

Dear Councillor

**SOUTH JOINT COMMITTEE - THURSDAY, 19TH MARCH, 2009**

I am now able to enclose, for consideration at next Thursday, 19th March, 2009 meeting of the South Joint Committee, the following reports that were unavailable when the agenda was printed.

**Agenda No    Item**

9.     **Highway Maintenance Plan 2009/10 and five year list of Structural Maintenance Schemes (Pages 1 - 26)**

To receive information on highway maintenance work proposed in 2009/10 and lists of other sites where maintenance work will be required in the future

10.    **Delegated Transport Budget for Safety, Maintenance and Minor Works 2009/10 (Pages 27 - 32)**

To receive details of the proposed 2009/10 delegated budget allocations for Stratford-on-Avon South Joint Committee.

12.    **Alcester Road Cycle Scheme - Phase 1 (Pages 33 - 40)**

To consider a new cycleway along the A422 Alcester Road in Stratford-upon-Avon.

13.    **Stratford-upon-Avon Leisure Centre Link (Pages 41 - 42)**

To receive a briefing note

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- 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 South Joint Committee - 19 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 the Joint 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 are expected to have decreased further in 2008/09.
- 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.

<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
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								
Activity	WARWICKSHIRE				STRATFORD DISTRICT			
	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 Area Committees' drainage budget. (See Section 5).
  - (vi) 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 Committee.
- (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

3 March 2008

## Stratford on Avon South Joint Committee – 19 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 A435.

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
<b>TOTAL</b>	<b>£17,854,000</b>	<b>£18,619,000</b>	<b>£20,332,000</b>	<b>£21,764,000</b>

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.

<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
2005	51	35	43	74.3
<b>2006</b>	<b>65</b>	<b>52</b>	<b>58.5</b>	<b>70.3</b>

Note The lower the value the fewer the surface defects

\* This survey was terminated by the Government in 2007

<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>	<b>2006/2007</b>	<b>2007/2008</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%	10.2%	
	SCANNER (BV96)					<b>27.79%</b>			-
	SCANNER (BV223)						<b>5%</b>	<b>6%</b>	
	SCANNER (BV223)								<b>4%</b>

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.

<b>NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES</b>								
	<b>CLASSIFIED ROADS ( B &amp; C )</b>				<b>UNCLASSIFIED ROADS ( D )</b>			
	Warwickshire			National	Warwickshire			National
	Urban	Rural	Average	Average	Urban	Rural	Average	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
<b>2006</b>	<b>72</b>	<b>85</b>	<b>78.5</b>	<b>89.6</b>	<b>74</b>	<b>122</b>	<b>98</b>	<b>106.1</b>
<b>2007#</b>					<b>61</b>	<b>114</b>	<b>87.5</b>	<b>107.8</b>

Note The lower the value the fewer the surface defects

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

<b>UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2008</b>		<b>2001/2002</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>
<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%	13.2%	
BVPI number changed to <b>BV224a</b> (coverage as BV97a)	Method of data collection and processing changed to SCANNER.	-	-	-	-	<b>9%</b>	<b>7%</b>	<b>3%</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>14%</b>	<b>14%</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>	<b>31.75%</b>	<b>27%</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

