4189	End	Resurface
Pillerton Priors	D6503	Sandpits Road	A422	End	55mm OL
Preston on St	D6515		Preston Bushes	Field Barm	ol/sd
Priors Marston	C36	Southam Road	Village	previous Haunch	55mm OL
Salford Priors	C103	Broom Lane	C214	Bridge	55mmOL
Shipston	D6608	Calloways Rd	all		Overlay
Shipston	A429		selected areas		Inlay
Shipston	D6623	Tilemans road	all		Overlay
Spernal	D5217	St Bonards Church	C39 Jnc	End Of Road	55mmOL
Stourton	C56	Whichford Road	D6668	D6683	40mmol
Stratford	D6174	Link Road	Mason Rd	End	Inlay
Stratford	D6202	Longfords Lane	A3400	C98	55mmOL
Stratford	D6175	Lodge Road	Masons Rd	Alcester Rd	plane/res
Stratford	D6269	Dale Ave	Avon Crescent	A422	40mmOL
Stratford	B4632	B4532 Camden	Cold comfort Farm	Sheep Leys Farm	100O/L +kerb
Stratford-on-Avon	D6214	Quiney's Road	D6218 Shoterly Road	D6215 Hathaway Lane	Retread
Stratford-Upon-Avon	C98	Loxley Road	Arden Heath Farm	SC Past Croft Sch	Resurface
Stretton u Fos	A429	Fosse Way	Rowborough Farm area		Recon
Studley	A448	The Slough	Middleton Lane	Cnty Bdy	Inlay
Tanworth-In-Avon	C20	Poolhead Lane	M42 Bridge	B4101 Broad Lane Junction	Resurface
Treddington	D6575	Mill Lane	Church Lane	E6995	100mm Resurf
Treddington	D6556	Brook Lane	A3400	End of Road	40mm OL
Tidmington	D6583	Ditchford Road			Overlay
Upper wawens	C99	Wawensmere R	Jnc Upper wawensmere	SC 200m east mort bag xrds	55mmOL
Walcote	D5435	Walcote Road	C41	To Village	55mm OL
Walcote	D5435	Walcote Road	Village	to SC	Micro
Wellesbourne	B4086	Warwick Road	Shell Garage	B4086 Kineton Road	Inlay
Warings Green	D5010	Warings Green	Cut Throat Lane	cnty Bdy	55mmOL
Wellesbourne	B4086	fritz Hill	Bow shot island	Fritz hill cottages	ol
Wood Bevington	D5492	Hunger Hill	B4080 Jnc	End Of Road	55mmOL
Wood End	C137	Tithe Barn Lane	Broad Lane	Rail Bridge	55mmOL

Settlement	Rd No	SITE			Treatment
		Road	From	To	

STRATFORD FOOTWAYS -PROVISIONAL

Alcester		Kinwarton Rd	Gunnings Bridge	Ten Acres	Resurface/Reconstruct
Avon Dassett		Lower End	Hillside Farm	Honeywood	Resurface/Reconstruct
Claverdon		Station Road A4	both sides of C40 Saddlebow Ln Jnc		Resurface/Reconstruct
Ettington		Avon Close	entire		Resurface/Reconstruct
Gaydon		Kineton Rd	Church Close	St Marks Close	Resurface/Reconstruct
Great Wolford		Village Road	C54	Notice Board	Resurface/Reconstruct
Halford		Main Rd	Queen St	Island	Resurface/Reconstruct
Hatton Rock		A439	D6080	Springfield Cottages	Resurface/Reconstruct
Henley		High Street	Various sections in Phases		Resurface/Reconstruct
Henley		Cherry Orchard	entire		Resurface/Reconstruct
Ilmington		Mickleton Road	jct D6538 Back Street	sports club	Resurface/Reconstruct
Long Marston		Mickleton Road	jct C47 Dorsington Road	C47 Station Road	Resurface/Reconstruct
Long Compton		Old Hill C116	jct A3400	D6694 The Hollows	Resurface/Reconstruct
Kineton		King Johns Roa	entire		Resurface/Reconstruct
Kineton		Brookhampton l	entire RHS		Resurface/Reconstruct
Long Itchington		Model Village	entire		Resurface/Reconstruct
Middle Tysoe		Main St	O/S Post Office	Brick footway	Resurface/Reconstruct
Napton		High St	Chapel Yard	Dog Ln	Resurface/Reconstruct
Nothend		The Prebend	entire		Resurface/Reconstruct
Shipston		Sheep Street	Darlingscote	High Street	Resurface/Reconstruct
Shipston		Mayo Dr	All		Resurface/Reconstruct
Southam		Elm Close	entire		Resurface/Reconstruct
Southam		Market Hill	Coventry Hill	High Street	Resurface/Reconstruct
Southam		Parkfields	Little Park	Garages	Resurface/Reconstruct
Southam		Little Park	Park Ln	Garages	Resurface/Reconstruct
Southam		Horsewell	Parkfields	Garages	Resurface/Reconstruct
Stratford		Bridge Street	entire		Resurface/Reconstruct
Stratford		Chapel Lane	entire		Resurface/Reconstruct
Stratford		Halford Road	entire		Resurface/Reconstruct
Stratford		Banbury Road	Shipston Road Island	Bridgetown Road	Resurface/Reconstruct
Stratford		Church St	entire		Resurface/Reconstruct
Stratford		High St	entire		Resurface/Reconstruct
Stratford		Bishopton Ln	Heron Lane	Partridge Road	Resurface/Reconstruct
Stratford		Bordon Hill	Top of hill away from Town	towards Dodwell	Resurface/Reconstruct

Settlement	Rd No	SITE			Treatment
		Road	From	To	
STRATFORD FOOTWAYS -PROVISIONAL					
Stratford		Gt William St	Guild Street	Mulberry Street	Resurface/Reconstruct
Stratford		Hunts Road	entire		Resurface/Reconstruct
Stratford		Luddington Roa	Avon Bank Drive section		Resurface/Reconstruct
Tiddington		Wellesbourne R	Alveston Lane	Church Lane	Resurface/Reconstruct
Tanworth		The Green	entire	+ Adj FW's	Resurface/Reconstruct
Tanworth		Shutt Ln	Valley Road	WCC Boundary	Resurface/Reconstruct
Tredington		Ilmington Road	D6564	Lower Farm	Resurface/Reconstruct
Warmington		Chapel Street	School Lane	Church Hill	Resurface/Reconstruct
Warmington		School Ln	Banbury Rd	Village Rd	Resurface/Reconstruct
Wellesbourne		FP	SD 122/122A Lowes Ln	Garden Ter	Resurface/Reconstruct
Whichford		Ascott Road	De Mohun	Farm	Resurface/Reconstruct
Wilmcote		Station Road	Mary Ardens	Bidge	Resurface/Reconstruct
Ullenhall		Ullenhall St C2	St Marks Close	Forde Hall Lane	Resurface/Reconstruct

