



DERBY CITY COUNCIL

Planning and Transportation Commission



Highways and Footways Maintenance Review

June 2008

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Highways and Footways Maintenance Review

1. Background to the review

1. At its meeting on 11 June 2007 the Planning and Transportation Commission considered a number of possible work plan options and selected highway and footway maintenance as the subject of its first review of 2007/08.

2. A meeting to explore how the Commission might best undertake a review of highway maintenance was held on 28 June 2007 and was attended by Christine Durrant, Assistant Director - Highways and Transport, John Hansed - Head of Highways, and the Co-ordination Officer. A number of issues were considered at the meeting but after discussion it was agreed that there were two particular areas in which it was thought that a review by the Commission could add value and might provide information that would be of particular use to the Regeneration and Community Department. These areas were:

- The funding of highway and footway maintenance by local authorities
- The Derby public's perception of the state of the City's roads and the highway and footway maintenance carried out by the City Council.

3. It was therefore proposed to conduct a review to investigate:

- a) The ways in which other local authorities fund highway maintenance, the way in which they split their expenditure between planned maintenance and responsive repairs to deal with defects, and their comparative performance in respect of the relevant BVPIs.
- b) The public perception of Derby's highway and footway maintenance.

2. Objectives of the Review

4. The primary objectives of the review were:

- a) To compare the approach taken to highway and footway maintenance by Derby with that of similar local authorities and to identify any examples of best practice that could be adopted by the City Council.
- b) To find out how other similar local authorities obtain funding for highway and footway maintenance and how they allocate the expenditure of that funding
- c) To ascertain the Derby public's perception of the highway and footway maintenance that the City Council does and to obtain their views on what they think the Council might/should do.

3. Suggested Methodology and Costs of the Review

5. To achieve the objectives set out above, this review needed to include a large element of consultation.
6. For the first part of the review it was proposed to undertake the consultation through a questionnaire survey of comparable Unitary local authorities. The content of the questionnaire has been discussed with the Council's consultation team and a copy of the questionnaire is contained in Appendix 1.
7. A further questionnaire was sent to 475 Derby Pointer Panel members and an external company was employed to produce a report on the findings.
8. The information from the Pointer Panel questionnaire (Appendix 2) will be an important indicator of public's perception of the service provided by the Council.
9. It was initially proposed to conduct the Unitary authorities questionnaire survey in October/November 2007 and the Pointer Panel questionnaire in early to mid November.

4. Provisional Timetable for the Review

10. The original timetable for the review was as follows.

1.	Preparation of draft Scoping Report and discussion of questionnaire survey and Pointer Panel focus groups	July/August 2007
2	Draft scoping report and questionnaire survey to be considered at the September Planning and Transportation Commission meeting	24 September 2007
3.	Scene setting meeting for the Commission at which Regeneration and Community officers will be asked about the Council's current approach to highway maintenance and the sources of funding for this work	Early – mid October 2007
4.	Issue of Unitary Authorities questionnaire survey – to be returned by early November	Mid October 2007
5.	Issue of the Pointer Panel questionnaire – to be returned by late November	Early November 2007
6.	Evidence gathering interviews between the Commission, selected respondents and other relevant witnesses	Mid-late November 2007
7.	Preparation of draft report	December 2007
8.	Draft report for consideration by the Commission	21 January 2008
9.	Final report to Cabinet Member meeting for Planning and Transportation	4 February 2008

This timetable slipped because of the extension of the Commission's review into Backland Development:

5. Anticipated Outcomes of the Review

11. The anticipated outcomes of the review were:

- From the information gained from the Unitary Authorities questionnaire and the Pointer Panel questionnaire, the final report was expected to provide:
 - Information about the methods used by other local authorities to obtain funding for highway maintenance and the sources of that funding.
 - Information on the experiences of local authorities that have used other sources of funding such as PFI and Prudential Borrowing to finance highway maintenance.
 - A comparison of the quality/cost of highway maintenance in Derby with that of similar local authorities
 - A comparison of Derby's highway maintenance BVPIs with those of other similar local authorities
 - Any examples of best practice on highway maintenance identified from the questionnaire survey, and any consequent options for improving on what is done in Derby
 - Some representative views of the Derby public on the current standard of highway maintenance and on what might be done to improve it.

12. The Regeneration and Community Officers advised that this information would be helpful to them in preparing the Council's Highways Asset Management Plan. It was also considered that evidence gathered in the course of the review may enable the Commission to make recommendations for improving the way in which the Council funds and carries out highway and footway maintenance in the City.

6. Revised Review Timetable

13. When the Commission approved the Scoping Report for this Review at its meeting on 24 September 2007 it also approved a scoping report for a Topic Review into Backland Development.

14. As the review progressed it quickly became apparent that an in-depth review of Backland Development would require a longer period of investigation than had previously been thought.

15. At its meeting on 5 November 2007 the Commission agreed to extend the scope of the Backland Development Review and therefore, by implication, to delay its review of highway and footway maintenance until the Backland Development review had been completed.

16. The Overview and Scrutiny officers were not able to commence the review of highway and footway maintenance until December 2007

7. Distribution of Questionnaires

7 a) To other Local Authorities

17. The approved questionnaires on the funding of highway and footway maintenance were distributed to the 16 unitary local authorities, which were deemed to be comparable to Derby City Council on 14 December 2007. Due to a low response rate the questionnaire was distributed again early in the New Year and by 8 February 2008 six completed questionnaires had been received.

7b) To Pointer Panel members

18. Derby City Council set up the Pointer Panel in 1998 to involve local people in the Council's decision-making process. The Panel is made up of 1,200 local people aged 18 and over who are representative of the local population by age, gender, ethnicity and area.