- 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

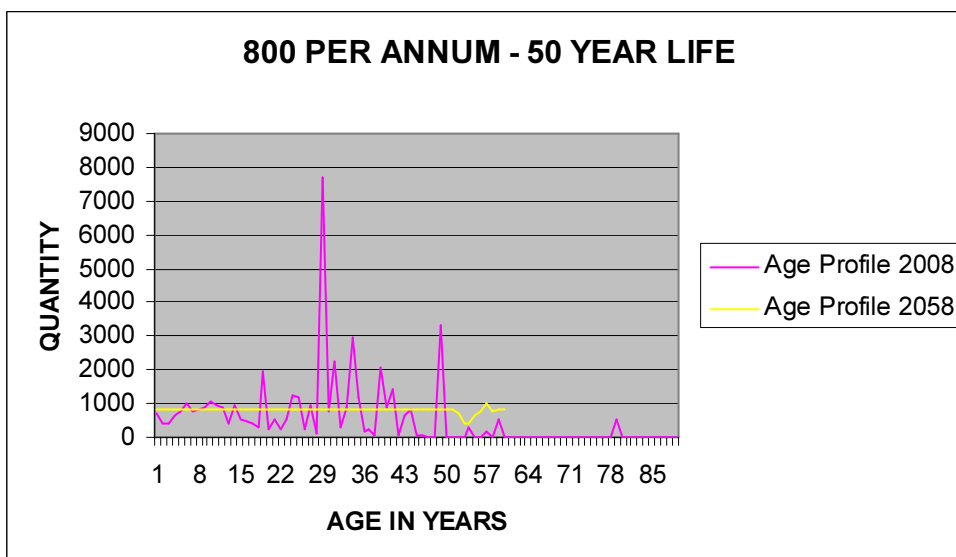
In the past three years the contractor has achieved lighting levels substantially better than the contract minimum. The Contract asks for a performance of 98.5% lights working and the level achieved is consistently around the 99.5% lights working level.

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 1/25<sup>th</sup> (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 1<sup>st</sup> 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.

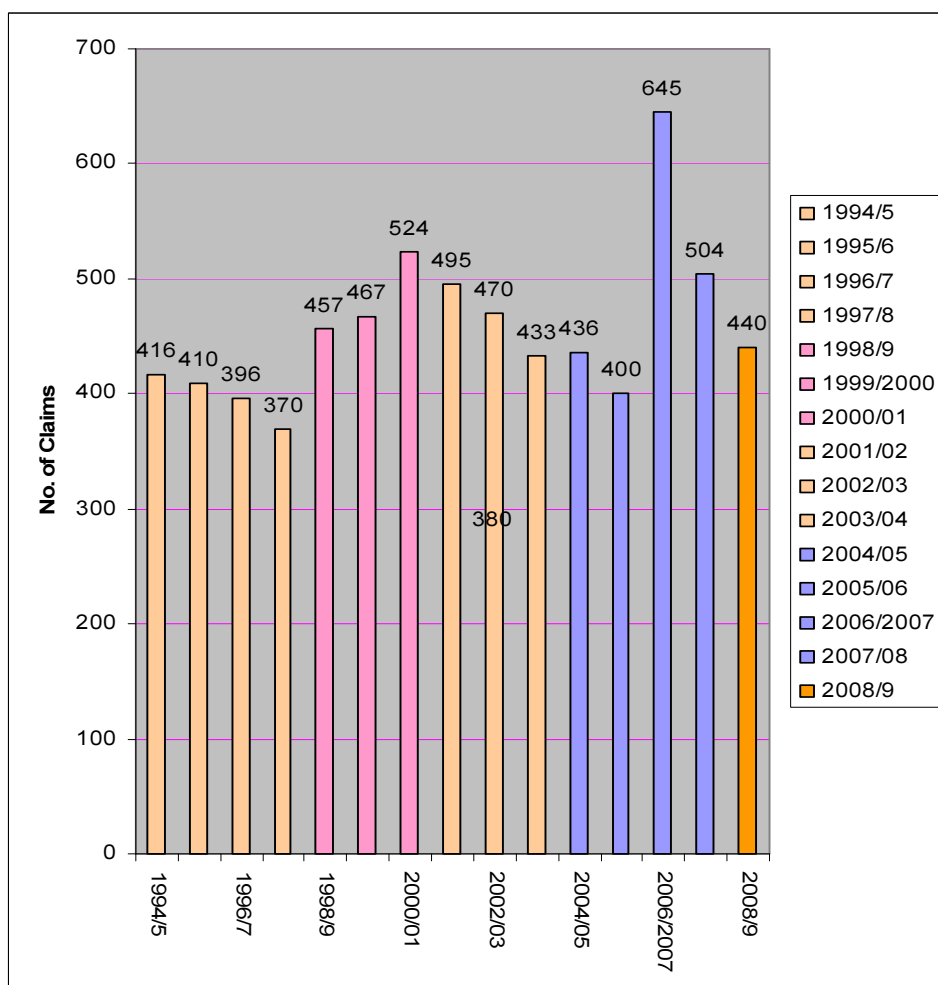
- 21.5 County Highways works closely with District, Borough, Town and Parish Councils and other local organisations. Notable groups include the North Warwickshire Public Realm Partnership which fostered very strong partnership working practices. County Highways facilitates some three meetings a year 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 1<sup>st</sup> April 2009 to 31<sup>st</sup> 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



