

**AGENDA MANAGEMENT SHEET**

**Name of Committee**

**Stratford on Avon Area Committee**

**Date of Committee**

**27th July 2005**

**Report Title**

**Highway Maintenance Plan 2005/06 and  
Five Year List of Structural Maintenance  
Schemes**

**Summary**

The report provides information about the highway maintenance work proposed in 2005/06 and lists other sites where maintenance work will be required in the future.

**For further information  
please contact**

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**Would the recommended  
decision be contrary to the  
Budget and Policy  
Framework?**

Yes/No

**Background Papers**

None

**CONSULTATION ALREADY UNDERTAKEN:-**

*Details to be specified*

Other Committees

.....

Local Member(s)

(With brief comments, if appropriate)

.....

Other Elected Members

.....

Cabinet Member

(Reports to The Cabinet, to be cleared with  
appropriate Cabinet Member)

.....

Chief Executive

.....

Legal

I Marriott, K Scales – comments incorporated

Finance

.....

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

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

**SUGGESTED NEXT STEPS :**

*Details to be specified*

- Further consideration by this Committee  .....
- To Council  .....
- To Cabinet  8th September 2005
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

## Stratford on Avon Area Committee - 27th July 2005

### Highway Maintenance Plan 2005/06 and Five Year List of Structural Maintenance Schemes

#### Report of the Director of Planning, Transport and Economic Strategy

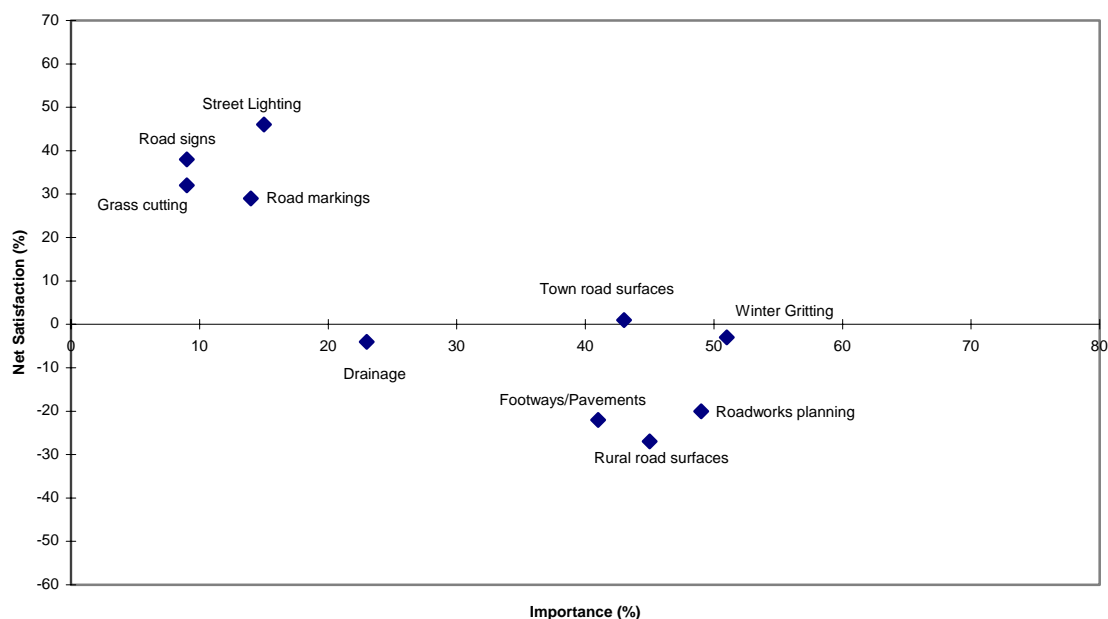
#### Recommendation

Area Committee is invited to make comments on the Highway Maintenance Plan 2005/06 so that Cabinet can be informed of Members' views.

#### 1. Highway Maintenance Annual Plan

- 1.1 The Highway Maintenance Plan for 2004/05 is attached as **Appendix A**. This is the fourth plan which has been produced and, as in previous years, it includes details of the surface dressing, road resurfacing, road reconstruction, footway surfacing and footway slurry sealing work planned for the year.
- 1.2 Some of the points Members may like to note from the plan are:-
- (i) By undertaking extra surface dressing and a structural maintenance treatment on at least 80km of non-principal roads and 5km of principal roads in 2004/05 there has been a slight improvement in the condition of B and C class roads and a marked improvement in Unclassified roads. These improvements were helped by the extra structural maintenance work made possible by "prudential borrowing" in 2004. This funding will, however, reduce the highway maintenance revenue by about £130,000 a year for the next 25 years.
  - (ii) The operation of the highways contact centre has improved during the year.
  - (iii) The results from the latest public satisfaction surveys (carried out through the Warwickshire Panel in 2004) are shown in the grid below. It is expected that the next survey will be undertaken in 2006.

**Highway Maintenance : Citizens Panel 2004**  
Net Satisfaction v Importance



1.3 There are now some trends beginning to emerge with satisfaction with roadworks planning and grass cutting showing a slight upward trend. It will be difficult for County Highways to achieve the public satisfaction targets agreed by Cabinet in July 2002.

1.4 An analysis of the condition of the carriageways in each District area is shown in the table below. In the past the differences between areas were probably due to:-

- (i) Different maintenance regimes undertaken in the north and south of the county between 1985 and 1996.
- (ii) Different sub-soils, which mean that roads in some areas are more likely to crack in dry weather.
- (iii) Newer roads (mainly in the urban areas) are constructed to higher standards and have a longer life than the older (mainly rural) roads.

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

- 1.5 In recent years works programmes have taken account of the differences in road conditions, with more work carried out on the roads in the south of the county than in the north. This is beginning to reduce the differences in road conditions across the County. There is still a need for the roads in Stratford District to improve but it will now be necessary to look at new areas (such as North Warwickshire) when their roads deteriorate.
- 1.6 The table below provides information about the lengths of roads which are to be treated in each area of the county during the year.

Location	Surface dressing (length and percentage of the total network to be treated)			Structural maintenance (length and percentage of the total network to be treated)		
	04/05	05/06		04/05	05/06	
	km	km	%	km	km	%
North Warwickshire	40	29	5.3	6.7	0.9	0.2
Nuneaton and Bedworth	39	24	6.3	2.4	1.5	0.4
Rugby	42	38	6.1	8.9	0.3	0.05
Warwick	51	38	5.5	9.8	3.4	0.5
Stratford	53	69	4.8	57.0	31.2	2.2

- 1.7 The main reason for the variability in treatments in the different areas of the county is that, as last year, a greater length of road is being overlaid in the Stratford area to try to even out condition throughout the county.