Stratford-on-Avon Joint Committee - East

Appendix A

2009/10 STRATFORD AREA MAINTENANCE SCHEMES					
Parish/	Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA CARRIAGEWAY RESURFACING 09/10					
	Alderminster	C72	New Road	A422	Knavehill Farm
	Great Alne	C41	Wood lane	Pelham Lane Junction	SC past Layby 300m
	Hampton Lucy	D6080	Stratford Road	D6081 Hatton Bank Lane	start houses Hampton Lucy
	Harbury	C43	Plough Lane	C43 Junction	SC change
	Kineton	D6437	Pittern hill Farm	Castle Road	End of Road
	kineton	D4086	Warwick Road	Castle Rd	Brookhampton Lane
	Knightcote	C51	Knightcote Road	Knightcote Farm	Glebe Farm
	Long Marston	B4632	Campden Road	Y Not Farm	Sheep Leys
	Lower Tysoe	C54	Tysoe Road	A422 Junction	D6458 Lane End
	Luddington	D5443	Luddington Rd Option1	B439 Junction	90deg bend near Bomfords
	Southam	D2380	Abbey lane	C211 Warwick Rd	D2643 Old Warwick Rd
	Southam	D2370 & D2367	Park Lane & St James Rd	C210 Market St	St James Road
	Studley	D5145	Hardwick Lane	SC near Castle	SC near pheasantry
	Studley	D5204	Stapleton Rd & Banbury Cl	2 areas of overlay on Stapleton Rd	
	Studley	D5177	The Newlands	Crooks Lane	end of road
	Wheatley	B4088	Evensham Road	Turnpike Cottage	Wheatley Bank
	Wixford	C67	Evensham Road	Georges Elm Rd	Junction C215 Wixford
STRATFORD AREA CARRIAGEWAY MICROASPHALT SURFACING 09/10					
	Wellesbourne	A429/D6079	Wellesbourne Bypass	Warwick Rd/Wellesbourne Rd Island	
	Wellesbourne	A429/B4086	Wellesbourne Bypass	Wellesbourne Bypass/Stratford Rd Island	
	Wellesbourne	A429/C72	Wellesbourne Bypass	Wellesbourne Bypass/Loxley Rd Island	
	Ettington	A422/A429	Banbury Road	Banbury Rd/Ettington Rd Island	
	Stratford	D6240	Broad Street	Chesnut Walk	Broad Walk crossroads
	Stratford	D6243	New Broad Street	Broad Walk Crossroads	End of road
	Loxley	C72	Goldicote Rd	C98	sped limit signs
	Studley	C38	Littlewood Green	A448	Toms Town
	Alcester	C205	Henley Street	Swan St	Kinwarton Rd

Stratford-on-Avon Joint Committee - East

Appendix A

	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA CARRIAGEWAY SURFACE DRESSING 09/10			DRAFT PROPOSALS -		
	3 Gates	B4455	Fosseway		
	Alcester	D5416	Throckmorton	Kinwarton Road	Winchcombe Rd
	Alcester	D5419	Captain Hill	Captains Hill to	Ten Acres
	Alcester	D5417	Haselor Close	Throckmorton	End
	Alcester	D5404	Field Park Drive	Ten Acres	Alne Bank Road
	Alcester	D5373	Ten Acres Road	Kinwarton Road	Throckmorton
	Alcester	D54000	Alne Bank Road	Field Park Drive	End
	Alcester	D54020	Fairwater Crescent	Field Park Drive	End
	Alcester	D54080	Alcocks Road	Alne Bank Rd	Fairwater Cres
	Alcester	D54100	Weatheroak Road	Alcocks Rd	End
	Alcester	D54090	Riverside	Alcocks Road	End
	Alcester	D54010	Collins Way	Fields Park Drive	Alcock Road
	Alcester	D5422	Riddle Close	Winchcombe Road	Throckmorton Rd
	Alcester	D5421	Barlich Way	Winchcombe Road	End
	Alcester	D5423	Winchcombe Road	Gerards	Throckmorton
	Alcester	D5418	Gerrards Road	Captains Hill Service Road	Throckmorton Road
	Alcester	D5405	St Mary's	Throckmorton Rd	Throckmorton Road
	Alcester	D54110	Wharrage Road	Fairwater Cres	End
	Alveston	B4086	Wellesbourne Road	SC nr Alveston Lane	Sc near Kissing Tree Lane
	Armscote	D6562	Darlingscote Road	D6561	C49
	Barton	C104	Welford Road	B4085 Honeybourne Rd	C47 junction
	Bishops Itchington	B4451	Station Rd	Mini Island	S/C Nr Mount Pleasant
	Bishops Itchington	D6382	Old Rd	Ladbroke Rd	D6381 Poplar Rd
	Bishops Itchington	D6381	Poplar Rd	D6382 Old Rd	D6374 Chapel St
	Bishops Itchington	D6383	Orchard Close	D6381 Poplar Rd	End of Road
	Bishops Itchington	D6374	Chapel St	D6381 Poplar Rd	B4451 Station Rd
	Bishops Itchington	D6380	Central drive	D6379 Ladbroke Rd	D6382 Old Road
	Bishops Itchington	D6375	Lakin Drive	D6374 Chapel St	B4451 Station Rd
	Bishops Itchington	D6378	Starbold Rd	D6377 Dadglow	D6375 Lakin Drive
	Bishops Itchington	D6381	Poplar Rd 2nd Section	D6372 Fisher Rd	D6374 Chapel St
	Bishops Itchington	D6372	Fisher Rd	B4451 Station Rd	D6374 Chapel St
	Bishops Itchington	D6373	Mansions Close	D6372 Fisher Rd	End of Road
	Bishops Itchington	D6371	High St	D6372 Fisher Rd	D6372 Fisher Rd East
	Bishops Itchington	D6368	Manor Rd	B4451 Station Rd	C143 Plough Lane

Stratford-on-Avon Joint Committee - East

Appendix A

	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA CARRIAGEWAY SURFACE DRESSING 09/10			DRAFT PROPOSALS -		
	Bishops Itchington	D6369	St Michaels Close	C143 Plough Lane	To End Of Road
	Burmington	C56	Main Street	A3400 Shipston	D6644 Willington Road
	Burmington	A3400	Shipston Road	Burmington Turn(Mitford Bridge)	300m north of Tiddington Lane
	Cherington	D6668	Church Road	C56 Main Street	C54 Main Road
	Cherington	D6647	Cherington	C56 Cherington Road	D6644 Willington Road
	Claverdon	D5257	Kington Lane	A4189 Henly Road	D5256 Langley Road
	Combrooke	B4455	Fosseway		
	Ettington	D6491	Rogers Lane	Banbury Road A422	Halford Road
	Fenny Compton	D6391	Dog Lane	D6390 Church St	C35 Avon Dassett Rd
	Fulready	C31	Halford Road	Fosse Way	Banbury Road
	Fulready	D6470	Fulready Lane	Banbury Road C31	Whatcote Road
	Fulready	C109	Whatcote Road	Halford Road C31	Culvert
	Gaydon	B4100	Banbury Road Layby	Gaydon	Temple Herdewyke
	Halford	A429	Fosseway	Halford Island	Tredington Island
	Hampton Lucy	D6080	Stratford Road	Packsaddle Hiill A439	Hatton Bank Lane
	Harbury	D6056	Ivy Lane	C43 South Parade	D6044 High St
	Harbury	C43	Vicarage Lane	D6080 Dovehouse Lane	D6053 Butt Lane
	Hell Hole	B4455	Fosseway		
	Henley in Arden	C208	Mayswood Road	A4189	50m into 40 zone
	Henley in Arden	D5226	Station Road	A3400 High StT	Brookend Lane
	Henley in Arden	D5227	Mayfield Drive	Station Road	End
	Henley in Arden	D5228	Bear Lane	Station Road	End
	Henley in Arden	D5235	St John Close	Brookend Drive	End
	Henley in Arden	D5223	Brookend Drive	Station Road	A4189 New Road
	Henley in Arden	D5236	BrookEnd Close	Brookend Road	End
	Henley in Arden	D8034	Whitley Hill	A4189 Warwick Road	End
	Ilmington	C71	Darlingscote Road	C49 Armscote Road	A429
	Ilmington	D6554	Featherbed Lane	C48 Front Street	C71 Darlingscote Road
	Kineton	B4086	Banbury Road	Kineton high School	Kineton MOD 2nd entrance
	Kineton	D6406	Radway Road	Banbury Road	SD joint
	Kineton	D6441	Dene Close	Park Piece	End
	Kineton	D6438	Castle Road	Warwick Road	End
	Kineton	D6439	Castle Crescent	Castle Road	End
	Ladbroke	C140	Harbury Rd	B4451 Deppers Bridge	C140 Ladbroke High St