19. Panel members take part in regular consultation about Council services to voice their suggestions and comments on how services can be improved.

20. On 11 January 2008 the questionnaire in Appendix 2 was sent to 475 members of the Pointer Panel who had expressed a specific interest in highways and transport,

21. There was a high level of response to the Pointer Panel questionnaire with around 350 completed questionnaires being returned to the Council. Due to the large number of completed questionnaires received, it was decided to employ an external company, QA Research, to input the data and to analyse the responses. The data on public perception provided in this report is based on the analysis carried out by QA Research.

8. Results of the Review

8.1 Summary of response from comparable Local Authorities

22. Including Derby City Council, six Local Authorities completed the questionnaire. The populations of the Local Authorities who responded ranged from 118,752 – 279,923 people.

23. In order to provide a basis for comparison of the six local authorities, they were each asked approximately how many kilometres of highway and footway they were responsible for. The responses are detailed in Table 1 below:

Table 1

Type of Road/Footway	Principal Roads	Non Principal Classified Roads	Unclassified Roads	Footways
Authority				
Derby	62	79	578	1,092 (approx)
Halton/Runcorn	49.7	79.3	430.2	200 (approx)
Leicester	65	67	656	1300
Peterborough	70.9	235.3	541.3	Unknown
South Gloucester	117	400	948	1654
Warrington	100.9	115.9	727.8	1400

24. One of the primary objectives of the survey was to establish whether other local authorities had sources of funding that Derby City Council was not using.

25. Table 2 below details responses to the question 'what was the approximate value of the funding you received from each of the following sources in **2006/07**?

26. Table 2 shows the approximate value of the funding for highway and footway maintenance that each of the six local authorities received in 2006/07. It is difficult with the information available to make a direct comparison of these figures and to determine whether the funding that the City Council received compared favourably or otherwise to that of the other local authorities. It is however worthy of note however that Leicester's LTP Allocation was £1,533,000 higher than Derby's.

27. The responses from the six local authorities demonstrated that they were not tapping into any funding sources that Derby was not already using.

28. None of the local authorities who responded to the survey used prudential borrowing to fund their maintenance programmes but some had benefited from specific grants to redress specific local problems eg Drought Damage.

Table 2

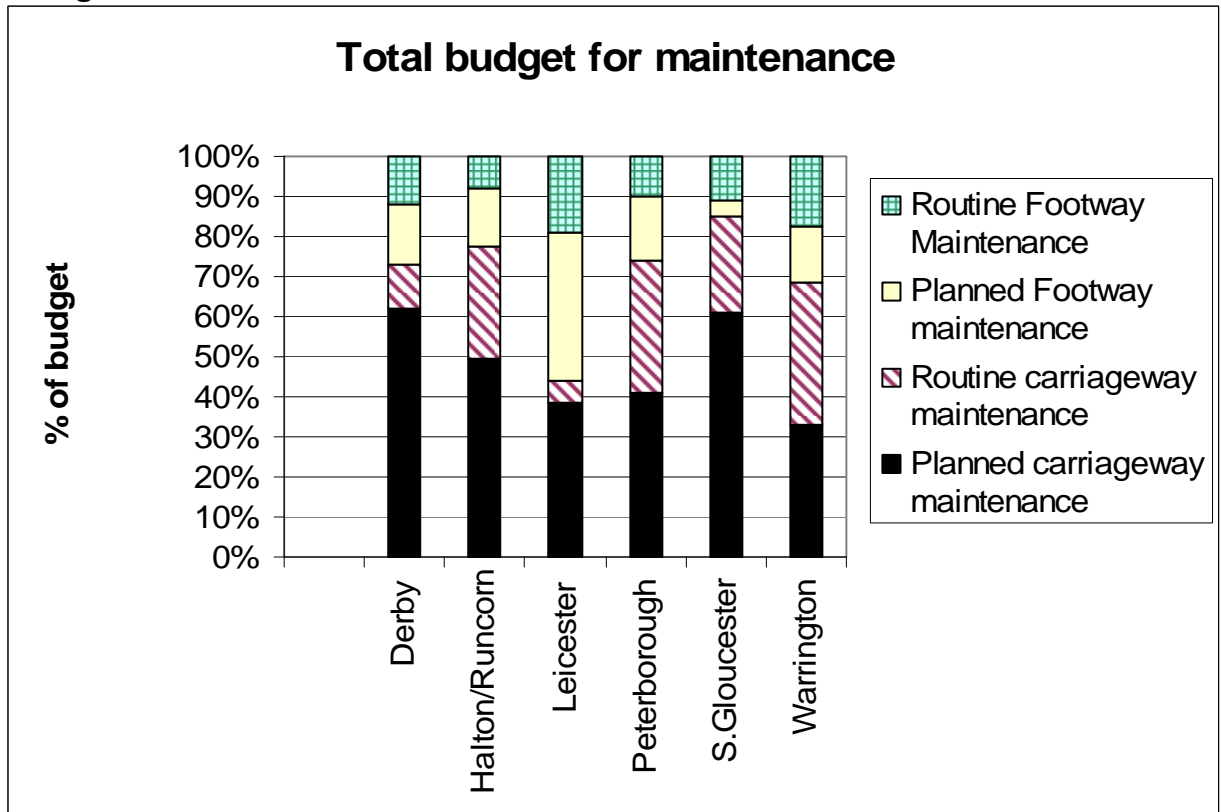
What was the approximate value of the funding you received from each of the following sources in 2006/07 ?				
Authority	Council Revenues	LTP monies	Prudential borrowing	Other
Derby	1,708,000	1,850,000	0	£110,000 - HA de-trunked maintenance grant
Halton/ Runcorn	4,295,296	2,364,840	0	0
Leicester	6,621,500	3,383,000	0	<p>Unable to quantify the amount of funding to improve The roads and footways in the city centre Which came from council revenues for the overall City centre improvements.</p> <p>The £3,383,000 was our LTP allocation for 'Capital Maintenance' only.</p> <p>This was broken down to £1,728,000 for Bridges, £246,000 for Local Road Carriageways, £515,000 for Local Road Footways, and £894,000 for Principal Roads. (Design costs, Street lighting column replacement cost, traffic signal renewal costs and preparation costs associated with the Upperton Road Viaduct Scheme are included in this).</p>
Peterborough	2,644,255	198,000	0	£1,582,500 – PCC capital Allocation - £738,500 Capital allocation for drought damage - £265,000 Additional PSA allocation - £469,000 HA detrunking maintenance grant- £60,000
South Gloucester	3,311,000	3,145,00	0	0
Warrington	2,200,000	1,600,000	0	<p>£500K bid for 08/09 - Revenue funding covers maintenance activities that include drainage, footway and carriageway repairs and improvements (resurfacing and surface treatments) street naming, road markings, signs maintenance safety fencing and environmental works – does not include lighting, winter or gully emptying</p> <p>LTP is the allocation for roads from the maintenance block allocation</p> <p>£500k bid is for supplementing repairs to roads and gully / drainage maintenance needed across the network due to under resources over time</p>