## 2. Highway Maintenance Five Year Plan

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

### 3. Conclusion/Issues

3.1 Members are invited to comment on the Highway Maintenance Plan and Five Year List of Structural Maintenance Schemes. Members may particularly wish to comment on other issues which feature in the plan. Some of the issues include:-

- (i) 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 the funds available.
- (ii) Patching work is carried out to 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 have been significantly reduced this year and priorities will be strictly focussed on ensuring that the network is safe.
- (iii) The overall condition of the street lighting stock in Warwickshire is better than in many counties. However, about 25% of the lighting stock is over 30 years old. It is currently estimated that Warwickshire should be replacing at least 1000 (2.5%) of its streetlights every year to maintain the overall condition. The past few years funding has allowed just 50%-25% of the required replacements. During the past 12 months 6 columns collapsed unexpectedly. Fortunately, no personal injuries were sustained but the potential danger of an ageing stock is clear. To manage the potential risks in the short term it is proposed to increase the programme of testing to determine the maximum "residual" life of the columns. A substantial part of the street lighting budget is spent on energy. In April 2005 a two year contract for Green Energy was secured for the first time for Warwickshire County Council (WCC).
- (iv) The cost of tree maintenance is increasing and there is pressure on planting more trees to improve the environment. Trees are an important part of the street scene but increasing costs will reduce funds for other maintenance work.

JOHN DEEGAN  
Director of Planning, Transport and Economic Strategy  
Shire Hall  
Warwick

6th July 2005

## Appendix A of Agenda No

### Stratford on Avon Area Committee - 27th July 2005

#### Highway Maintenance Plan 2005/06 and Five Year List of Structural Maintenance Schemes

##### 1. Introduction

- 1.1 In 2002 the Audit Commission said that the highway maintenance service in Warwickshire was a good (two star) service with promising prospects for improvement. This plan set out the actions being taken to try to improve the service to an excellent (three star) service.
- 1.2 Information is provided about the way in which the highways budgets will be spent in 2005/2006. Details of the structural condition of roads in the county are given and an assessment is made of progress towards targets. Other information such as public satisfaction with the service is also provided.

##### 2. Highway Maintenance Policy

- 2.1 Maintenance work is carried out in accordance with the Warwickshire County Council Highways Maintenance Policy Document and, in addition, any Member decisions on budgets. Policies were reviewed as part of the 2001 and 2002 Best Value reviews of the structural, routine and winter maintenance services.
- 2.2 In 2003 the Environment and Rural Affairs Overview and Scrutiny Committee endorsed the strategy for the maintenance of the highways.
- 2.3 A further review of policy will be carried out in 2005 following the publication of a revised national Code of Practice for Maintenance Management.

##### 3. Maintenance Contract

- 3.1 2005/06 is the second year of the seven year maintenance contract awarded to Carillion which covers all the highway maintenance work.
- 3.2 The contract is fulfilling one of the actions identified in the best value reviews. Work is continuing with the contractor to identify and implement improvements which can be made to ensure better value for the maintenance spend.
- 3.3 Following a review of the Highway Maintenance Contract an Improvement Action Plan was drawn up (reported to Environment and Rural Affairs Overview and Scrutiny Committee 12th February 2005). A further report on progress on the contract will be made to Environment Overview and Scrutiny Committee in September 2005.

## 4. Targets

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

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

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

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

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

(iii) **Target 3 – Safety**

To reduce wet road skidding accidents in line with Government targets. Casualty Reduction Targets were stretched to 2009 by WCC and will be stretched even further by PSA2 and the proposed LTP to be published in 2006.

## 5. Funding

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



<b>Maintenance Allocations (Revenue and Capital)</b>					
	<b>2001/2002</b>	<b>2002/2003</b>	<b>2003/2004</b>	<b>2004/2005</b>	<b>2005/2006</b>
Insurance	£443,443	£454,529	£665,892	£683,000	£762,000
Street Lighting including energy	£2,035,076	£2,073,203	£2,188,783 (energy £860,000)	£2,723,000 (energy £965,000)	£3,010,000 (energy £1,258,000)
Winter Maintenance	£1,163,000	£1,192,075	£1,341,877	£1,359,000	£1,258,000
Principal Road Structural and Surface Dressing	£1,438,000	£1,461,000	£1,202,705	£1,064,000	£610,000
Non Principal Surface Dressing	£1,050,282	£1,723,699	£1,623,545 (2)	£1,874,000	£2,082,000
Non Principal Structural Work including road and footway surfacing, slurry sealing microasphalt, and drainage schemes	£4,449,783	£4,169,227 (1)	£3,853,750 (2)	£4,179,000 (3)	£4,528,000
Other maintenance activities	£4,147,416	£4,275,267	£4,324,128	£4,646,000	£4,144,000
<b>TOTAL</b>	<b>£14,727,000</b>	<b>£15,349,000</b>	<b>£15,200,680</b>	<b>£16,528,000</b> (3)	<b>£16,617,000</b>

#### Notes

- (1) In addition some extra money was made available because an improvement to Portobello Bridge, Warwick was postponed. If the scheme proceeds in the future funding for it will have to be recovered from a future years maintenance allocation.
- (2) Final surface dressing costs were about £200,000 less than budget which allowed extra spending on structural works.
- (3) In addition £2 million was made available from prudential borrowing.

5.2 In 2004/05 prices under the new Highway Maintenance Contract changed for some activities compared to the prices under the old contracts. Some of the 2005/06 budget changes are a result of changes to the allocations of depot and other overhead costs.

5.3 The following are the main activity changes in 2005/2006 compared to 2004/2005:-

- (i) The substantial increase in the street lighting allocation has been required to pay for an increase in electricity cost (approx £293,000).
- (ii) The spending on Principal Roads has been decreased and spending on Non Principal roads increased in line with government recommendations in their annual capital allocations.
- (iii) Surface dressing allocations remain higher than in 2001/02 to try to ensure that greater lengths of road are sealed to reduce the likelihood of potholes developing.
- (iv) The funding for structural maintenance includes about £1.155m for footway surfacing and slurry sealing.

- (v) The allocation for 'other' maintenance activity takes account of an increasing cost of tree maintenance. The Patching allocation has been substantially reduced as it is hoped that less patching will be necessary if road condition is improved by increased surface dressing and resurfacing.

## 6. Public Satisfaction

6.1 An important factor to be taken into account in deciding how maintenance funding should be allocated is the levels of public satisfaction with the service. Highway maintenance satisfaction surveys have been carried out in 1999, 2002, 2004 with each of the three Warwickshire Panels. The results for these surveys and the 2010 targets are shown in the table below. It is hoped that a further survey can be undertaken in 2006.

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

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

- (i) Satisfaction with winter maintenance decreased substantially in 2004. It is presumed that this was influenced by the problems that occurred throughout the region due to the snow fall in January.
- (ii) Satisfaction with the highest regarded services of street lighting, road signs and road markings have fallen slightly. There were some particular problems in 2003 in reinstating road markings following surface dressing.
- (iii) Satisfaction with Roadworks planning and grass cutting show a slight upward trend.
- (iv) There are no clear satisfaction trends for the other elements of the service with rural road surfaces and footway/pavements continuing to be given low ratings.