Stratford-on-Avon Joint Committee - East

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	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA CARRIAGEWAY SURFACE DRESSING 09/10			DRAFT PROPOSALS -		
	Lighthorne Heath	D6727	Southam Crescent	Banbury Road	Leam Road
	Little Compton	C115	Brewery Road	A44	Last years SD 100m east of Slade Farm
	Little Kineton	D6450	Kineton House Road	Norton Grange	Tysoe Road
	Loxley	C98	Stratford Road	Grove Hill Farm Bungalow	Loxley Road S/C
	Loxley	D6312	Manor Road	Goldicote Road	End
	Mappleborough Green	A4189	Henley Road	A435 Birmingham Road	200m west Outhill Lane
	Mappleborough Green	D5144	Haye Lane	A4189	A435
	Mappleborough Green	D5142	Orchard Place	A435	End
	Moreton Morrell	C45	Duffus Hill	The Grange D6348	Moreton Hall
	Moreton Morrell	D6348	The Grange	Moreton Morrell C45	End
	Moreton Morrell	D6350	Middle Town	Duffus Hill	End
	Moreton Morrell	D6349	Oaktree Close	Duffus Hill	End (2 sites)
	Newbold on Stour	D6599	Armscote Road	A3400	C49
	Newbold on Stour	D6557	Church Lane	A3400	End of road
	Newbold on Stour	D6556	Brook Lane	A3400	End of road
	Newbold on Stour	E6995	Mill Lane	A3400	End of road
	Newbold on Stour	D5657	Church Road	D6599 Armscote Road	End of road
	Newbold Pacey	D6073	Newbold Pacey Road	Newbold Road	End
	Northend	C52	Bottom Street	Leys Close	Gaydon Road
	Northend	D6404	Malt House Close	Including Layby D6399	
	Norton Lindsey	C93	Snitterfield Lane	Culvert	Norton Lindsey village name plate
	Oxhill	D5831	Gilkes Lane	Main Street C108	End
	Pillerton Hersey	D6477	Watery Lane	Kineton Road	End
	Pillerton Hersey	D6476	Oxhill Bridle Road	Kineton Road	End
	Pillerton Hersey	D6478	Ford Lane	Oxhill Bridle Road	C51
	Pillerton Priors	A422	Banbury Road Layby	2 laybys nr Pillerton Priors	
	Preston on Stour	A3400	Shipston Road	17 Meadows/Trinity Way Island	300m south of Orchard Hill Farm
	Preston on Stour	D6515	Admington Road	D6513	200m south of Preston Pastures
	Quinton	C117	Hidcote Road	C47 Admington Road	New surfacing
	Ratley	A422	Banbury Rd	Sun Rising Hill - C69 junction	County Boundary
	Ratley	D6431	Old Rd	C69 Edge Hill Lane	D6433 Quarry Lane
	Ratley	D6433	Quarry Rd	D6431 Old Rd	D6434 Edge Hill Lane
	Ratley	D6434	Edge Hill Lane	C69 Edge Hill Lane	A422 Banbury Rd
	Ratley	D6432	New Rd	D6431 Old Rd	To end of road

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			Road	From	To
STRATFORD AREA CARRIAGEWAY SURFACE DRESSING 09/10			DRAFT PROPOSALS -		
	Ratley	D6436	Grange Close	D6431 Old Rd	To end of road
	Ratley	D6435	High St -Old Road	D2721 Town Hill	D6433 Quarry Road
	Ratley	D2721	Town Hill - Old Road	D6433 Quarry Rd	D6435 High St
	Sambourne	D5210	Middletown	Middletown C38	End
	Shipston	C71	Darlingscote Road	A429	B4035
	Snitterfield	D5327	Park Lane	Church Road	SC by 30mph sign
	Southam	D2364	St James Crescent	D2367 St James Rd	D2363 Mill Crescent
	Southam	D2362	Mill Road	D2363 Mill Crescent	C36 Welsh Rd
	Southam	D2363	Mill Crescent	S/C Mill Cres Cul de sac	D2364 St James Crescent
	Southam	D2373	Bull Street/Craven Lane	C211 Daventry St	D2375 Pendicke St
	Spernal	D5212	Spernal Lane	Dead End by Vicarage	Spernal Lane End Farm Entrance
	Stratford	A4390	Severn Meadows Road	Evesham Road A439	Old Town Mews
	Stratford	D6173	Timothys Bridge Lane	Bishopton Lane	SC by industrial site
	Stratford	D6266	Swans Nest Lane	A439 Bridgefoot	End
	Stratford	C76	Wood Street	High St	Meer St
	Stratford	D6103	Park Road	A3400 Birmingham Road	End
	Stratford	D6143	St Gregorys Road	Maidenhead Rd	Welcome Road
	Stratford	D6140	Welcombe Road	A439 Warwick Road	Benson Road
	Stratford	D6142	Cedar Close	Welcome Road	End
	Stratford	D6138	Benson Rd	Welcome Road	Maidenhead Rd
	Stratford	D6139	Avenue Road	End	End
	Stratford	D6141	Rowley Crescent	Maidenhead Rd	Welcome Rd
	Studley	D5156	Green Lane	A448 The Slough	to boudary 30mph signs
	Tanworth in Arden	C90	Umberslade Road	C137 Tythe Barn Lane	End
	Tanworth in Arden	D5005	Malt House lane	Poolhead Lane	Causeway
	Tanworth in Arden	D5009	Salter Street	C89 Cut throat Lane	Boundary
	Tiddington	D6195	Knights Lane	B4096 Main St	C98 Loxley Road
	Tysoe	C54	Tysoe Road	s/c by bend D6456	Village nameplate
	Ullenhall	C208	Ullenhall Rd	A4189	30mph signs
	Walcote Village	D5435	Walcote Road	C41 Wood Lane	S/C village boundary
	Wellesbourne	A429	Warwick Road	Charlecote Road B4088	HRI 200m North
	Wellesbourne	A429	Ettington Road Layby	Wellesbourne	Ettington
	Wellesbourne	D6337	Grange Gardens	Chestnut Square	End
	Wellesbourne	D6323	Granville Road	Stratford Road	End