- 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  23 April 2009
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

**Stratford on Avon South Joint Committee  
19 March 2009**

**Capital Programme for Transport 2009-10**

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

**Recommendation**

That Members:-

1. Agree the £50,000 route treatment on the A422 (Alcester Road) – Arden Street to A46 be top sliced from the total budget of £440,000.
2. Agree to divide the remaining £390,000 between the three Stratford on Avon Joint Committees.
3. Support the Local Schemes (Minor Improvements) Programme for Stratford on Avon South given in Table 1.
4. Support the removal of the requests listed for Stratford on Avon South given in Table 2.
5. Support the Street Lighting Allocations for Stratford on Avon Area given in Table 3.
6. Support the Drainage Allocations for Stratford on Avon Area given in Table 4 and 5.
7. Support the Footway Re-Construction Allocations for Stratford on Avon Area given in paragraph 5.1.

**1. Introduction**

- 1.1 A Transport Capital Seminar for the three Stratford on Avon Joint Committee Members was held on 23 January 2009. At the seminar draft 2009-10 programmes for Delegated Budgets were discussed. The purpose of this report is to enable the Area Committee to agree the schemes Members supported after discussion at the Transport Capital Seminar. Details of how it is proposed to allocate the delegated budget for all seven Area Committees will be reported to Cabinet on 23 April 2009 as part of the overall 2009/10 Capital Programme for Transport.

- 1.2 At the seminar Members supported the proposal that £50,000 for the route treatment on the A422 (Alcester Road) – Arden Street to A46 would be top sliced from the total budget of £440,000.
- 1.3 Members then supported the proposal to split the remaining funding £390,000 between the three Joint Committees
- 1.4 Members of the three Joint Committees then went into their respective groups to prioritise the allocation of the remaining £130,000 budget for their area.

## 2. Delegated Budgets for Stratford on Avon Area

- 2.1 At the Transport Seminar on 23 January 2009, Members were presented with a list of requests that had been received for local minor improvement schemes. These requests were considered at the seminar and the schemes listed in Table 1 were subsequently supported by Members for implementation from the delegated budgets.

Ref.	Schemes Selected for Implementation	Estimate
02/STR/08-09 07/STR/08-09 01/STR/09-10	Scheme scoping and preliminary design:  Long Compton Halford- Sutton Lane, Brailes -	£9,000
01/STR/09-10	Pillerton Hersey - Local safety Scheme.	£10,000
02/STR/08-09	Windsor St/Wood St junction with Rother Street - Widening/kerb realignment at this location to improve pedestrian access.	£6,000
07/STR/08-09	Narrow Lane, Stratford - A request for a one way system. Scheme preliminary design	£6,000
	<b>Total</b>	<b>£31,000</b>

- 2.2 After consideration, Members supported the proposal that the requests for improvement schemes listed in Table 3 should be removed from the list. A letter of explanation will be sent to everyone whose requests have been unsuccessful.

Ref.	Location & Description	Comments
08/STR/09-10	Main Street, Tiddington	Councillors asked that we remove this scheme
09/STR/09-10	Evesham Road, Stratford	To be funded from Speed Limit Review

- 2.3 All requests for Minor Improvements, Street Lighting and Drainage that have not been selected for 2009-10, nor specifically removed from the list of requests, will remain on the list for consideration in future years.



### 3. Street Lighting

- 3.1 After consideration Members supported the proposal to allocate £9,000 for street lighting upgrading. The work selected for this allocation, after consultation with Members, is shown in the table below.

Location	Description	Reason	Estimated Cost
Shottery Road and Lea Close	Replace lanterns and paint columns	Existing lanterns in poor condition	£9,000

### 4. Drainage

- 4.1 After consideration, Members supported the proposal to fund the three large drainage schemes listed in table 3 below together with the two CCTV surveys/mapping/investigations listed in table 4 below.