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

## 7. Surface Dressing and Structural Maintenance Treatments

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

<b>LENGTHS OF TREATMENTS</b>				
	2002/2003	2003/2004	2004/2005	2005/2006
Principal Roads – Structural Maintenance	5km	6km	5km	2.5km
Principal Roads – Surface Dressing	23.1km	22km	31km	13km
Non Principal Roads – Structural Maintenance	50km	52km	80km	34.8km
Non Principal Roads – Surface Dressing	198km	135km	195km	185km
Footways*	158km	80km	91km	112km

\* Note: Footways include Slurryseal treatment

## 8. Structural Condition of the Network

- 8.1 This section gives carriageway condition information from road condition surveys. As last year, 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.
- 8.2 As a result of the problems with road condition surveys research took place nationally to develop machine surveys. In 2004/05 all local authorities were required to commission a machine survey for the surface condition of their principal roads (SCANNER survey). This year the surveys will be extended to B and C roads.
- 8.3 The survey results for the principal (A) roads are given in the following tables. Unfortunately the results do not provide a clear picture of the condition of the Principal road network.
- 8.3.1 In the past the Deflectograph survey has been found to provide the most accurate information about the condition of the principal roads. The Deflectograph results for 2003 indicate a continuing deterioration in the roads surveyed. The Deflectograph results for the 2004 survey are not yet available.
- 8.3.2 The UKPMS National indicators have not been available in a year on year consistent form and the latest SCANNER survey measures new defects, such as skid resistance, which has led to a higher reported figure.

8.3.3 The National Road Maintenance Condition Survey (NRMCS) shows a continuing improvement in the condition over the last five years.

<b>DEFLECTOGRAPH SURVEY RESULTS FOR THE A ROADS</b>						
<b>(Approximate length of A roads in Warwickshire 380km. Approximate length surveyed by deflectograph 366km )</b>						
Date of survey	Percentage of the network falling within the residual life bands					
	0 yr	1-4 yrs	5-9 yrs	10-14 yrs	15-19yrs	20+ yrs
July 1999	<b>8.9</b>	7.3	7.5	8.4	8.4	59.5
July 2000	<b>6.4</b>	6.1	7.1	8.2	8.2	64.0
July 2001	<b>7.8</b>	6.5	6.6	8.3	6.6	64.2
July 2002	<b>9.9</b>	7.8	7.8	9.3	6.5	58.8
July 2003	13.4	10.3	9.4	8.7	7.1	51.1

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

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

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

<b>NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES</b>				
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	109.0
2000	107	51	79	103.7
2001	46	68	57	101.2
2002	71	62	66	93.3
2003	52	65	58	91.8
2004	62	50	56	83.5

Note The lower the value the fewer the surface defects

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

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

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

NATIONAL ROAD MAINTENANCE CONDITION SURVEY DEFECT INDICES								
	CLASSIFIED ROADS				UNCLASSIFIED ROADS			
	Warwickshire			National Average	Warwickshire			National Average
	Urban	Rural	Average		Urban	Rural	Average	
1993	73	41	57.0	107.6	67	45	56.0	98.9
1994	65	67	66.0	107.5	60	65	62.5	100.7
1995	58	94	76.0	110.7	53	85	69.0	102.7
1996	51	68	59.5	102.6	71	129	100.0	108.7
1997	52	87	69.5	109.6	59	113	86.0	111.8
1998	45	117	81.0	111.5	104	235	169.5	109.3
1999	104	117	110.5	116.8	109	171	140.0	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	92.0	122.2
2003	92	80	86.0	105.2	92	212	152.0	124.5
2004	69	81	75.0	105.1	101	153	127.0	118.9

Note The lower the value the fewer the surface defects

UKPMS BEST VALUE PERFORMANCE INDICATORS: 2001 to 2005					
		2001/ 2002	2002/ 2003	2003/ 2004	2004/ 2005
<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 Fixed Merge Method	<b>11.4%*</b>	8.91%	-	-
	UKPMS Variable Merge Method	-	<b>17.9%</b>	<b>18.19%</b>	<b>17.72%</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 Fixed Merge Method	<b>7.4%*</b>	4.46%	-	-
	UKPMS Variable Merge Method	-	<b>17.1%</b>	<b>18.54%</b>	<b>14.94%</b>
<b>BVPI 187</b> (Footways) **		-	<b>81.9%</b>	<b>75.98%</b>	<b>34.8%</b>

Figures in bold are the best value performance indicators

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

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

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

## **9. Maintenance Targets for 2005/06**

- 9.1 Over the years Warwickshire has invested in its principal road network to keep it in a good condition. A comparison of the Warwickshire best value performance indicators with those of other authorities shows that the condition of the principal roads in Warwickshire is better than average.
- 9.2 This year the government suggested that Warwickshire should spend less than in previous years on its principal roads and more on its non principal roads. As a result the target for structural maintenance of the principal roads has been reduced to 2.5km.
- 9.3 In the past 3 years the target for structural work on the non principal roads has been 50km. Last year, with the extra prudential borrowing a total of 80km was achieved. This year, to allow sufficient work on footways and surface dressing, the target has been reduced to 34.8km.

## **10. Surface Dressing**

- 10.1 Roads are surface dressed:-
- (i) to halt surface deterioration;
  - (ii) to improve skid resistance: and
  - (iii) to seal them to prevent water penetrating and softening the foundation.
- 10.2 The highway maintenance policy document suggests that roads should be treated at the following frequencies.
- |         |          |
|---------|----------|
| A Roads | 8 years  |
| B Roads | 10 years |
| C Roads | 12 years |
| D Roads | 15 years |
- 10.3 These frequencies would be achieved if about 47km of A roads and about 244 km of other roads were treated each year, making an allowance for roads which are surfaced, this means that approximately 40km of A roads and 190km of other roads should be surface dressed each year to achieve the policy.
- 10.4 This year it is proposed to surface dress 12.9km of A road and 184km of other roads.

## **11. Street Lighting**

- 11.1 Under the new maintenance contract the performance of the repair service dipped between September 2004 - January 2005 due to Carillion having staff resourcing difficulties and the delay in starting the bulk lamp replacement programme to 16000 units. The backlog of work has now been resolved.
- 11.2 Investments made in the 1980's mean that the overall condition of the street lighting stock in Warwickshire is better than in many counties. However, about 25% of the lighting stock is over 30 years old. The detailed survey of the lighting stock is scheduled to be complete June 2005 with the data being processed in July.
- 11.3 It is currently estimated that Warwickshire should be replacing at least 1000 (2.5%) of its streetlights every year to maintain the overall condition. The past few years funding has allowed just 50%-25% of the required replacements.  
During the past 12 months 6 columns collapsed unexpectedly. Fortunately, no personal injuries were sustained but the potential danger of an ageing stock is clear. To manage the potential risks in the short term it is proposed to increase the programme of testing to determine the maximum "residual" life of the columns.
- 11.4 Lighting upgrading in Town Centres and streetscape painting of columns has continued a rolling programme. In 2004/5 extensive work was carried out in Rugby as part of respective Community Safety and Business Improvement District (BID's) projects.
- 11.5 A substantial part of the street lighting budget is spent on energy. From April 2005 Green Energy was secured for the first time for WCC. In light of the volatile fluctuations in global energy prices a two year contract has been secured with London Electric using ESPO as contract administrators.
- 11.6 In January 2005 Cabinet agreed that WCC should progress the initiative of advertising on Lamp Columns. The project could generate an annual income of some £100,000 to £250,000, subject to gaining planning permissions for the display units.