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	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA CARRIAGEWAY SURFACE DRESSING 09/10			DRAFT PROPOSALS -		
	Wellesbourne	D6324	Elliott Drive	Stratford Road	End
	Wellesbourne	D9316	Loxley Close	Elliott Drive	Loxley Road surface change
	Wellesbourne	D6327	Walton Park Road	Kineton Road	Walton Hall Entrance
	Whatcote	D6648	Rectory Lane	Whatcote Road C53	End
	Whatcote	D6649	Church Lane	Whatcote Road C53	End
	Whatcote	C53	Whatcote Road	Church Lane	The Orchard
	Wootton Wawen	D5586	The Glebe	A3400	Glebe End
	Wootton Wawen	D52210	Grey Mill Lane	Grey Mill Lane	Dead End Road
	Wynot	B4632			
STRATFORD AREA FOOTWAY RECONSTRUCTION 09/10					
	Alcester	C203	Stratford Road	Bridge	half way to Nursing Home
	Stratford	D6244	Old Town - Phase 1	to Southern Lane	Church
	Stratford	D6244	Old Town - Phase 2	Southern Lane	to Church Street
	Stratford	D6244	Old Town - Phase 3	Church Street	to College Street
	Stratford	D6210	Cottage Lane	Farm entrance to Private Footpath	
	Tiddington	B4086	Main Road	Opp Home Guards	to Alvestone Lane
STRATFORD AREA FOOTWAY SLURRY SEAL 09/10					
	Alcester	D5359	Meadow Rd	All	
	Alcester	D5368	St Faiths Rd	All	
	Alcester	D5401	Collins Way	All	
	Alcester	D5409	Riverside	All	
	Alcester	D5410	Weatheroak Rd	All	
	Alcester	D5408	Alcocks Rd	All	
	Alcester	D5402	Fairwater Close	All	
	Alcester	D5400	Alne Bank Rd	All	
	Alcester	D5418	Gerrards Rd	All	
	Alcester	D5417	Haselor Close	All	

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	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA FOOTWAY SLURRY SEAL 09/10					
	Alcester	D5404	Field Park Drive	All	
	Bishops Itchington	D6379	Ladbroke Road	Fisher Road	Old Road
	Bishops Itchington	D6382	Old Road	Ladbroke Road	Poplar Road
	Bishops Itchington	D6380	Central Drive	All	
	Bishops Itchington	D6384	Hambridge Road	All	
	Bishops Itchington	D6383	Orchard Close	All	
	Bishops Itchington	D6381	Poplar Road	Old Rd	Chapel St
	Bishops Itchington	D6334	Chapel Street	All	
	Bishops Itchington	D6372	Fisher Road	All	
	Bishops Itchington	D6373	Mansions Close	All	
	Ettington	D6490	Avon Close	Banbury Road	Avon Fields
	Ettington	D6501	Old Warwick Rd/Halford Rd	Banbury Road	End
	Ettington	D6485	Kents Lane	Banbury Road	Nelson Close
	Ettington	D2744	Nelson Close	Kents Lane	End
	Ettington	D6500	Spring Lane	Rookery Lane	End
	Gaydon	C31	Kineton Road	Church Road	St Giles Road
	Gaydon	D6410	St Mar's Close	Kineton Road	End
	Halford	A429	Fosse Way	o/s Garage	
	Halford	A429	Fosse Way	Queen Street	Queen Street
	Halford	F2048	Adj Halford Inn/Village Hall	Fosse Way	Mill Street
	Hampton Lucy	C94	Snitterfield Street	Bridge Street	The Langlands
	Henley in Arden	D5230	Johnson Place	All	
	Henley in Arden	D5237	Rose Ave	All	
	Henley in Arden	D5118	Beaudesert Ln	All	
	Henley in Arden	A4189	Warwick Rd	A3400	Arden Rd
	Lighthorne	D6354	Church Lane	The Green	End
	Lighthorne	D6359	Old School Lane	The Green	End
	Lighthorne	C96	Bishop's Hill	Verney Close	Old School Lane
	Lighthorne	D6357	Mountford Rise	Bishop's Hill	End
	Long Itchington	D2343	Wulfstan Drive	All Cul-De-Sac	
	Long Itchington	C33	Stockton Road	A423	School
	Oxhill	C53	Whatcote Road RhS	Green Lane	Main Street

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	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA FOOTWAY SLURRY SEAL 09/10					
	Oxhill	C108	Main Street	Whatcote Road	Green Lane
	Oxhill	D6470	Beech Road	Main Street	Back Lane
	Southam	D2394	Bridge End	All cul-de-sac	
	Stratford	D6204	West Green Drive	All	
	Stratford	D6205	Hathaway Green Lane	All	
	Stratford	D6206	East Green Drive	All	
	Stratford	D6207	Redlands Crescent	All	
	Stratford	D6208	South Green Drive	All	
	Stratford	D6215	Hathaway Lane	Evesham Road	Quineys Road
	Stratford	D8064	Seymour Road	All	
	Stratford	D6222	Winston Close	All	
	Stratford	D6250	Evans Close	All	
	Stratford	D6255	Mountbatten Close	All	
	Stratford	D6179	Montgomery Close	All	
	Stratford	D6214	Quineys Road	All	
	Stratford	D6304	Gainsborough Road		
	Stratford	D6305	Hogarth Road	All	
	Stratford	D6306	Pine Close	All	
	Stratford	D6307	Boucher Close	All	
	Studley	B4093	Redditch Rd	High St	Griffin PH
	Studley	D5176	Crooks Ln	High St	Middletown Ln
	Studley	B4092	Station Rd	Crooks Ln	The Slough
	Studley	B4092	High St	A435	Crooks Ln
	Studley	D5187	Park Ave	All	
	Studley	D5147	Castle Rd	A435	Wickham Rd
	Tanworth	D5030	Arden Leys	All	
	Ullenhall	C208	Henley Rd	Forde Hall Ln	Barrells Hall
	Welles/Walton	D6326	Walton Road		
	Wellesbourne	D6337	Grange Gardens	Ettington Road	End
	Wellesbourne	B4086	Warwick Road Lhs	Cherry Orchard	Newbold Road
	Wellesbourne	B4086	Warwick Road	Inner gyratory	
	Wellesbourne	B4086	Kineton Road Rhs	School Lane	Willow Drive
	Wellesbourne	D6344	Holly Lodge	Lowes Lane	End

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	Parish/ Settlement	Rd No	SITE		
			Road	From	To
STRATFORD AREA FOOTWAY SLURRY SEAL 09/10					
	Wellesbourne	D2455	Gloster Gardens	Vehicular crossings	
	Wellesbourne	B4086	Warwick Road	Church Street	Bridge Street
	Wellesbourne	C72	Bridge Street Rhs	Warwick Road	Stratford Road
	Wellesbourne	C72	Ettington Road Rhs	Chapel Street	Walton Road
	Wellesbourne	D9319	Loxley Road Rhs	Harris Close	Loxley Close

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Stratford on Avon East Joint Committee — 10 March 2009

Highway Maintenance Plan 2009/10 and Five Year List of Structural Maintenance Schemes

HIGHWAY MAINTENANCE PLAN

2009/10

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 Maintenance work is carried out in accordance with the Warwickshire County Council Highways Maintenance Policy , the Transport Asset Management Plan and, in addition, any Member decisions on budgets
- 1.3 Information is provided about the way in which the highways budgets will be spent in 2009/10. 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. Maintenance Contract

- 2.1 2009/10 is the sixth year of the seven year maintenance contract awarded to Carillion which covers all the highway maintenance work.
- 2.2 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.
- 2.3 The contract has been subject to regular internal and external monitoring and the recommended improvements have been investigated and implemented where appropriate. Progress is regularly reviewed by the Environment overview and Scrutiny Committee.
- 2.4 Work has commenced on the next contract which is due to commence in May 2011. It is anticipated that an advertisement inviting expressions of interest will be placed in the Official Journal of the European Journal in October 2009.