Site No.	Location	Description	Estimated Cost.
B	Brailes	Castle Hill Lane pipe crossing etc.	£25k
C	Illmington	Bank stabilisation & new pipe.	£20k
D	Little Compton	Pipe crossings	£20k

### 5. CCTV Surveys/Mapping/Investigations

- 5.1 A Preliminary investigation will be undertaken using CCTV to identify the scale of any drainage problems prior to a Capital funded improvement being implemented. These costs will feed into the resulting schemes.

Site No.	Location	Description	Estimated Cost.
1	Tysoe	As above, selected areas.	£5k
2	Lower Clopton	Consultants study.	£3k

### 6. Footways

- 6.1 With the balance of funding £17,000 Members chose to re-construct part of the footway in Chapel Lane, Stratford.

## 7. Financial Implications

7.1 A summary of the proposed Delegated Budget allocations is given in Table 6.

<b>Table 6 – Summary of Allocation of Delegated Budget Funds 2009-10</b>	
<b>Funding Available</b>	
Maintenance and Safety Budget including LTP Minor Works Allocation to Delegated Budget	£130,000
<b>Total Funding Available</b>	<b>£130,000</b>
<b>Proposed Allocations</b>	
Minor Works/Local Schemes – Table 1	£31,000
Street Lighting Improvements	£9,000
Drainage (Large Schemes)	£65,000
CCTV Surveys/Mapping/Investigations	£8,000
Footway Re-Construction	£17,000
<b>Total</b>	<b>£130,000</b>

7.2 The Highways Maintenance and Safety Budget was approved by the County Council on 6 February 2007. £2 million was allocated across the County; £400,000 to each of the County's five areas.

7.3 In addition to this, £40,000 per annum has historically been allocated from the LTP settlement for Minor Works improvements in each area of the County. It is understood that the proposed 2009/10 Capital Programme for Transport includes an allocation for this amount as in previous years.

PAUL GALLAND  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

11 March 2009



- Other Chief Officers  .....
- District Councils
- Health Authority  .....
- Police  Warwickshire Police (PC Sally Rolfe – Road Safety Team)
- Other Bodies/Individuals  Stratford on Avon District Council  
Councillor R Cockings  
Councillor Moorse

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

**SUGGESTED NEXT STEPS :**

*Details to be specified*

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

# Stratford on Avon South Joint Committee – 19 March 2009

## Alcester Road Cycle Scheme

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

#### Recommendation

That the Joint Committee either:-

1. Approves the construction of Phase 1 of the recommended Alcester Road Cycle Scheme, including the provision of an advisory cycle lane and the removal of three right hand turn lanes as highlighted on the plan in **Appendix A**.
2. Supports an alternative scheme which retains the three right hand turn lanes but still delivers an improvement for cyclists.

#### 1. Background

- 1.1 It is proposed to develop a new cycleway along the A422 Alcester Road between Proctor Way and Brookside Road in Stratford-upon-Avon. The scheme is specifically identified in the current Warwickshire Local Transport Plan, and has been included in the County Council's Transport Capital Programme for 2008/09. The scheme is to be delivered in two phases, and will link with the existing cycle facilities on Alcester Road which currently end adjacent to the 'Saltway Centre'. This report seeks approval for Phase 1 of the scheme only.
- 1.2 Policy CY2 in the County Council's Cycling Strategy sets out the intention to develop "cycle route networks in the main towns of the county to encourage more cycling for local journeys". The cycle scheme on Alcester Road will positively contribute to the delivery of this policy, by assisting utility and leisure cycle journeys along what is a key transport corridor within Stratford-upon-Avon.
- 1.3 A recent survey undertaken by the County Council in November 2008 highlighted that the Alcester Road is currently being used by over 100 cyclists during a 12 hour period. Cycle patronage is on average 20% lower at this time of the year compared to the summer peak. It is envisaged that the proposed scheme will actively encourage additional cycle journeys to be made in this corridor, thus reducing the impact of motorised travel on local people and promoting sustainable travel choice.
- 1.4 Under Department for Transport (DfT) guidelines, public consultation is not formally required for advisory cycle facilities. However, due to the need to remove a number of existing right hand turn lanes to facilitate certain sections of the on-carriageway advisory cycle lane, it was considered important to consult

local residents on the proposals. This report sets out the results of the consultation which has been undertaken, and suggests a way forward.