## **12. Routine Maintenance Activities Area Response Teams**

- 12.1 Routine maintenance of the highway network is divided into five areas coincident with the district council boundaries. 14 Area Response Teams (ART's) have now been established in the five areas. Two teams will concentrate on drainage works and three will deal with category 1 and 2 safety defects identified by the inspection teams within the urban areas. The following improvements will be implemented during the year:-
- (i) Fortnightly management reviews of progress and continuous improvement.

- (ii) A daily diary productivity monitoring system.
- (iii) A review of the ART work ordering and cost code structure.
- (iv) Write ART process procedure for inclusion in Routine Maintenance Operations Manual.

### 13. Customer Service Centre

13.1 The customer service centre has now been fully operational taking all highway and street lighting maintenance calls for Warwickshire since April 2004. In 2004/5 42,967 calls were taken by a team of four dedicated customer service operators. Performance of the customer service centre has been consistently good regularly achieving over 90% of connections.

Date	No of Calls	% Connections	% Hang-ups	% Messages	Long queue	Queue > 15 s
Jan 2005	3575	90.8%	6.7%	2.5%	No data	25.5%
Feb 2005	3365	88.6%	5.0%	6.4%	16 min	26.3%
March 2005	3176	89.7%	3.6%	6.7%	100 min	24.4%
April 2005	3269	87.8%	7.4%	4.8%	59 min	32.9%
May 2005	2832	93.4%	4.8%	1.8%	21 min	19.1%
<b>Totals</b>	<b>42,967</b>	<b>91.65%</b>	<b>4.3%</b>	<b>3.42%</b>	<b>37 min</b>	<b>21.55%</b>

13.2 On the 16th September 2003 a report was made to the Environment and Rural Affairs Overview and Scrutiny Committee on the operation of the customer service centre. A number of service targets were set e.g.,

Description of Target	Target	2003/4 Results	2004/5 Results	% Annual Improvement
Improve number of connections	94%	87%	91.65%	4.65%
Reduce number of hang-ups	3%	7.4%	4.3%	42%
Reduce number of messages	3%	5.2%	3.42%	34%
Reduce queue times	4 min	45 min	37 min	18%
Calls exceeding 15 seconds	20%	33.25%	21.55%	35%

13.3 Although the targets have not been achieved there was improvement in 2004/5 on the overall performance when compared to 2003/4. Further effort will be required to consolidate the improvements already made towards achieving the targets by the end of 2005/6.

### 14. Winter Maintenance

14.1 Following the termination of the Agency arrangements in March 2003 the opportunity was taken to optimise routes for precautionary gritting throughout the county, taking account of recommendations of the Best Value Review. The optimisation of the routes resulted in improvements in the performance of the gritting operations.

14.2 The Winter Maintenance Review undertaken during the summer of 2004, involved the Highways Maintenance Contractor who carries out the gritting operations. This review resulted in:-

- (i) Further optimisation of the routes to improve performance.



- (ii) Introduction of two 'mini' routes, using compact vehicles, to treat roads over weight restricted bridges, and some other areas of difficulty in urban areas.
  - (iii) Improvements and adaptations of the gritting vehicle fleet to improve the safety for the operators.
  - (iv) Purchase of new hand spreading equipment and setting up procedures for treating high priority footways, footpaths and cycle ways during periods of prolonged frosts or snow.
  - (v) Improvements to web-based information on winter maintenance.
- 14.3 There were 53 full grits completed during the 2004/05 winter season (against the average expected in a year of 40). On the 14 days between 18th February and 6th March there were 11 nights of snow and 18 gritting operations were completed during the period.
- 14.4 The programme for the renewal of the winter gritting vehicle fleet continued during 2004 and will be carried through to the winter season 2005/06, with three replacement vehicles.
- 14.5 A Winter Maintenance Review will again be undertaken during the summer of 2005. This will look at the 2004/05 season and preparations needed for the 2005/06 season, and will include:-
- (i) Further optimisation, revision and changes to the routes to include two routes operating from the Warwick Area Depot at Budbrooke and the introduction of Snow Routes.
  - (ii) The introduction of GPS in gritting vehicles to provide reliable and accurate information on their location.
  - (iii) Further improvements in advising the public about the winter maintenance operations.

## **15. Patching**

- 15.1 Patching work is carried out to 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 have been significantly reduced this year and priorities will be strictly focussed on ensuring that the network is safe.
- 15.2 This year it is proposed to increase efficiency by standardising the method of ordering work so that the contractor has the optimum opportunity to plan and organise the work effectively. Other proposed improvements include:-
- (i) Trialling of urban rhino-patch in the Rugby and Warwick areas.
  - (ii) A Lean Construction review of patching to identify wastage and efficiency savings.
  - (iii) Write patching process procedure for inclusion in Routine Maintenance Operations Manual.

## **16. Road Markings and Studs**

16.1 In 2004/05 problems were encountered when the lining contractor failed to replace lines following surface dressing in accordance with the times stipulated in the contract. Some surface dressing sites were left without lines for several months. This was largely due to the quantity of road markings being underestimated, resulting in insufficient resources being available to carry out the work. This year all road markings on surface dressed roads have been surveyed to ensure that sufficient marking gangs are available. Other improvements include:-

- (i) Checking of daily record sheets by area teams.
- (ii) Preparation of extrusion programmes.
- (iii) Identification of renewal sites during serviceability inspections.
- (iv) Review road marking procedures within the Routine Maintenance Operations Manual.
- (v) Operations Manual.

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

17.1 In 2004/05 the county policy of cutting grass three times a year was achieved. The problem of overgrown hedges/trees obstructing road signs will be addressed this year by the introduction of regular serviceability inspections by Area Surveyors.

17.2 Operation Ragwort will continue as in previous years, targeting problem areas throughout the County. Japanese knotweed will be dealt with as part of a County wide spraying programme. Other weed related work will include:-

- (i) Application of a growth retardant on the A45 central reserve.
- (ii) Review verge maintenance procedures within the Routine Maintenance Operations Manual.

17.3 A programme of tree inspection in the rural areas and the urban area of Stratford has commenced in conjunction with the Property Services Department. This will enable 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.

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

18.1 Gullies are emptied at a frequency of once a year. In 2004/05 some problems were experienced in completing the programme mainly due to the need for additional traffic management and the incidence of parked cars in urban areas. Under the new contract a Global Position Tracking System (GPS) has been installed on the gully machines. This has helped in the development of a fuller inventory of the gullies and drains on the highway network. However, further development will be carried out this year jointly by Carillion and WCC so that a review of the frequency of gully emptying can be undertaken to ensure that they are emptied before they become full.