29. The questionnaire asked local authorities how their maintenance budget was split between

- Planned carriageway maintenance
- Routine Carriageway maintenance
- Planned footway maintenance
- Routine footway maintenance

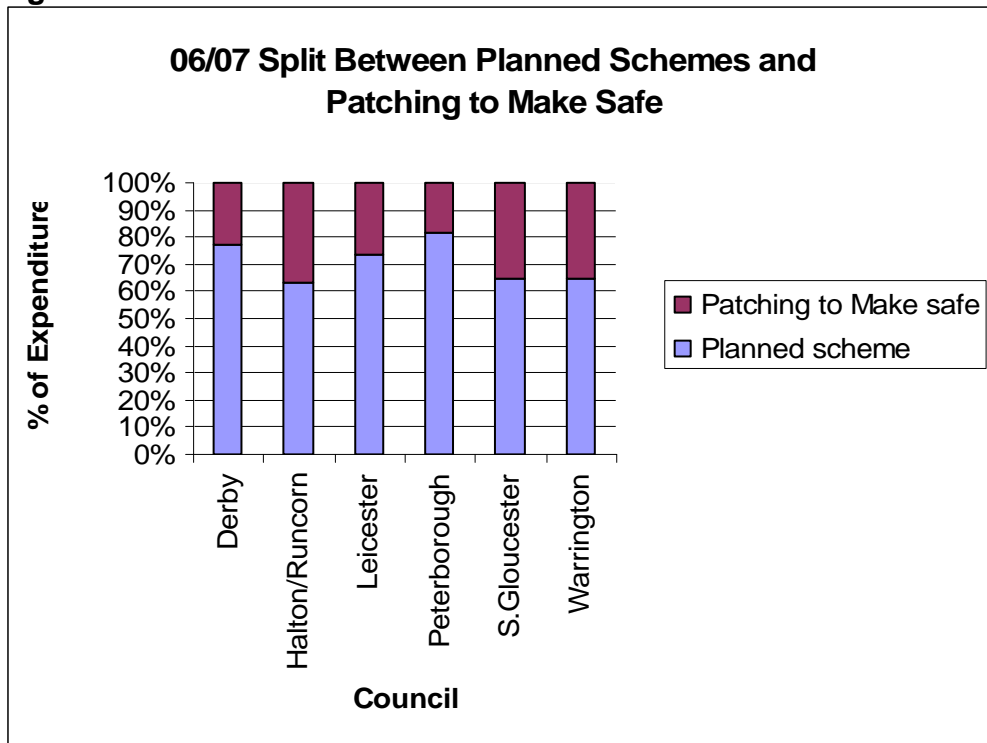
30. The responses to the questionnaire are illustrated in Figure 1 below.

Figure 1



31. Figure 1 shows that Derby City Council spends the majority of its funds for highway and footway maintenance on planned schemes. Of the six local authorities that responded to the survey only Peterborough spends a larger proportion of its budget on planned schemes. Figure 2 shows that South Gloucester and Warrington spend proportionally the largest amount of their budget on patching to make safe with around 35% of their budgets being dedicated to this.

Figure 2



32. For highway and footway repairs Derby City Council works to laid down 'intervention criteria' which specify when surfaces should be repaired because they have become uneven or there is a hole or damage to the surface. For Derby the levels at which intervention and therefore repair is deemed necessary are;

- On the highway - 40mm
- At footway dropped crossing points - 25mm
- On footways in the City Centre - 15mm
- On footways elsewhere - 25mm

33. Most of the six local authorities said that their intervention level for highway repair was around 40mm depth. Peterborough however did not intervene until there was a pothole depth of 100mm in the carriageway and this was the deepest carriageway intervention level of the authorities that responded.

34. Footway intervention levels were quite similar with most of the six local authorities intervening when there was a trip depth of around 20mm.