## 2. Outline of Proposed Scheme

- 2.1 The design which has been developed for the first phase of the scheme will provide a 1.5m wide on-carriageway advisory cycle lane in the outbound direction along Alcester Road, from the Toucan Crossing east of Brookside Road, to the existing shared use facility near Proctor Way. A section of off-carriageway cycleway will be provided between nos. 253 to 285 Alcester Road, due to constraints in the existing road width at this location which do not allow the provision of advisory on-carriageway cycle lanes.
- 2.2 In order to provide sufficient road space for the on-carriageway advisory cycle lane it would be necessary to remove the following right hand turn lanes from Alcester Road:
  - (i) Brookfield Court
  - (ii) Sidelands Road
  - (iii) Brookside Road
- 2.3 Under these proposals, vehicles will still be permitted to turn right into these roads, however, they will have to wait within the confines of the main carriageway in the event of oncoming traffic. Appropriate hatching in the centre of the carriageway, at the junctions of Sidelands Road and Brookfield Court will serve in part to protect traffic turning right, and drivers are not permitted to pass through the hatching unless it is seen by the driver that it is safe to do so. Vehicles will also be permitted to encroach into the advisory cycle lane, provided no cyclists are present.
- 2.4 As part of the scheme design, there is the potential to remove the existing bus lay-by adjacent to Brookfield Court. In its place, a bus stop marking would be added to the carriageway to delineate where buses should stop for passenger boarding and alighting purposes. The bus lay-by would be removed in order to reduce the potential for conflict between bus movements and cyclists travelling along Alcester Road. Buses waiting on the carriageway would also act as a natural traffic calming feature along the road.
- 2.5 The proposed design for the scheme can be found in the Plan in **Appendix A**. The scheme design has satisfied an independent Road Safety Audit carried out by a Road Safety Engineer.
- 2.6 The design for the scheme described above and shown in **Appendix A** has raised a number of concerns locally during the consultation process (see below). The scheme described above is the recommended scheme, but members may wish to consider the development of an alternative scheme which retains the three right hand turn lanes but still delivers an improvement for cyclists. This would involve the provision of a number of shorter sections of advisory cycle facilities on Alcester Road. Although this is not ideal in cycling terms, it would deliver an almost continuous facility along a significant part of the outbound route.

- 2.7 Phase 2 of the scheme proposes to provide an off-carriageway shared use cycleway in the inbound direction, complementing the facilities provided by Phase 1. Phase 2 of the scheme will be presented to the Area Committee for approval later this year (subject to Phase 1 proceeding).

### 3. Consultation

- 3.1 As stated earlier, under DfT guidelines, formal consultation on the provision of on-carriageway advisory cycle facilities is not required. However, given the proposal to remove the three right hand turn lanes, an information letter was sent to over 300 local residents in the area informing them of the proposal. Due to the number of wider residents potentially affected by the proposals, a complementary press release was also issued to the local papers.
- 3.2 A small number of objections were initially received in response to the information letter. Officers from the County Council, along with a number of Stratford on Avon District Councillors subsequently held a site meeting with five local residents in order to discuss their concerns. Further to this site meeting, an additional 600 letters were delivered to local residents.
- 3.3 Over 900 households have been directly consulted on the scheme. Around 30 written objections have been received by the County Council, along with a petition signed by 179 local residents. Stratford on Avon District Councillors Moore and Cockings also undertook a residents survey, in which 194 were against the proposals, 49 supported the provision of an advisory cycle lane but not the removal of the right hand turn lanes, and 13 supported the Phase 1 scheme as proposed. A summary of the responses to the consultation along with the Road Safety Audit/Design Assessment can be found in the table below:

<b>Removal of three right hand turn lanes to enable advisory cycle lane demarcation.</b>	
<b>Consultation Objection</b>	<b>Road Safety Audit/Design Assessment</b>
1. Removal of the right hand turn lanes will result in an increase in vehicle accident numbers for those waiting to turn across Alcester Road.	The existing right hand turn lanes are of substandard width to entirely accommodate a waiting vehicle and do not conform to current highway design guidelines. Central chevrons will be provided to assist vehicles to turn across Alcester Road.
2. Vehicle speeds on Alcester Road regularly exceed the 40 mph limit; the right hand turn lanes are needed to protect vehicles waiting to turn across Alcester Road.	A Safety Engineering speed survey has shown the average vehicle speed of the road to be 32 mph. The 85 <sup>th</sup> percentile speed (36 mph) is below that needed for a speed limit review.
3. Vehicles queuing to turn right across Alcester Road will increase traffic congestion.	Traffic counts have shown that vehicle movements turning across Alcester Road are of insufficient number to significantly impact on traffic congestion.
4. The proposal to remove the bus lay-by is not supported by local residents.	Warwickshire Police support the proposal to remove the bus lay-by (in line with the County Council's Design Assessment). They have suggested that a bus stopping on the highway will act as a natural traffic calming feature.
5. An off-carriageway shared use footway/cycleway should provided in the outbound direction.	The number of side roads that would have to be negotiated is contrary to best practice design guidelines for cycle facilities.

- 3.3 The Alcester Road cycle scheme proposals are very similar to those that were installed on the Evesham Road in Stratford-upon-Avon in 2001. This involved the removal of all but one of the right hand turns lanes from the length of the

scheme. Before the scheme was implemented, 4 accidents were recorded involving vehicles waiting in the right hand turn lanes on Evesham Road between 1990 and 2001. Since the turning lanes were removed, there has only been one similar accident recorded on this stretch of road.

- 3.4 Support for the recommended proposals has been received from the Stratford Cycle Forum. The Warwickshire Police Road Safety Team supports the removal of the right hand turn lanes because of the traffic calming benefits provided.