3. Targets

- 3.1 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 latest LTP.

4. Funding

- 4.1 The Revenue, Capital and Detrunked Road allocations since 2006/07, excluding funding for staff, are shown in the table below. The allocations for detrunked roads have increased due primarily to the detrunking of the A45, A446 and the A 435.

Funding allocations (excluding staff costs)				
Year	Revenue	Capital	Detrunked roads	Total
2006/07	£10,398,000	£7,085,000	£370,000	£17,854,000
2007/08	£10,976,872	£7,210,000	£504,500	£18,619,500
2008/09	£11,454,000	£7,564,000	£1,013,500	£20,031,500
2009/10	£12,554,500	£8,120,000	£1,090,000	£21,764,000

- 4.2 To achieve the targets the overall funding is distributed to the various elements of the service. The budget distributions since 2006/07 are shown in the table below. These exclude the extra Area Committee allocations

Highway Maintenance Budget Distributions				
	06/07	07/08	08/09	09/10
Insurance	£779,000	£827,000	£820,000	£683,000
Winter maintenance	£1,567,000	£1,626,000	£1,420,000	£1,400,000
Street Lighting repairs	£2,210,000	£2,270,000	£2,310,000	£2,470,000
Street Lighting Energy	£1,385,000	£1,760,000	£1,857,000	£2,946,000
Verges and Trees	Inc in 'other'	Inc in 'other'	£880,000	£904,000
Patching	£780,000	£1,209,000	£1,260,000	£1,336,000
Surface Dressing	£2,080,000	£2,035,000	£2,220,000	£2,390,000
Carriageway surfacing	£3,440,000 est	£3,465,000 est	£3,600,000	£3,680,000
Footway surfacing	£1,185,000 est	£1,190,000 est	£1,235,000	£1,214,000
Drainage	Inc in 'other'	Inc in 'other'	£1,720,000	£1,757,000
Line renewals	£795,000	£802,000	£733,000	£790,000
Other maintenance	£3,633,000	£3,435,000	£2,277,000	£2,194,000
TOTAL	£17,854,000	£18,619,000	£20,332,000	£21,764,000

Note – it has not been possible to accurately split some of the 06/07 and 07/08 allocations

4.3 The following can be noted from the table:-

- Required insurance payments have reduced in 09/10 partly due to reductions in claims.
- Winter maintenance budgets have decreased due to efficiency savings in the activity.
- Street lighting energy costs have increased substantially.
- Budget increases for carriageway and footway surfacing have not kept up with inflation, although this is partly offset by Area Committee allocations.
- Although not made explicit in the table the drainage allocation increased from 2008/09 as a result of an additional £500k revenue budget.

5. Public Satisfaction

5.1 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 2000, 2002, 2004, 2005 and 2007. The results for these surveys and the 2010 targets are shown in the table below.

	Net Satisfaction Score (percentage satisfied minus percentage dissatisfied)						Overall Satisfaction Score (ranging from 0-100)					
	2000	2002	2004	2005	2007	Target for 2010	2000	2002	2004	2005	2007	Target for 2010 (% increase from 2002)
Pavements/Footways	-15%	-17%	-22%	+5%	+2%	24%	56	41	40	49	49	57(+40%)
Rural Road Surfaces	-14%	-31%	-27%	+2%	+6%	10%	53	36	38	49	49	54(+50%)
Roadworks Planning	-10%	-24%	-20%	+10%	+3%	20%	46	39	40	51	49	58(+50%)
Drainage	+3%	-13%	-4%	+13%	+4%	20%	64	42	46	52	49	59(+40%)
Town Road Surfaces	+16%	-3%	+1%	+23%	+18%	45%	49	45	48	55	53	63(+40%)
Winter Maintenance	+24%	+29%	-3%	+24%	+35%	42%	42	57	47	55	59	63(+10%)
Rural Road Verges	+25%	+21%	+32%	+38%	+44%	33%	57	59	58	60	63	65(+10%)
Road Signs	+46%	+40%	+38%	+50%	+50%	54%	64	57	60	66	64	63(+10%)
Road Markings	+47%	+33%	+29%	+41%	+38%	46%	70	58	57	61	60	64(+10%)
Street Lighting	+55%	+54%	+46%	+53%	+58%	69%	43	66	64	65	68	73(+10%)

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

- Compared to the 2002 survey satisfaction with all activities has improved. Compared to the 2000 survey satisfaction with all services has improved or remained the same except for road markings.
- Pavements/Footways, Rural Road Surfaces and Rural Road Verges have all had more funding and these show the highest increase in satisfaction.
- Satisfaction with Roadworks Planning and Winter Maintenance has increased. More attention has been paid in recent years to minimising disruption to the public.
- Satisfaction with Drainage fell in 2007 compared with 2005. It is presumed that this is due to the flooding in 2007.

5.3 It now seems unlikely that many of the 2010 satisfaction targets will be met. These were set by Members in 2002 as a consequence of the Best Value Review.

6. Surface Dressing and Structural Maintenance Treatments

6.1 The surface dressing and structural maintenance allocations are used to fund the following treatments

	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/10
Principal Roads – Structural Maintenance	6km	5km	2.5km	3.4km	1.4km*	2.9km●	0.9km"
Principal Roads – Surface Dressing	22km	31km	13km	21.1km	22.2km	17.8km#	26.6km#
Non Principal Roads – Structural Maintenance	52km	80km	34.8km	29.0km	41.2km*	19.2km	26.2km
Non Principal Roads – Surface Dressing	135km	195km	185km	172.8km	167.7km	174.6km	170.2km
Carriageway Microasphalt				7.2km	15km	16.0km	10.0km
Footways**	80km	91km	112km	220km*	143.7km*	146.2km	135.2km

**Note 1: Footways include Slurryseal treatment

*Note 2: Includes Area Committee schemes

#Note 3: Includes 2.5km on A446 funded through Detrunking income

●Note 4: Includes 0.9km on A446 funded through Detrunking income

7. Structural Condition of the Network

7.1 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 show the latest results available.

7.2 Significant development of machine based surveys has taken place in recent years to the extent that national Performance Indicators for the A, B and C roads are now derived from these survey results.

7.3 The survey results for the **Principal (A) roads** are given in the following tables. These make up about 11% of the surfaced road network in the County.

7.3.1 The National Road Maintenance Condition Survey (NRMCS) shows an improving condition from 2000 but a deterioration from 2005 to 2006. The other principal road indicators show a possible deterioration in the past few years.

7.3.2 National concern about the ability of the BVPI (SCANNER) survey to accurately identify roads in need of repair resulted in a change in the calculation method for 2007/08.