35. The following table, Table 3, shows the amount of the compensation the six local authorities have paid out for trip claims and falls because of uneven surfaces and potholes:

Table 3

Authority	Approx Cost	
Derby	£259,046.16	2006/07 figure equates to £10,402.75 by LA Department, £182,147.70 by the Local Authority and £66,495.71 by the Insurer.
Halton/Runcorn	£6,173 paid	£592,369 pending settlement (Not all of this will be paid dependant upon investigation).
Leicester	£18,000	with a reserve of £760,000
Peterborough	£234,081	
South Gloucester	£34,000	This is only what is settled to date. £277,000 outstanding in reserves. 72 cases from 144 closed
Warrington	£5,400	(67 closed claims)

36. Warrington paid out the least amount of compensation for trip claims. They were asked how they have kept this figure so low and their response was that their costs were low because they have a very high repudiation rate, they do not lose any claims when they go to court, and the odd settlements they do have are covered by through their insurance.

37. Warrington also said that the vast majority of their claims are for potholes/damage and not personal injury, due to trips etc, which attract higher value claims/costs. They said that their out of court settlements are often low value and mainly relate to damage to vehicles which are small value claims.

38. When the scope of the review was being discussed the Commission agreed that it would be useful to use the questionnaire to establish whether other Local Authorities were using recyclable materials in their highway and footway maintenance programmes.

39. The responses to this question showed that all six local authorities who responded to the survey used some recyclable material in their maintenance programme apart from South Gloucester. Leicester used most recycled material with 20% of the material it used in its maintenance programmes being recycled.

40. In order to compare Derby City Council's performance with that of other local authorities information was requested on the following Best Value Performance indicators:

- BV187 – condition of footways
- BV223 - % of Principal Roads where maintenance should be considered
- BV224a - % of Non-principal Classified roads where maintenance should be considered
- BV224b - % of Unclassified roads where maintenance should be considered

41. Table 4 shows the BV scores for the six local authorities that responded to the questionnaire. For all of these indicators a low percentage score demonstrates a strong performance.

Table 4

	BV187	BV223	BV224a	BV224b
Authority				
Derby	17%	13%	14%	11%
Halton/Runcorn	25%	2%	6%	8%
Leicester	47%	11%	11%	9.59%
Peterborough	19%	5%	10%	21%
South Gloucester	18%	5%	9%	12%
Warrington	23%	7%	12%	9%

42. Derby's BVPI Performance as of June 2008 is illustrated by the table below. The table shows that for all four indicators, the Council's performance achieves and in three out of four cases exceeds the Unitary median.

Table 5

Indicator	Unitary Bottom Quartile	Unitary Median	Unitary Top Quartile	Derby Actual
BV187 Condition of footway	31%	23%	15%	17%
BV223 % of principal roads where structural maintenance should be considered	11%	7%	5%	7%
BV224a % of non principal classified roads where maintenance should be considered	15%	12%	9%	9%
BV224b % of unclassified roads where maintenance should be considered	19%	12%	9%	10%

43. In order to provide a comparison with Derby, the other local authorities were asked whether they had surveyed their local residents to find out how they rated their Council's maintenance of roads and footways. The responses set out in Table 5 were provided in response to this question:

Table 6

Halton/ Runcorn	These results relate to a 2004 survey. A new survey is planned for 2008. The survey contained over 30 questions on various aspects of maintenance. More detail can be provided if required.
Leicester	From a Mori survey of council services carried out in 2005 4% were very satisfied, 47% were fairly satisfied, 15% were neither satisfied nor dissatisfied, 19% were fairly dissatisfied, 10% were very dissatisfied, with the council's road maintenance service and 5% didn't know. 3% were very satisfied, 38% were fairly satisfied, 14% were neither satisfied nor dissatisfied, 28% were fairly dissatisfied, 14% were very dissatisfied with the council's pavement maintenance service and 3% didn't know.
Warrington	Poor investment in roads – perception of lots of potholes not being repaired quickly enough and quality of repairs questioned

8.2 Conclusions arising from the Local Authorities' Questionnaire

44. The responses received to the survey of other local authorities leads to the following conclusions:

1. The information received from the other six local authorities shows them to be taking a similar approach to that of Derby City Council.
2. There are no obvious funding streams for highway and footway maintenance that are not already being tapped by Derby City Council.
3. There appears to be no obvious reason why Leicester's LTP Allocation should be £1,533,000 higher than that of Derby.
4. Each of the six local authorities has intervention levels for potholes and uneven surfaces that are similar to those of Derby. However compensation payout levels varied and Warrington's was particularly low. The reasons for this are given in paragraphs 37 and 38.
5. Table 4 shows that in some areas other local authorities perform better than Derby City Council against the relevant highway and footway maintenance BVPIs. In overall terms three of the local authorities that responded to the survey performed better than the City Council.

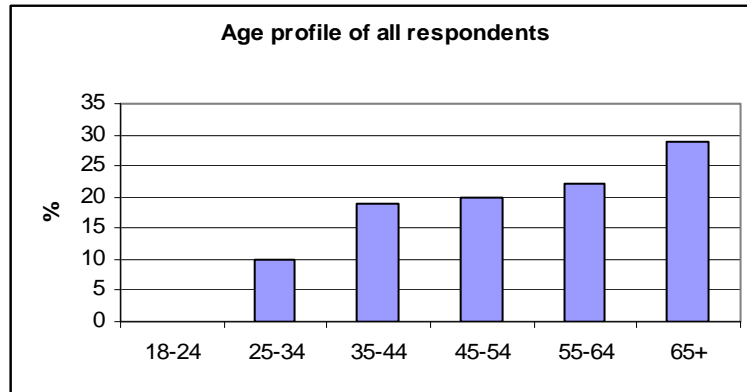
8.3 Results of the Pointer Panel Survey

45. Analysis of the Pointer Panel survey (see Appendix 2) to assess the public's perception of highway and footway maintenance in Derby was carried out for the Commission by QA Research of Brackenhill, St Georges Place, York.