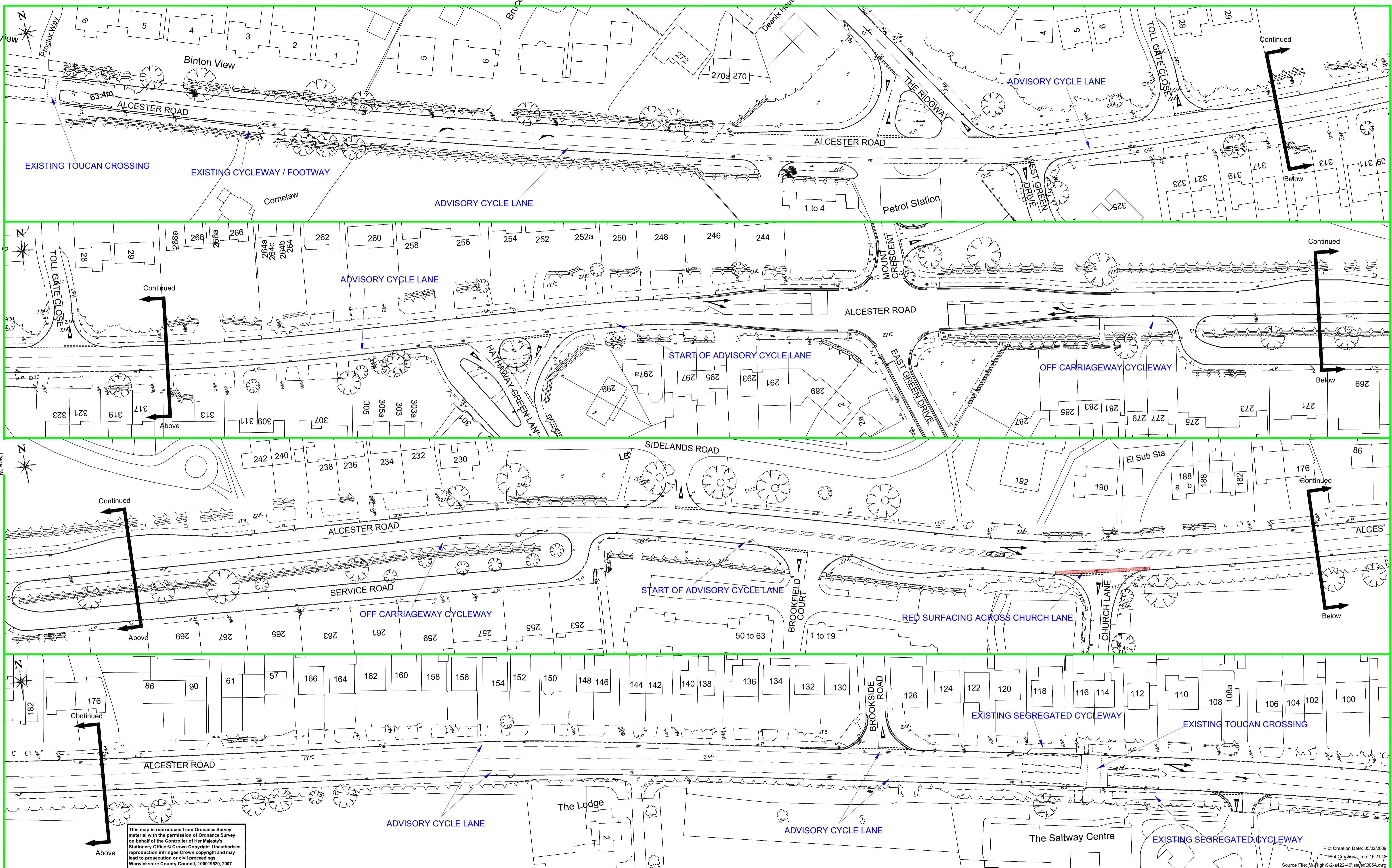
#### **4. The Way Forward**

- 4.1 As part of the Joint Committee's powers to determine road traffic management and accident prevention schemes, the Committee is asked to approve the construction of Phase 1 of the Alcester Road cycle scheme (namely the provision of an advisory cycle lane and the removal of the three right hand turn lanes), highlighted in **Appendix A**, pursuant to Section 65 of the Highways Act.
- 4.2 Should Members not wish to pursue this option, then an alternative scheme as described in paragraph 2.6 of this report could be brought forward which retains the right hand turn lanes but still provides an improvement for cyclists. This would be subject to detailed design and further consultation with local stakeholders and residents in the area.

PAUL GALLAND  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

12 March 2009





**Warwickshire County Council**  
**ENVIRONMENT AND ECONOMY DIRECTORATE**

**Design Services**

**FS 26655**

**NOTES**

- This drawing is an indication as to how the carriageway markings for Alcester Road will appear on completion of the scheme
- For details of the carriageway markings, refer to drawing numbers 9.2 A422 - 40 / 001 to 004

SUFFIX	AMENDMENTS
A	Signage and markings detail modified

DATE	TITLE
Jan 09	<b>ALCESTER ROAD CYCLEWAY STRATFORD UPON AVON</b>
	<b>GENERAL ARRANGEMENT OF CARRIAGEWAY MARKINGS</b>

DRN	DUG	CK'D
		JEM
DATE January 09		
SCALE NTS		
DRG. NO. 9.2 A422 - 40 / 005		

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## **Stratford-on-Avon South Joint Committee 19 March 2009**

### **Stratford-upon-Avon Leisure Centre Link**

It was decided just before Christmas by Paul Galland, Paul Lankaster, Cllr Saint and Cllr Topham to put the planning application for the current SLCLR scheme on hold whilst options are being considered for the wider Bridgeway area. These are currently being developed by GVA Grimley consultants on behalf of AWM as part of the World Class Stratford initiative and their report is expected soon. The options include a proposal for a "boulevard", similar to that shown in the Urban Design Framework, which would give a direct view of the RST on the approach into Stratford.

You may recall that the budget for the SLCLR was from the Stratford S106 Development Contributions framework, with a £200k contribution to be made from SDC to purchase the land from the Town Trust. Some expense has been incurred in professional fees for the design work carried out to date, but the rest remains in the pot.

Whilst it may appear negative to have put the SLCLR on hold, it is felt to be sensible to allow the Bridgeway study work be completed. Members will be updated in the future regarding the conclusions of the Bridgeway Study and any suggestions for future work.

**Shirley Reynolds**

**Team Leader - Highways and Transportation Studies**

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