18.2 Two Area Response Teams (ARTs) are dedicated to drainage work under the control of the Network Management Team and they will be utilised both to respond to ad hoc drainage problems and to carry out an annual programme of works.

## **19. Signs**

19.1 The two 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.

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

19.3 A pilot study of decluttering town centre signs is planned for Stratford and Leamington Spa.

## **20. Other Issues**

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

20.1 The National Road and Street Works Act (NRSWA) sets out the activities that authorities must undertake to co-ordinate roadworks. Utilities are required to submit details of the works they propose to carry out and authorities can attach conditions to the timing of works. Problems can arise when utility works take longer than planned or when traffic control is not properly set up.

20.2 In 2004 a Traffic Manager was appointed to ensure that even more is done to minimise traffic congestion. The Street Works function was transferred to the Performance Management Division. However, inspection of openings remains a County Highways function and the two divisions will work together to minimise congestion and improve the standard of reinstatements.

20.3 To improve communication of projects within PTES a new Infrastructure Projects Database has been established.

## **21. Safety**

- 21.1 Much of the maintenance activity is designed to ensure the highway network can be used safely. Patching, winter maintenance, street lighting, drainage, grass cutting etc, all have a role to play in keeping the network safe and the structural maintenance and surface dressing work is designed to keep the network from deteriorating and becoming unsafe. The challenge for County Highways is to identify how maintenance works can be carried out to improve, rather than just maintain, safety.
- 21.2 Following the identification of several possible actions which might improve safety, we will work more closely with the Road Safety Unit to use maintenance spending to reduce accidents.

## **22. Town Centres**

- 22.1 The priority for highway maintenance spending has traditionally been for maintaining safety and for maintaining the structural condition of the road. Maintaining the appearance of the network has generally been considered to be a lesser priority with limited funds.
- 22.2 This is now changing with the recognition that the appearance of an area, as measured for instance by the Streetscape Index, has an important role to play in the economy and regeneration of an area.
- 22.3 Highway maintenance policies are being developed to take account of the need to ensure that town centres are well maintained as a matter of course. A Town Centre Maintenance Policy has been approved by Members. In addition the responsibility for promoting and monitoring the streetscape index in town centres will be taken on by the highway maintenance area surveyors.
- 22.4 Over the past 12 months continued improvements to the level of maintenance to items of public realm in town centres were carried out through the multi disciplinary activities of PTES and district authorities. Extensive Streetscape painting was carried out in Leamington, Stratford and Atherstone. In particular we have worked closely with the Renaissance group in Stratford to remove unnecessary and redundant signs and to improve street lighting in Waterside.
- 22.5 The introduction of an Infrastructure Project Database in April 2005 is aiding cross authority co-ordination and delivery of projects.

## **23. Insurance**

- 23.1 To help minimise highway insurance claims an annual insurance claim review was carried out in March 2005. Quarterly reviews will now be undertaken to assess trends and generate appropriate actions.

## **24. Quality Assurance**

24.1 In April 2005 , following an independent audit, County Highways retained its BSI accreditation.

## **25. Sustainability & Asset Management**

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

- (i) Reuse/recycling of secondary aggregates e.g. road planings and surface dressing chippings. Including development of the Leicester Lane Depot as a storage area for recycled materials.
- (ii) Continuous inspection of the County's roads in accordance with national standards.
- (iii) Collection of highway asset data including street lights, illuminated signs and gullies etc.

## **26. Communications**

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

## **27. 2005/2006 Works Programme**

27.1 Lists of schemes have been produced showing the planned maintenance work proposed during the period 1<sup>st</sup> April 2005 to 31<sup>st</sup> March 2006. The structural schemes have been selected using a maintenance priority assessment system. Priority is given to sites where the defects in the road might become dangerous or where substantial patching work would be required, if a structural scheme was not undertaken.

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

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

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

28.1 A 5 Year List of roads which require a structural maintenance treatment was approved by members in 2004. The roads included are those which have sufficient defects to justify a structural maintenance treatment. Other roads will be added if they deteriorate from their present condition. This list will be revised for 2006.

- 28.2 The list includes a number of A roads and some footways. There are limited numbers of carriageway sites included in urban areas. This is because most of the roads in urban areas are treated by surface dressing or by resurfacing and do not normally require a strengthening treatment
- 28.3 A separate list of roads where street lighting replacements has also been produced.

***INSERT LIST OF STREET LIGHTING WORKS***

.....

***INSERT LIST OF ROAD WORKS***

## Network Management Five Year Structural Proposals

Settlement	Rd No	SITE			Treatment	Length
		Road	From	To		

### STATFORD CARRIAGEWAYS

Alcester	A422	Alcester Road	County Boundary by A441	towards Alcester for 1950m	Overlay	1950
Alcester	C38	Whitemoor Road	B4090 Junction	End	Haunch	1500
Alcester	D5420	Hoo Mill Road	B4089	End	Resurface	
Ardens Grafton	C67a		D5433	Towards Wixford	Haunch	1500
Aston Cantlow	C100	Billesley Road	Aston Cantlow	A46	Haunch	3500
Barcheston	B4035	Shipston - Brailes	Knollands Farm		Overlay	180
Bearley	C39	Salters Lane	A3400	2004 scheme	Haunch	1040
Bidford	B4085		C103 South	Village	Resurface	700
Bidford -On-Avon	D5481	Grafton Lane	C67 Junction	Start Of Village	Resurface	2039
Billesley	D5348	The Ridgeway	650m From D5347	A46 Overbridge	Resurface	1440
Brailes	C202	Holloway Lane	B4035	Culvert	Resurface	566
Charlecote	C212	Charlecote Road	D6080 Junction	Entrance of Charlecote Park	Resurface	400
Chesterton	C43		B4455(Old C31)	C44	Resurface	1050
Chesterton	C44	Windmill Hill Fm Road	C43 Windmill Hill	D6071 Chesterton Rd	Overlay	
Claverdon	C40	Saddlebow Lane	A4189 Station Road	C39	Haunch	1135
Claverdon	D5246	Ossetts Hole Lane	A4189	C25	Resurface	2150
Claverdon	D5247	Yarningale Lane	D5246	End	Resurface	650
Claverdon	D5248	Buttermilk Lane	D5246 Common Lane	End	Resurface	320
Claverdon	D5256	D5252	South		Resurface	
Claverdon	E5258	Breach Lane	School	End	Resurface	
Clifford Chambers	C104		B4632(Old A46)	Up The Hill	Resurface	700
Compton Verney	B4455a		C96	400m Short of B4086	Resurface	1500
Dorsington	C47b		D5461 South	Boundary	Resurface	800
Earlswood	C90a	Old Umberslade Road	Old Grove Farm	End Of Road	Resurface	400
Halford	C49	Halford Road	A429 Fosse Way	D6559 Armscote Road	Resurface	1400
Ilmington	C48	Stratford Road	C47	York Farm	Haunch	950
Long Compton	D6690	Butlers Road	A3400 Main Road	No 13	Resurface	332
Long Itchington	A423	Marton Road	the Green	Debdale Farm	Overlay	510
Long Itchington	C91a		B4455 Fosse Way	C33	Resurface	2270