7.3.3 The present interpretation of the results is that the condition of the A roads in Warwickshire is above the National average and probably deteriorating slowly. This felt to be acceptable at present given the public's level of satisfaction.

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
2005	51	35	43	74.3
2006	65	52	58.5	70.3

Note The lower the value the fewer the surface defects

* This survey was terminated by the Government in 2007

UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2006			2001/2002	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008
Percentage length of A Roads with defects above the threshold	UKPMS – CVI (BV96)	Fixed Merge method	3.1%	3.7%	-			-	-
		Variable Merge method		9.2%	6.9%	8.0%	9.9%	10.2%	
	SCANNER (BV96)					27.79%			-
	SCANNER (BV223)						5%	6%	
	SCANNER (BV223)								4%

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

7.4 The survey results for the **Non Principal roads** are given in the following tables. The B and C roads make up about 35% and the D roads 54% of the surfaced road network in the County.

7.4.1 Except for the 2006 NRMCS results for B and C roads all surveys show improvements in the condition of the Non Principal Roads since 2003. The condition of the roads is also above the National average.

NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES								
	CLASSIFIED ROADS (B & C)				UNCLASSIFIED ROADS (D)			
	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
2005	56	66	61	92.9	84	127	105.5	108.8
2006	72	85	78.5	89.6	74	122	98	106.1
2007[#]					61	114	87.5	107.8

Note The lower the value the fewer the surface defects

This survey was reduced in 2007 and axed by central gov't last year.

UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2008		2001/2002	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008
Non Principal Roads (B and C roads)								
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 - CVI Fixed Merge Method	11.4%*	8.91%	-	-			-
	UKPMS - CVI Variable Merge Method	-	17.9%	18.19%	17.72%	15.32%	13.2%	
BVPI number changed to BV224a (coverage as BV97a)	Method of data collection and processing changed to SCANNER.	-	-	-	-	9%	7%	3%
Unclassified Roads (D Roads)								

BVPI 97b – 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	7.4%*	4.46%	-	-	-	-	-
	UKPMS - CVI Variable Merge Method	-	17.1%	18.54%	14.94%	14.6%	14%	14%
Footways								
BVPI 187 (Percentage of footways surveyed exceeding the threshold)**	UKPMS DVI survey	-	81.9%	75.98%	34.8%	34.4%	31.75%	27%

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

7.5 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.

8 Structural Maintenance Targets

8.1 The better the structural condition of the road network, the less routine maintenance work, such as patching, will be required. As a result, over the past few years, extra funds have been allocated to resurfacing work to improve overall road conditions.

8.2 It has been estimated that road conditions will improve if about 5km of principal Roads and 50km of other roads are resurfaced each year. Past funding has almost allowed this target to be achieved for the non principal roads but not for the principal roads.

9. Surface Dressing

9.1 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.

9.2 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

9.3 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.

9.4 This year it is proposed to surface dress 27km of A road and 170km of other roads.

10 Street Lighting

10.1 General

Street lighting involves the maintenance of some 48,158 lights and some 7,537 illuminated signs which include bollards, vehicle activated signals, and belisha beacons.

There are three main types of lights in the county. About 40% of lights are Low Pressure Sodium which give a monochromatic orange light and have a low energy use compared to other lamp types. Some 55% are High Pressure Sodium which give a golden white light but which use almost twice as much electricity as low pressure sodium lights. About 3%(1,560) 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. It is anticipated that we will no longer be able to buy Mercury lamps within the next year or two and we are therefore actively trying to replace as many as possible when funds are available.

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 which can render areas as being dim if retrofitted into High Pressure Sodium lanterns. We have recently successfully trialled a new light source called CosmoPolis which emits a very high quality White Light and uses significantly less energy than comparable High Pressure Sodium light sources. We are now specifying CosmoPolis on new developments.

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), though many have been removed as part of the World Class Stratford Project), Coleshill and Warwick.

10.2 Performance

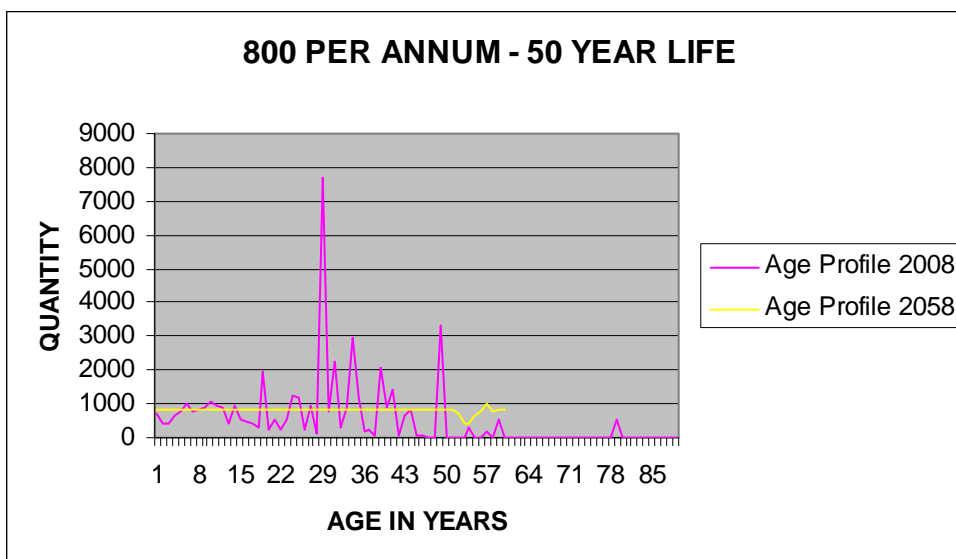
In the past three years the contractor has achieved lighting levels substantially better than the contract minimum. The Contract asks for a performance of 98.5% lights working and the level achieved is consistently around the 99.5% lights working level.

As a result of improved efficiency from the Contractor's gangs and improved specification of the lighting equipment substantial cost reductions have been achieved in Street Lighting.

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 and an Annual Planned Replacement Programme is becoming necessary to keep the stock safe. Approximately 19,500 lighting columns (excluding wall brackets and units mounted on wooden poles) are over 30 years old which equates to around 41% of the lighting column stock – the Design Life for a street lighting column is typically 25 Years and we have had seven lighting columns spontaneously collapse due to corrosion within Warwickshire in the last five years, fortunately without any injury or property damage.

The Budget for Street Lighting is presently only adequate for replacing any columns that fail the structural test or are found to be corroded, or damaged by untraced third parties; keeping the street lights working; and structurally testing around 2,000 columns per annum – once structurally tested the column is then generally certified as being safe for either 3 or 5 years or is reported as needing to be replaced but there is not sufficient funds to test all columns. The Budget is generally not adequate for any lighting upgrade or large private cable replacement.

In an ideal world we should be replacing 1/25th (25 year design life) of our lighting stock every year as part of a Planned column replacement programme which would amount to an **additional** budget requirement of around **£3,250,000 per annum**. However, internally and externally galvanised steel columns have been specified since around 1993 and Aluminium columns are now being specified for all new developments. It is felt that both Galvanised Steel and Aluminium columns may have a safe working life well in excess of 50 years due to the use of these materials that do not corrode so easily as the materials and protective systems used in columns installed prior to 1993. Bearing in mind the specification of better column materials and column protective systems we could over a period of the next 50 years reduce the age profile of our lighting stock to a safe level (as indicated in the graph below) but this would need a ring fenced annual budget to cover the Planned Replacement cost of replacing at least 800 lighting columns each and every year – presently around **£1,400,000 per annum** would be required on top of our existing budget.