46. The results of the survey, based on the interpretation of QA's analysis is set out in the following section. The raw data from the survey is available from the Overview and Scrutiny team.

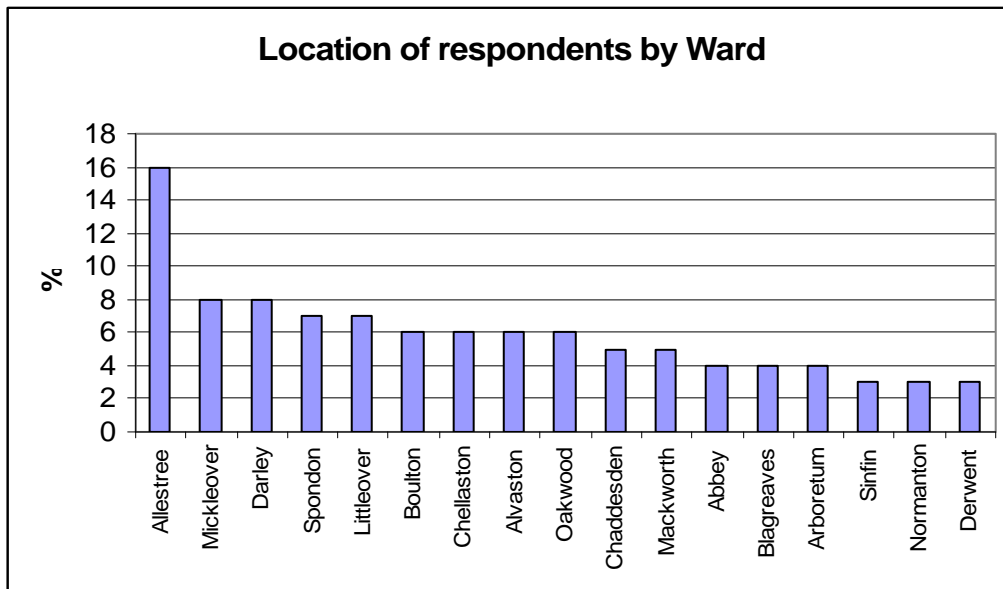
47. Figures 3 and 4 below show the age, and location of respondents who completed the survey. The responses to the survey showed that 8% of respondents were disabled and 1% of respondents used a mobility scooter (M/scooter).

Figure 3



48. Figure 4 shows that survey results are dominated by the older age groups and whilst this does not detract from the survey data it should be taken into account when assessing the results.

Figure 4

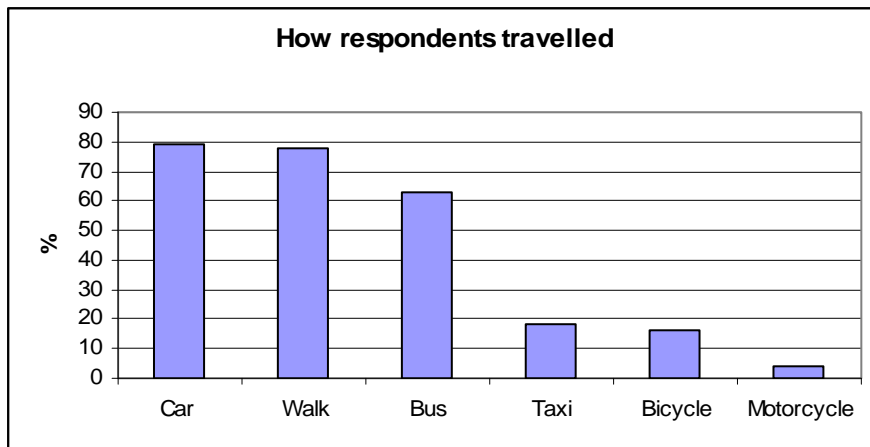


49. The responses to the survey which were received from each of the 17 wards have been analysed individually and are presented in Appendix 3 of this report. Figure 4 shows that 16% of the response to the survey came from

one ward and this factor should be taken into consideration when assessing the overall results of the survey.

50. Figure 5 below shows the overall profile of the travel methods used by the respondents to the survey. Examination of the data for the individual wards contained in Appendix 3 shows that, as might be expected, there are significant variation between the travel profiles of different wards.

Figure 5



51. The survey was intended to assess the public's perception of the City's highways and footways and of the Council's standards of highway and footway maintenance and the Figures 6 and 7 summarise the results of the survey.