## Network Management Five Year Structural Proposals

Settlement	Rd No	SITE			Treatment	Length
		Road	From	To		

### STATFORD CARRIAGEWAYS - CONTINUED

Long Marston	C46a		Village	South To County Boundary	Resurface	1300
Lower Shuckburgh	C74		A425	Canal	Haunch	300
Lower Tysoe	C54a	Main Street	A422	D6458	Haunch	1600
Luddington	D5443a	Luddington Road	B439	Bomfords Entrance	Haunch	1550
Middle Tysoe	D6468	Sandpits Road	Oxhill Road	Main Street	Resurface	300
Moreton Morrell	B4455c	Fosse Way	D6351 Brook Lane	South For 400m	Resurface	400
Moreton Morrell	C45a		C167	D6348	Resurface	1400
Moreton Morrell	C45b		D6075	Village	Resurface	250
Moreton Morrell	D6351	Brook Lane	C45 Morton Road	End of Village	Resurface	370
Oxhill	C53	Whatcote Road	D6471 Green Lane	D6636 Vicarage Road	Resurface	2112
Priors Marston	D2420	Keys Lane	C35	Vicarage Lane	Resurface	
Preston Bagot	C92		D5243 Edge Lane	Lowsonford	Resurface	790
Preston Green	D5244	Hole Farm Lane	A4189	End	Resurface	240
Snitterfield	C94a		C93	A46	Resurface	1300
Snitterfield	D5324		Village Boundary For 500m		Resurface	500
Stockton	D2323	Station Road	C33	D2266	Resurface	950
Stratford	A422	Alcester Road	A46	for 410m towards Stratford	Overlay	410
Stratford Road	C98a	Loxley	Meer Hill Farm(Surface Change)	Towards Straford(Surface Change)	Resurface	500
Stratford-Upon-Avon	C98	Loxley Road	Arden Heath Farm	Change Of Surface Past Croft Sch	Resurface	950
Studley	D5176	Crooks Lane	Station Road	Littlewood Green	Resurface	650
Tanworth-In-Arden	C20	Poolhead Lane	M42 Bridge	B4101 Broad Lane Junction	Resurface	1212
Tredington	D6562	Blackwell Road	C49 Ilmington Road	Blackwell	Resurface	1050
Ullenhall	D5023a	Forde Hall Lane	C208	D5131	Resurface	650
Walcote	D5435		C46	Walcote	Haunch	550
Weethley	D5492	Wood Bevington	B4088	End	Resurface	900
Wellesbourne	B4087	Newbold Road	Double Kerbs in Village	New Surface Towards Newbold Pacey	Resurface	1450
Wooton Wawen	D5220	Pennyford Lane	B4089	Surface Change at Wooton Wawen	Resurface	1300

## Network Management Five Year Structural Proposals

Settlement	Rd No	SITE			Treatment	Length
		Road	From	To		

### STATFORD CARRIAGEWAYS - CONTINUED

PROVISIONAL CARRIAGEWAYS						
Alderminster	C72	New Road	A422	Knavenhill Farm	Resurface	1460
Armscote	C49a	Armscote Road/Ilmington Road	Armscote	Ilmington	Resurface	2550
Barton	C107	Welford Road	C47	Bunkers Hill Farm	Haunch	1300
Barton	D5751				Resurface	380
Combrook	D6364a	Combrook Road	B4086	Church Hill	Haunch	1432
Edge Hill	C69	Suggarswell Lane	A422	County B'dry	Resurface	1100
Hampton Lucy	D6080	Stratford Road	A439	Start Of Houses at Hampton Lucy	Haunch	3110
Ilmington	C48a	Stratford Road	York Farm	C47	Resurface	1120
Kineton	C53a	Oxhill Road	C54	2004 Scheme	Resurface	1900
Kineton	C54	Tysoe Road	C53	A422	Resurface	2950
Kineton	D6451	Red Road	C54 Tysoe Road	Entrance To Red House Farm	Resurface	350
Long Compton	C70	Rollright Road	C115 Oakham Road	A3400	Haunch	1692
Norton Lindsey	C93	Snitterfield Lane	Speed Limit Signs At Norton Lin	D5327 Snitterfield	Haunch	2800
Priors Marston	C36a		Village	Previous Haunch	Haunch	1900
Snitterfield	C94	Sand Barn Lane	A46	A439	Resurface	984
Stratford-on-Avon	D6214	Quiney's Road	D6218 Shottery Road	D6215 Hathaway Lane	Retread	256
Tanworth-in-Arden	C105	Penn Lane	D5027	B4104 Broad Lane Junction	Resurface	1900

## Network Management Five Year Structural Proposals

Settlement	Rd No	SITE			Treatment	Length
		Road	From	To		

### STATFORD FOOTWAYS -PROVISIONAL

Alcester	C204	Priory Road (part)	School Road	Swan St roundabout		320
Bearley	A3400	A3400	Avon Fields	Golden Cross		
Great Wolford	C54	Moreton Road	The Green junction	Ashouse Farm		
Great Wolford	C54	Morton in Marsh Rd	The Green	End of The Leys		4092
Great Wolford	D6075	Village Road	C54	Notive Board		400
Henley	A3400	High Street	Phase 2			
Henley	A3400	High Street	Phase 3			
Henley	A3400	High Street	Phase 4			
Henley	A3400	Liveridge Hill	C20 Tamworth Lane	C90 Bushwood Lane		
Kineton	D6442	King Johns Road	entire			190
Morton Morrell	D6531	Brook Lane	Duffus Hill	De-restriction Plates		915
Napton	C50	High Street	Chapel Yard	Dog Lane		191
Norton Lindsey	D5508	Norton Lea	C39 Wolverton Road	End		
Nothend	D6400	The Prebend				
Nothend	D6401	Hill Close				
Oxhill	C108	Main Street	opp Peacock PH			
Ratley	D6436	Grange Close	entire			110
Salford Priors	C216	Station Road	A46	Village Nameplate		713
Shipston	D6593	Sheep Street	Darlingscote Road	High Street		
Southam	C210	Market Hill	Coventry Hill	High Street		
Stratford	D6244	Old Town	parts of			
Stratford	B4086	Tiddington Road	parts of			
Stratford	B4086	Tiddington Road	Carters Lane	Alvestone Lane		568
Stratford	A422	Banbury Road	Rushbrook Road	Bridgetown Road		
Stratford	B4086	Tiddington Road	Clopton Brigde	Golf Club		
Stratford	D6098	Flower Road	All			
Stratford	D6096	Burbage Avenue	All			
Stratford	D6097	Sadler Close	All			
Stratford	D6100	Rowan Close	All			
Stratford	D6102	Sycamore Close	All			