10.4 Energy

A large part of the street lighting budget is spent on energy – approximately £2,580,000 for 2008/09. There is presently a contract in place with Scottish & Southern Electric for the purchase of Brown Energy where the purchase of building and street lighting energy is combined to achieve cost savings by having a relatively balanced energy requirement through the day and night. This contract is due to be relet in October 2009.

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. The suggestion was not supported but at the September 07 meeting Members agreed to a small trial of street light dimming in the Warwick area. Small dimming trials are presently underway and is going to be evaluated once the winter cycle has been completed which has the highest street lighting use.

10.5 Lighting Improvements

Street Lighting is installed to improve safety and to reduce crime and fear of crime. If lighting improvements are required they need to be funded from Area Committee or other sources.

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 as it is anticipated that they shall be obsolete in the next year or two.

11. **Routine Maintenance Activities** **Area Response Teams**

11.1 Routine maintenance of the highway network is divided into five areas coincident with the district council boundaries. In 2007/8 there was an increase from 14 to 15

Area Response Teams(ART's) to reflect the detrunking of the A446 and A35. In 2008/9 the number of gangs was reduced to 13 to reflect cost savings and efficiency gains. There are three drainage teams, compared with two gangs in 2005/06, to help address the backlog of drainage works. Four ART teams deal with category 1 and 2 safety defects identified by the inspection teams within the urban areas and one signage team. There are five ART's dealing with emergency and planned maintenance activities.

There are typically between 3-8 road patching gangs, depending on the time of year and related work activities such as surface dressing, that will undertake larger patch repairs to carriageways.

Changes in planning, management and methods over the past 2 years have facilitated a substantial increase from some 18000sqm in 2006/7 to some 34,000sqm of patching work in 2007/8 which has help reduce insurance claims by 25%. Some 40,000sqm of patching has been delivered during 2008/09 and a similar quantity is proposed for 2009/10.

12 Customer Service Centre and Web Site

In May 2006 the highway maintenance customer services centre was merged with the corporate call centre. Each year the call centre handles approximately 33,000 calls. The 2007 June-July floods and follow up drainage queries resulted in some 3000 extra drainage calls. The increased patching resources and changes to management of pothole defects over the past two years has reduced the annual number of calls from a high of over 5700 to less than 2000. The County Highways website is increasingly seen as a key information source for key stakeholders to find general answers to frequency asked questions and general application forms for highway related matters.

13. Winter Service

- 13.1 In line with the recommendations of the Best Value Review evaluation of the Winter Service continued during the summer of 2008, involving the Highway Maintenance Contractor. Previous reviews have 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, to include interchangeable bodies for shared use with surface dressing operations.
 - (v) Introduction of 7 loading shovels purchase to replaced contract hired equipment.
 - (vi) The introduction of Snow , and Severe Weather Plan with the (establishment of the conditions and criteria for the operation of a Snow Desk, to help in the planned response to snow conditions.
 - (vii) Publication to a wider audience of information on the provision of the service through the Warwickshire website.

- 13.2 During the 2007/08 winter season 54 full grits were completed (against the average expected in a year of 47). 10 of these involved gritting at the higher spread rates. There were no treatments following snowfall during the winter season . So far this season there have been 68 grits including 25 at higher spread rates. There have been 21/2 days of snow ploughing and additional treatments following snowfall.
- 13.3 The opportunity arose to buy an additional five modern vehicles at reasonable cost which has resulted in a reduction in the average age of the vehicles within the strategic fleet. The benefits have been improved reliability, and reduced maintenance costs of the fleet.
- 13.4 The Winter Service Review undertaken during the summer of 2008 looked at all aspects of the service provided during 2007/08 and the preparations required for 2008/09. The service will be reviewed again at the end of this winter to see what lessons can be learned from the severe weather experienced so far.

14. Patching

- 14.1 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.
- 14.2 In 2007/08 the amount of patching undertaken was nearly double the amount carried out in 2006/07. For 2008/09 this rose to approximately 40,000sqm and it is intended to continue this level in 2009/10.
- 14.3 Programming and planning of patching gangs is now based centrally in order to ensure more effective use of resources. Work is being identified well in advance so that the contractor has the optimum opportunity to plan and organise the work effectively.

15. Road Markings and Studs

- 15.1 2008/09 has been a successful year in delivering the programme to budget and time through co-operative working between Warwickshire County Highways, Carillion and their specialist subcontractors.
- 15.2 As part of trialing new materials and processes a number of different types of road studs are being used. Also, during 2009/10 a new road marking material called MMA (Methyl Methacrylate Acryline) will be trialled which is purported to be more durable and being a cold applied material is safer to use. It consists of two components which, when mixed, create an exothermic chemical reaction leading to rapid hardening, it has the added advantage that roads can quickly be returned to service.

16. Verge and Tree Maintenance

- 16.1 In 2008/09 the county policy of cutting grass three times a year has been achieved. Area Surveyors continue to address the problem of overgrown hedges/trees obstructing road signs by the introduction of serviceability inspections. Being a wet year there was a greater extent of seasonal growth.
- 16.2 The targeted treatment of ragwort started 2006, continues to be a success resulting in a substantial reduction in the number of public calls. Japanese knotweed will continue to be dealt with as part of a County wide spraying programme.
- 16.3 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 2009.

During 2008 some 220 trees have fallen and blocked the highway.

17. Gully emptying and Drainage

- 17.1 Over the past 2 years gullies are generally being emptied at a frequency of 1-2 years. The 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 being developed.
- 17.2 Three Area Response Teams (ART's) will be dedicated to drainage work under the control of the Area Surveyors. The additional Member funding for 2008 supported an additional gang in the Warwick area.

Further drainage resources have been made available by Area Committee's that have allocated funds for specific priority drainage projects in 2009/10.

- 17.3 In 2009/10 it is proposed to visit some 81,000 out of 96,000 gullies on the highway network.

Continued use of GPS tracking systems facilitates variable frequency cleaning based on "need". The saving of resources allows resources to be targeted at identified problem sites. The savings in variable frequency cleaning and additional financial resources have allowed over 3000 problem gullies to be cleared over the past two years,

17.4 Climate change is putting increased demand on our resources, making reduction of the backlog of drainage repairs a greater challenge.

18. Signs

18.1 The three main issues with sign maintenance are:-

- (i) The fact that there is a backlog of signs which need to be replaced: and
- (ii) The need to check that the signs which have been installed in the past (particularly within urban areas) are still required.
- (iii) During 2008/09 there has been a significant rise in the theft of metal signs and gully lids, reflecting the peaks in scrap metal prices

18.2 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.

18.3 The exercise of decluttering unnecessary sign in town and on routes is continuing as resources allow.

19. Other Issues

Co-ordination of roadworks

19.1 The changes to the New Roads and Streetworks Act 1991 (NRSWA) were implemented from April 2008, 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 from April 1st 2008 all works carried out in Warwickshire are held in a central register, this enables pro active and effective coordination to reduce wherever possible the level of disruption caused. This we are displaying via a public website for the benefit for the travelling public but also all works promoters who can see where works are being undertaken now and in the near future.