Figure 6

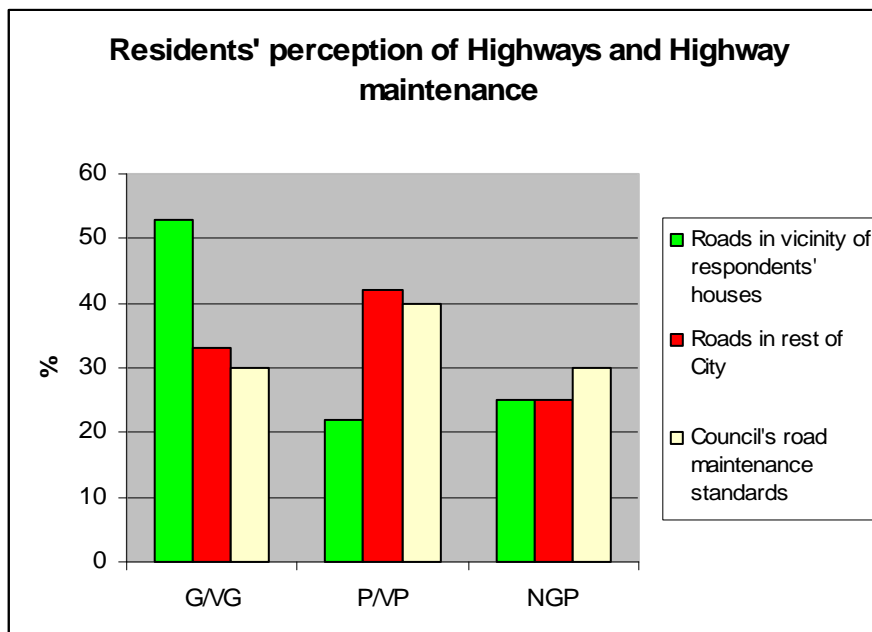
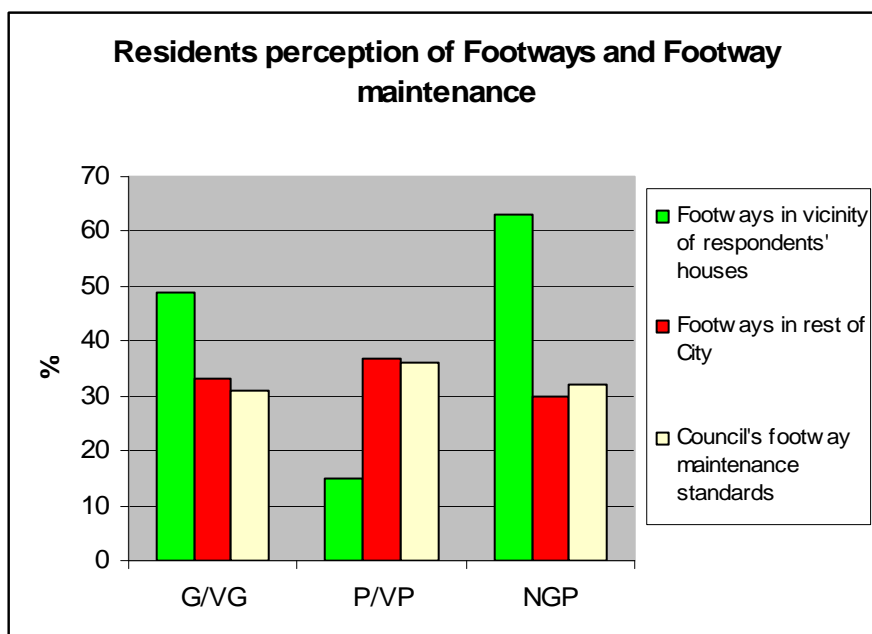


Figure 7



Note: G/VG – Good/Very Good
P/VP – Poor/Very Poor
NGP – Neither Good nor Poor

52. Table 7 below was extracted from the General BVPI 2006 Survey for Derby City Council. The table shows the level of satisfaction with a range of Council services. Although the table does not permit a direct comparison with the data from the Highway and Footway survey it is apparent from the figures that there are higher levels of public satisfaction with some other Council services

Table 7

Best Value Performance Indicator		Score 2006 %	Direction
BV3	Overall satisfaction	55	▶
BV4	Satisfaction with complaint handling	31	▶
BV89	Satisfaction with cleanliness	66	▲
BV90	A. Satisfaction with waste collection	77	▼
	B. Satisfaction with recycling (local facilities)	73	▶
	C. Satisfaction with waste disposal (local tips)	82	▲
BV103	Satisfaction with transport information	61	▶
BV104	Satisfaction with bus service	72	▶
BV119	A. Satisfaction with sports and leisure facilities	57	▶
	B. Satisfaction with libraries	68	▶

	C. Satisfaction with museums and galleries	58	▶
	D. Satisfaction with theatres and concert halls	58	▶
	E. Satisfaction with parks and open spaces	79	▶

53. Figures 8, 9, 10 and 11 and the ward by ward information contained in Appendix 3 shows that respondents in different wards had a different perception of the state of highways and footways and of the Council's standards of highway and footway maintenance. It is of note that, respondents from Oakwood ward, who were on average significantly younger than most of the sample, had a very good perception of the highways and footways near their houses.