## Network Management Five Year Structural Proposals

Settlement	Rd No	SITE			Treatment	Length
		Road	From	To		

### STATFORD FOOTWAYS -PROVISIONAL

Stratford	D6101	Verney Drive	All			
Studley	D5177	The Newlands	entire			103
Tanworth-in-Arden	D5025	Blind Lane	parts of			
Welford on Avon	D5458	Quinney Leys				
Wellesbourne	D6331	Brookside Avenue	Willow	End		

2005/06 STRATFORD AREA MAINTENANCE SCHEMES

Parish/ Settlement	Rd No	SITE			Comments
		Road	From	To	

**STRATFORD AREA CARRIAGEWAY RESURFACING AND HAUNCHING 05/06**

Atherstone-on-Stour	A3400	Shipston Road	D6511 Atherstone on Stour	Entrance to Industrial estate	
Avon Dassett	C35	Avon Dassett	sections of road North and south of Avon Dassett		
Barcheston	D6539	Burmington	B4035 for 220m		
Barcheston	D6641	St Denis Road South	Road to upper st Dennis Farm south of D6640		
Barcheston	D6641	St Dennis Road North	North of D6670		
Bascote Heath	C97	Bascote Road	Welsh Road	to past the war memorial	
Bascote	C97	Bascote Road	surface change past D2336	surface change past D2327	
Bascote	D2337	Manor House Lane	C97	to end	
Bishops Itchington	D6038	Ladbroke Road	From the Speed limit at Bishops to the Harbury Rd Junction		
Burmington	D6644b	Willington Road	C56	A3400 Burmington	
Burmington	D6664	The Lane	C56 Main Street	to end	
Burmington	D6644a	Willington Road	D6647 south for 500m		
Cherrington	C54	Wood Lane	From Main Road	to end	
Combrook	B4455	Fosse Way	From Bowshot Island	to Combrook turn	
Compton Verney	B4089	Spring Hill	From junction of combrook rd for 600m west		
Edge Hill	B4086	Banbury Road/Camp Lane	From B4100	425m past the junction of the C96	
Farnborough	E2999	Claydon Crossing	A423	Farnborough Farm	
Fenny Compton	A423	Banbury Road	From surface change at Railway bridge	south for 585m	
Halford	D6631	Idlicote Road	From the eastern edge of the village for 420m		
Illmington	D6535	Downs Hill Road	from C49 for 1300m		
Illmington	D6538	Hurdlers lane	Back Street Junction	to end	
Illmington	D6542	Ballards Lane	Front Street Junction	to end	
Illmington	D6544	Featherbed Lane	Front Street	to village boundary	
Illmington	D6546	Frog Lane	From Front Street	to end	
Illmington	D6547	Grump Street	From Front Street	to end	
Kineton	D6363	Lighthorne Road	From C31 Southam Road to Lodge Farm Entrance		
Ladbroke	D2411	Bridge Lane	From School Lane to Banbury Rd		
Long Marston	C46	Long Marston Road	From Jct C104 Milcote Rd	Brickall (in the village)	
Moreton Morrell	B4455	Fosse Way	D6351 Brook Lane South	for 640m	
Moreton Paddox	B4455	Fosse Way	C96 South	to 400m short of B4086	resurface in 06/07
Oxhill	C54	Tysoe Road	Selected worst areas		
Pillerton Priors	A422	Banbury Road	New surface	Springfields Lodge	
Ratley	D6432	New Road, Ratley	Turning Head at end of concrete carriageway		
Shipston-on-Stour	D6568	Badgers Crescent	Stratford Road	Donnington Road	
Shipston-on-Stour	D6615	Mayo Road	Donnington Road	Station Road	
Shotteswell	C114	Mollington Road	Shotteswell		
Southam	C36	Welsh Road East	Southam Fields	to C50 junction	
Studley	C38	Toms Town Lane	A435 for 400m west		
Temple Grafton	C100	Temple Grafton Road	C46 Grafton Lane	surface change by Jct D5441 Redhill Road	
Temple grafton	C100	Temple Grafton	C46 Blue Boar south	Temple Grafton	
Welford	B439	Welford	West of C46		
Welford	C46	Welford	Welford south from B439		

## 2005/06 STRATFORD AREA MAINTENANCE SCHEMES

Parish/ Settlement	Rd No	SITE			Comments
		Road	From	To	

### STRATFORD AREA SURFACE DRESSING 05/06

Alcester	D5425	Tything Road	whole length		
Aston Cantlow	D5344	Mill Lane	D5345	C41 Haselor/Walcott	
Avon Dassett	C113	Dassett Road	C35	SC	
Avon Dassett	C35		D6395 (Farnborough Rd)	Top Lodge	
Bearley	C39	Salters Lane	A3400 Bearly	joint past Sillesbourne Frm	
Bearley	D5321	Snitterfield Road	A3400	Bearly Green	
Bearley	D5321		The Green	Snitterfiel C/R by school	
Beaudesert	C90		A3400 Pound Café	460m North of D5015	
Bidford	B4085	Waterloo Road			
Bidford-on-Avon	B439	Salford Road	Bidford Westholme Rd island	A46 island	
Blackhill	C94		Black Hill	Hampton Way	
Brailes	C6658	Castle Hill/Six Bells Ln	C54 + RDS	B4035	
Brailes	D6636	Whatcote Road	C54 + RDS	D6640	
Broom	D5467	Georges Elm Lane	Whole Length		
Cherington	C56	Cherington	D6675	D6666	
Claverdon	A4189		C25 Claverdon	Kington Lane	
Edge Hill	C69	Edge Hill Lane	B4086	A422	
Harbury	D6054	Bush Heath Road	Butts Lane	Park Lane	
Haselor	C46		D5435 Haselor School	A46	
Ilmington	C48	Nebsworth Lane	SD Nr CB		
Kineton	B4086	Banbury Road	Yardley Chase	Level Crossing	
Kineton	D6363		D6386	Network scheme 2005	
Kineton	D6362	Lighthorne Road	Lighthorne Rd	Compton Verney	
Knightcote	D6397	Poplar Close	short remedial section at end of cul-de-sac		
Lighthorne	B4100	Banbury Road	C96/D6071 Cross roads	D9356 Winyates Road	
Little Alne	B4089	Alcester Raod	G/Alne Cricket club	SD L/ Alne	
Little Alne	B4089	Alcester Raod	Little Alne	C99 Wootton Wawen	
Lower Tysoe	D6456	Radway Road	A422	C54	
Luddington	B439	Evesham Road	Dodwell Caravan Park Entrance	Stratford & Dodwell Parish Boundary	
Newbold Pacey	D6075		B4087	SD joint	
Pillerton Priors	C31		Pillerton Priors/ P.Hersey	Butlers Marston/Kineton	
Quinton	C47	Main Street	B4432	College Arms	
Salford Priors	B4088		Dunnington xrds	CB	
Salford Priors	D5495	Hill Lane	Dunnington	School Rd	
Salford Priors	D5496	School Lane	Tothill Lane	Irons Cross	
Sambourne	B4092	Jill Lane	D5208 Oak Tree Lane	A448 The Slough	
Shotteswell	C114	Mollington Road	B4100	Laurel Farm	
Shotteswell	D2821	Bakehouse Lane	Mollington Road	Middle Lane	
Shotteswell	D6427	1st & 2nd Turn	B4100	Coronation Lane	
Snitterfield	D5322	Kings Lane /Park Lane	Top of Park Lane	joint with Ingon Lane	
Stratford/Tiddington	B4086	Tiddington Road	A3400	Tiddington	
Studley	D5147	Castle Road	A435	s/c on left hand bend	