In addition to this short term coordination we developed in partnership with other local authorities a method of forward planning which enables long term programmes from all works promoters to be shared on a central web site . This will help all works promoters to identify opportunities for joint working and timings of resurfacing. It is much easier to adjust the timings of works in medium and long term programmes than just before contracts have been entered into.

A key driver within all this is the demonstration of parity of treatment with the utilities and the measurement of this authority's performance in comparison to utilities. The Department of Transport is developing a suit of Quality Performance Measures against which we will monitor the performance of all works promoters. Rather than being used as a means of identifying poor performance, it is considered essential that they encourage a culture of continued improvement by all works promoters within the highway.

20. Safety

- 20.1 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.
- 20.2 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. A similar process is in place in 2008/9 and key routes such as the Fosse Way which passes through 3 District Boundaries have been targeted.

21. Town Centres

- 21.1 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.
- 21.2 This is now changing with the recognition that the appearance of an area or highway route, as measured for instance by the Streetscape Appearance Index, has an important role to play in the economy and regeneration of an area. Since 2002 the average index value for Warwickshire Town Centres has increased by some 28%.
- 21.3 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 Area Committees by Members for Streetpride Activities has helped deliver targeted improvements. It is hoped that Area Committees will continue to support works to maintain high quality public areas.
- 21.4 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 again been recognised by Britain in Bloom reports and is reflected in 12 Warwickshire Town's gaining awards in 2008. Extensive Streetscape painting was carried out in Kenilworth and Whitnash in 2006. In 2007 streetscape painting was carried out in Henley and in Wellesbourne in the Spring of 2008.

Following the detrunking of the A435 works were targeted in Studley with multi-agency and community activities to improve the local environment.

In 2009 it is hoped that Bedworth Town Centre will benefit from decluttering and renewal of road signs and painting of street furniture within the ring road and on key approach routes.

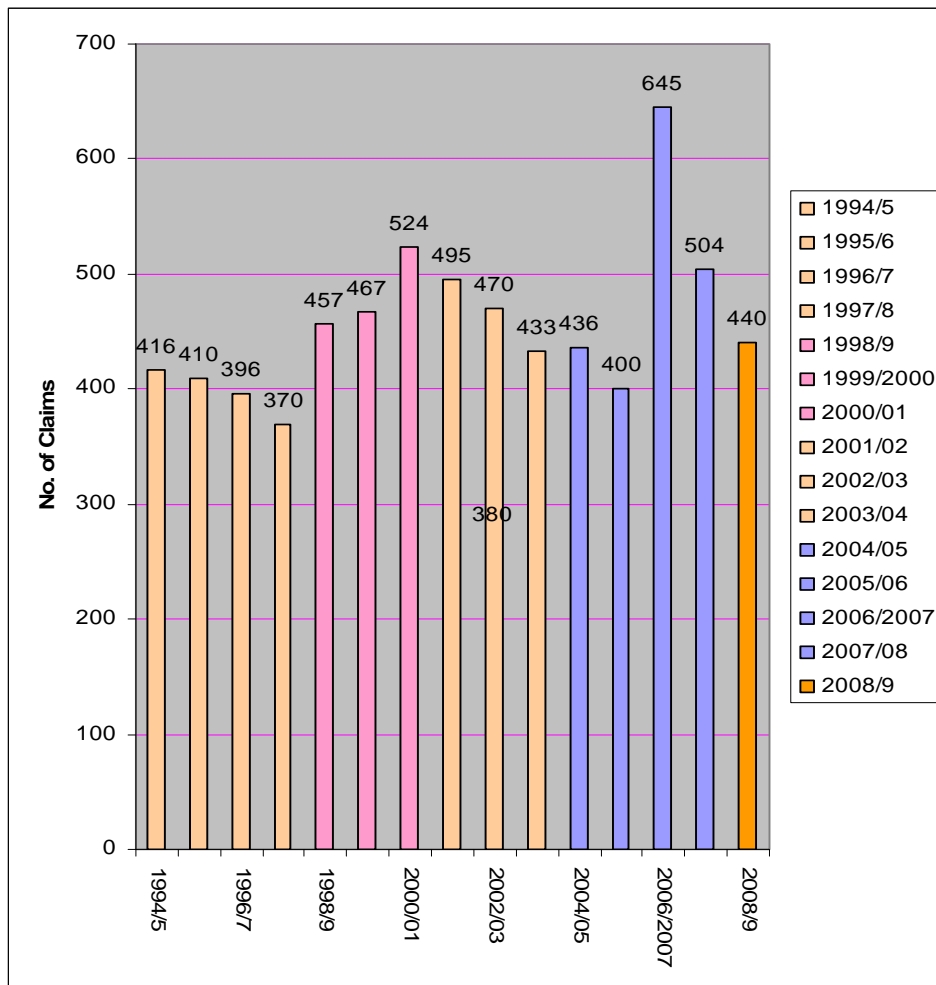
- 21.5 County Highways works closely with District, Borough, Town and Parish Councils and other local organisations. Notable groups include the North Warwickshire Public Realm Partnership which fostered very strong partnership working practices. County Highways facilitates some three meetings a year to ensure focussed co-ordination between authorities.

22 Insurance

- 21.1 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. The inhouse development and implementation of IT systems has greatly streamlined the process involved from the identification to the repair of potential hazards and helped reduce the risk of claims.
- 22.2 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.

2006/7 saw a rapid rise in claims due to former reductions in patching, and increasing frequency of freeze-thaw conditions over the mild winter. To address this situation the patch resources were increased to deliver an increase from 18000sqm to some 34000sqm in 2006/7. Changes in materials, processes and cluster working has resulted in a 25% reduction in claims presented to County Highways. In 2008/09 some 40,000sqm of potholing work will be delivered. The 2008/09 target of 400 claims will be exceeded by some 10% as a result of the severity of the 2008/09 winter.

- 22.3 The overall trend of insurance claims over a 14 year period, shown in the table below, is encouraging when considered against the 25% increase in traffic over that period. The actions taken by County Highways to reduce claims has resulted in an indicated £137,000 reduction in insurance payments (see para.4.2) from County Highways in 2009/10.



23. Quality Assurance

- 23.1 In April 2005 , following an independent audit, County Highways retained its BSI accreditation.
- 23.2 In March 2006 County Highways Depots received ISO14001 accreditation for environmental management.
- 23.3 BSI audited County Highways in April 2008 and approved our continued accreditation.

Sustainability

24. Sustainability & Asset Management

24.1 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 taking place for several years. 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. In excess of 8,000 tonnes of recycled materials have been used in construction projects since the project started.

- Trials of sustainable techniques for routine maintenance continue, with some success being achieved with “Nuphalt”, a reheating, recycling patching system. Further trials of an asphalt recycler are planned for the near future.
- 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, continues.
- We have made a start at collecting highway drainage inventory and mapping of systems, in particular during 2007/08 and 2008/09. This process is focussed on identified flood risk area’s at this stage.

Communications

- 25.1 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. 2009/10 Works Programme

- 26.1 Lists of schemes have been produced showing the planned maintenance work proposed during the period 1st April 2009 to 31st March 2010. 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 2009.
- 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