**2005/06 STRATFORD AREA MAINTENANCE SCHEMES**

Parish/ Settlement	Rd No	SITE			Comments
		Road	From	To	

**STRATFORD AREA SURFACE DRESSING 05/06 - CONTINUED**

Tanworth-in-Arden	B4101	Broad Lane	County Boundary	Royal Oak PH	
Tanworth-in-Arden	D5027	Rushbrook Lane	Whole Length		
Temple Grafton	D5437	Croft Lane	A46	Temple Grafton	
Tredington	D6561	Armscote	A429	Armscote + RDS	
Warmington	B4100		Duals	top of hill	
Whichford	D6670	Whichford	Village	C56	
Wilmcote	C41	Station Road	R/way bridge	C41 junction	
Wooton Wawen	A3400	Stratford Road	Canal Bridge	C39 Salters Lane	
Spennall	D5213	Shelfield	C46 Spennal Lane	C39 Burford Lane	

**STRATFORD AREA FOOTWAY RESURFACING 05/06**

Stratford	A3400	Birmingham Road	Arden Street	Winsor Street	
Stratford	D6292	Willows Drive North	All	entire	
Stratford	B4086	Tiddington Road	Golf Club	to house No.79	
Stratford	B4086	Tiddington Road	house No. 79	Caravan Park	
Welford on Avon	C46	Binton Road	Four Alls	Church Street	

**STRATFORD AREA FOOTWAY SLURRY SEALING PROGRAMME 05/06**

Alcester		Priory Road, east side	School Road	Roundabout	
Alcester	D5129	Seymour Road	All		
Alcester	D5414	Fenwick Close	All		
Alcester	D5415	Wain Close	All		
Alcester	D5675	Horton Close	All		
Alcester	D5676	Purton Close	All		
Alcester	D5677	Devonish Close	All		
Alcester	D8001	Rufford Close	All		
Tiddington		Knights Lane	Main Street	Townsend Road	
Tiddington		F/Way	Townsend Road	Oak Road	
INGON	A439	Warwick Road	RYON PARK	COTTAGES	
BIDFORD	D5264	Harbour Close		END	
Welford on Avon	D5458	Quinney Leys	Binton Road	end c-d-s	
BROOM	D5488	Albion Terrace		END	
WILMCOTE	D5490	Glebe Estate	ASTON CANTLOW ROAD	END	
BEARLEY	D5321	Snitterfield	A4300	End	
Stratford	D6212	Bell Lane	All		
Stratford	D6213	Shottery ( joining Bell Lane )	All		
Wellesbourne	B4086	Stratford Road	All		
Wellesbourne	D6320	School Road	All		
Wellesbourne	B4086	Kinton Road	All		
Wellesbourne	C72	Bridge Street	All		
Wellesbourne	D6340	St Peter's Road	All		

**2005/06 STRATFORD AREA MAINTENANCE SCHEMES**

Parish/ Settlement	Rd No	SITE			Comments
		Road	From	To	

**STRATFORD AREA FOOTWAY SLURRY SEALING PROGRAMME 05/06 - CONTINUEE**

Wellesbourne	D6339	Hastings Road	Lawrence Mackie Gardens		
Wellesbourne	D6319	Newbold Road			
Stratford	A3400	Birmingham Road	Arden Street		
Great Wolford	C54	Morton in Marsh Road			
Stratford	D6212	Willows Drive			
Stratford	D6142	Cedar Close	All		
Stratford	D6135	Fordham Ave	All		
Stratford	D6134	Grange Park	All		
Stratford	D6136	Larch Grove	All		
Edgehill	C69	Edgehill Lane	Ratley Turn D6431	Village Name Plate	
Upper Quinton	D6527	Edmund Close	Tailors Lane D6524	End	
Kineton	D6453	Green End Farm	Mill Lane D6446	End	
Kineton	D6454	Shortacres D6453	Green Farm End	Green Farm End	
Kineton	B4086	Banbury Road	Kineton High School	De-restriction plates	
Illmington	F/path	Whitehouse Lane	Middle Street	Back Street	
Illmington	D6541	Middle Street	In front of shops		
Lower Shuckburgh	A425	Shuckburgh Rd	Sawbridge Rd	Park Lane	
Long Itchington	C33	Stockton Road	A423	Fendon School	
Harbury	C43	Vicarage Lane	Butts Lane	Dovehouse Lane	
Harbury	C43	Crown St	Dovehouse Lane	Hall Lane	
Long Itchington	D2344	Leigh Crescent	Stockton Road	End of Road	
Long Itchington		Sidwell Avenue	Entire		
Harbury	D6045	Church St	D6046	C43	
Harbury	D6053	Butts Lane inc Queens	B4452	Vicarage Lane	



## Risk Management of Street Lighting Columns likely to Require Replacement

Stratford - Locations where Column replacement will soon be required						
Town	Street Name	Type	No.	Height	Manufacturer	Comments
Alcester	Birmingham	S	36	8	Eagle	
Alcester	Church St	S	6	8	Eagle	
Alcester	Evesham St	S	22	8	Eagle	
Alcester	Henley St Kinwarton RD	S	30	8	Eagle	
Stratford	Evesham RD	S	37	10		2 mtr ext
Stratford	Alcester RD	S	50	10		2 mtr ext
Stratford	Shipston RD	S	35	10		2 mtr ext
Stratford	Bridgeway/ Bridge End	S	26	10		Square door, 2m ext
Stratford	Banbury RD	S	44	8	Stuart Lloyd	
Stratford	Arden St/Grove RD	SPC	42	10	Hemcol	Rotted
Stratford	Tiddington RD	S	48	5mt	Stuart Lloyd	Old 5m, poor condition
Stratford	Clopton RD	OS&C	40	5		
Shipston	Main RD	S	50	10	Eagle	Squared door, Untreated
Shipston	Donnington RD	C	10	5	Eleco	Poor
Shipston	Mayo RD	C	6	5	Eleco	Poor
Wellesbourne	Ettington Rd Bridge St, Warwick RD	S	63	8	Hemcol	
Wellesbourne	Newbold RD, St peters RD Willow RD	C	40	5	Stanton	
<b>Sub Total</b>			<b>585</b>			