Figure 8

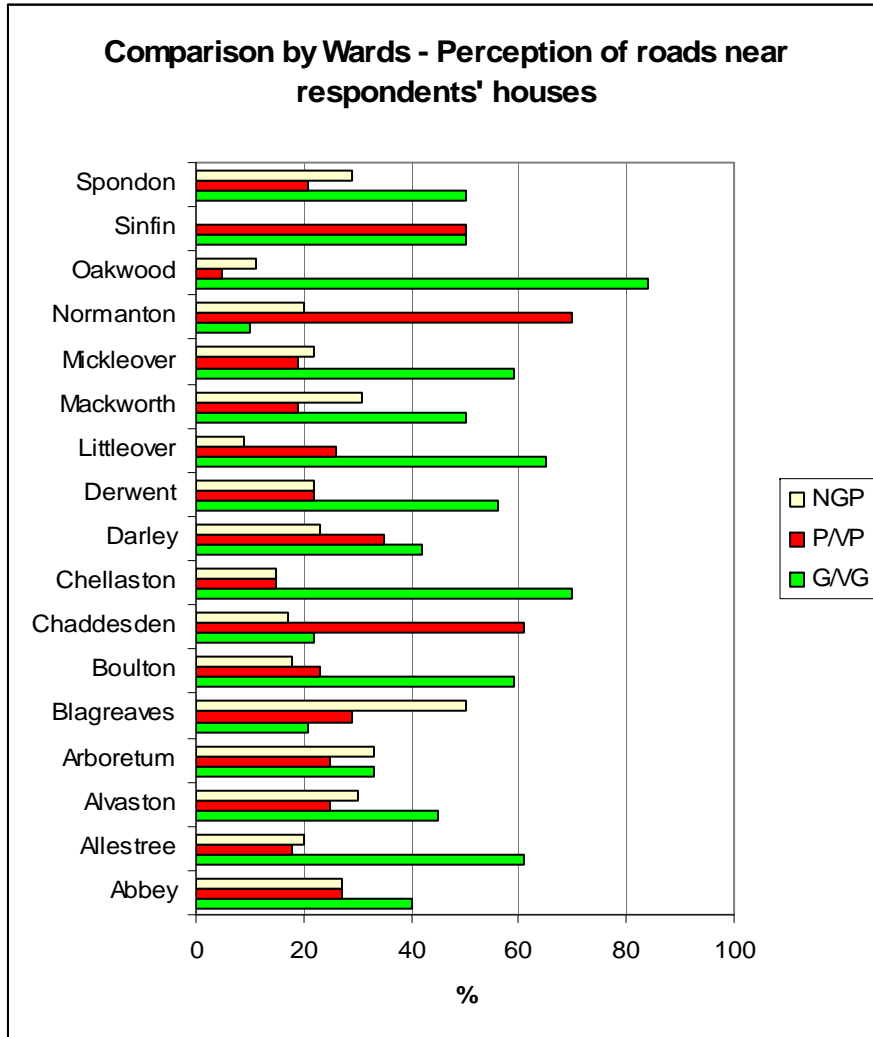


Figure 9

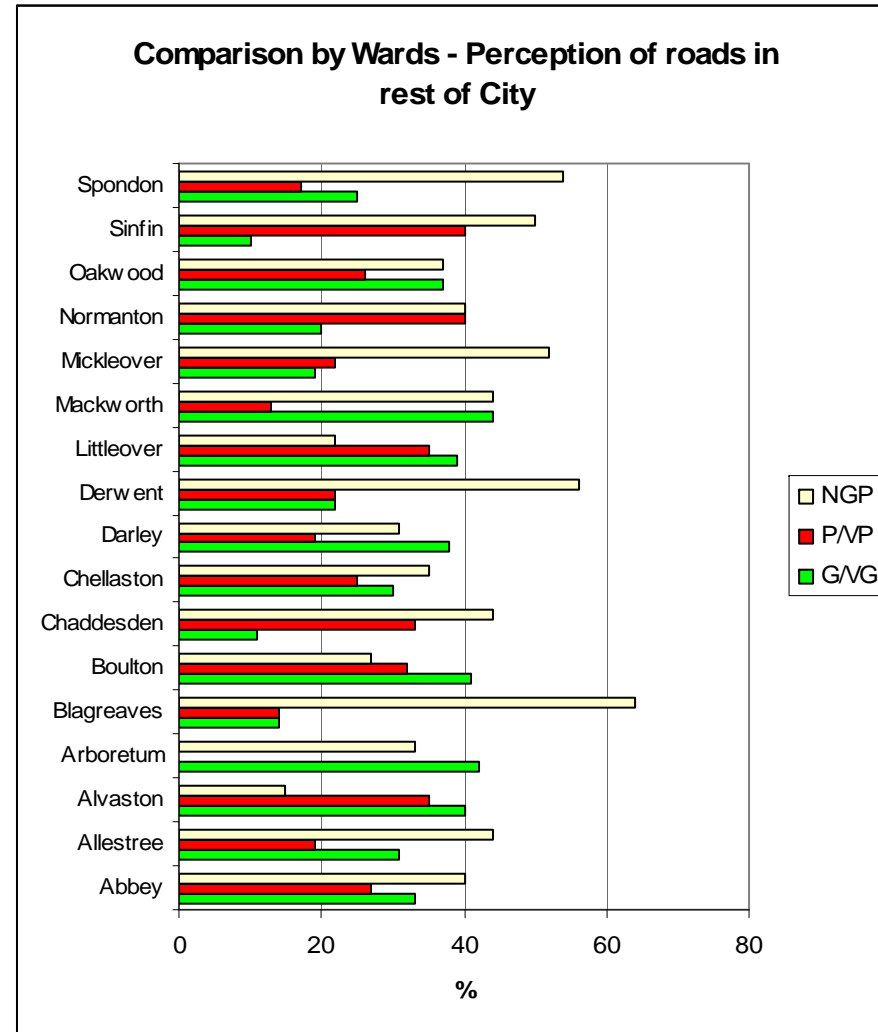


Figure 10

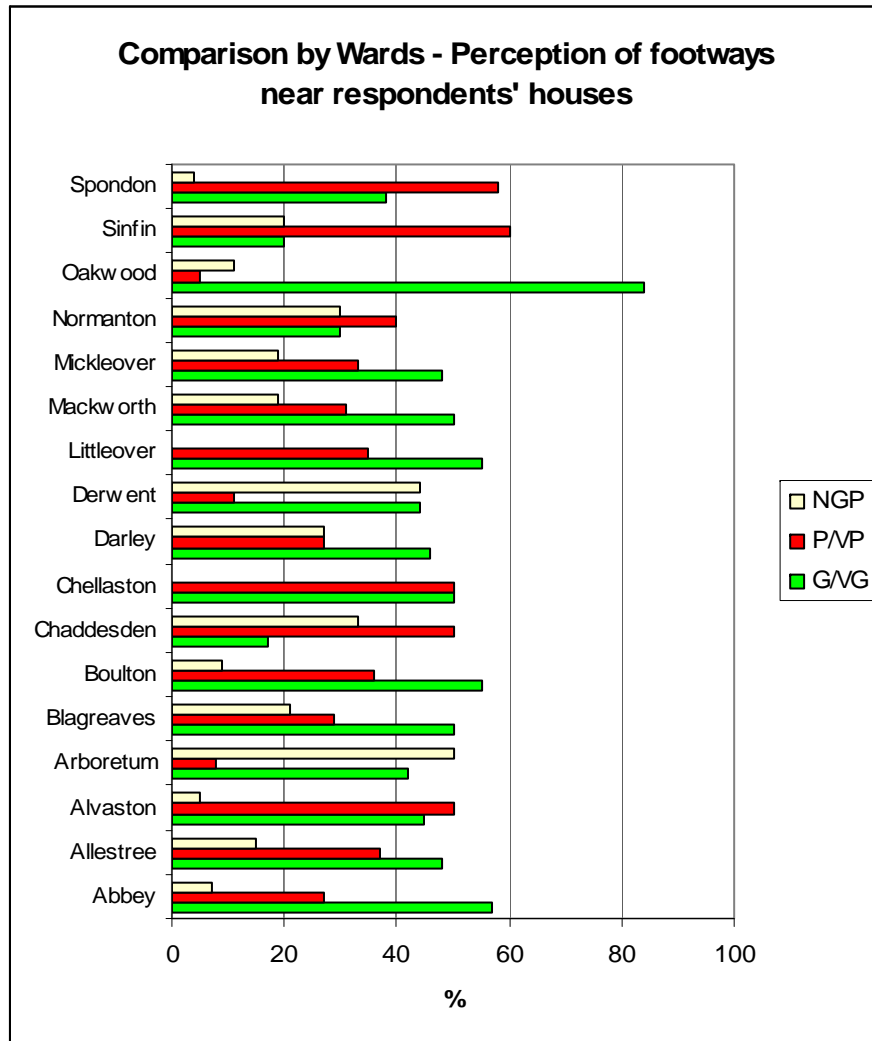
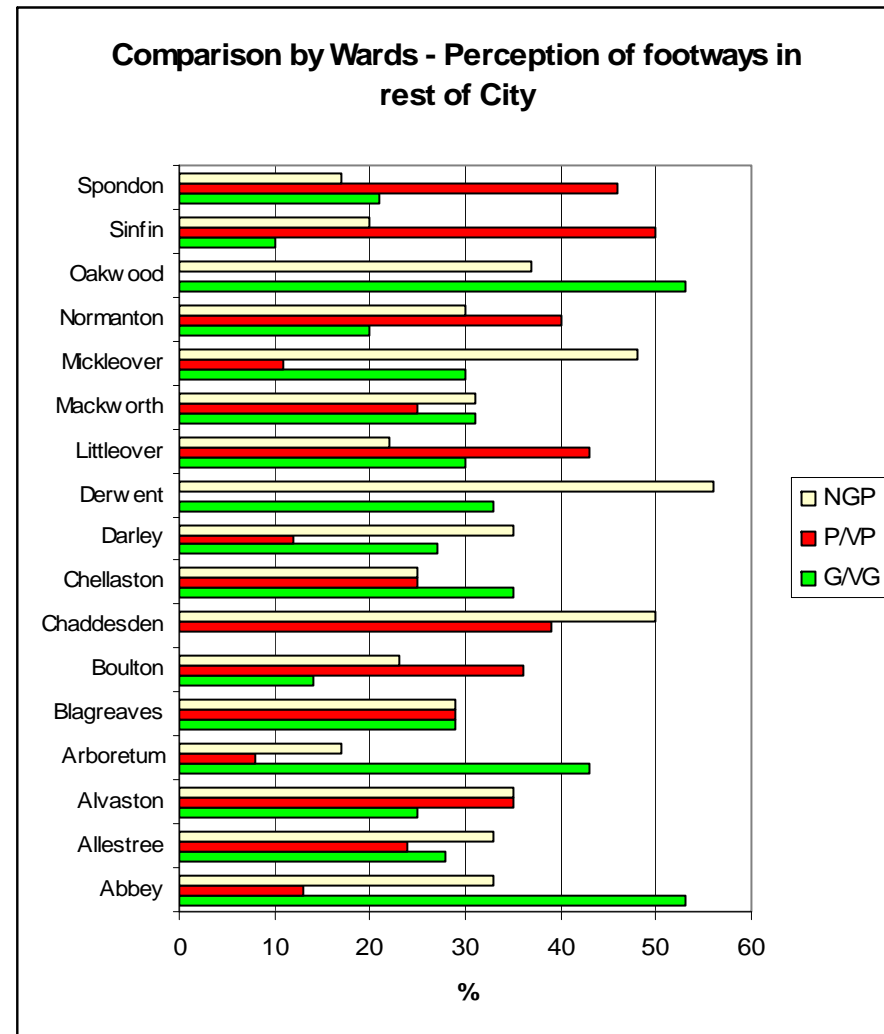


Figure 11



54. Conversely, a large proportion of Chaddesden and Normanton respondents thought that the highways and footways near their houses were poor or very poor.

55. Views of the Council's standards of highway and footway maintenance also varied. A large proportion of Chaddesden ward respondents thought the standards were poor or very poor whilst respondents from other wards took a more positive view.

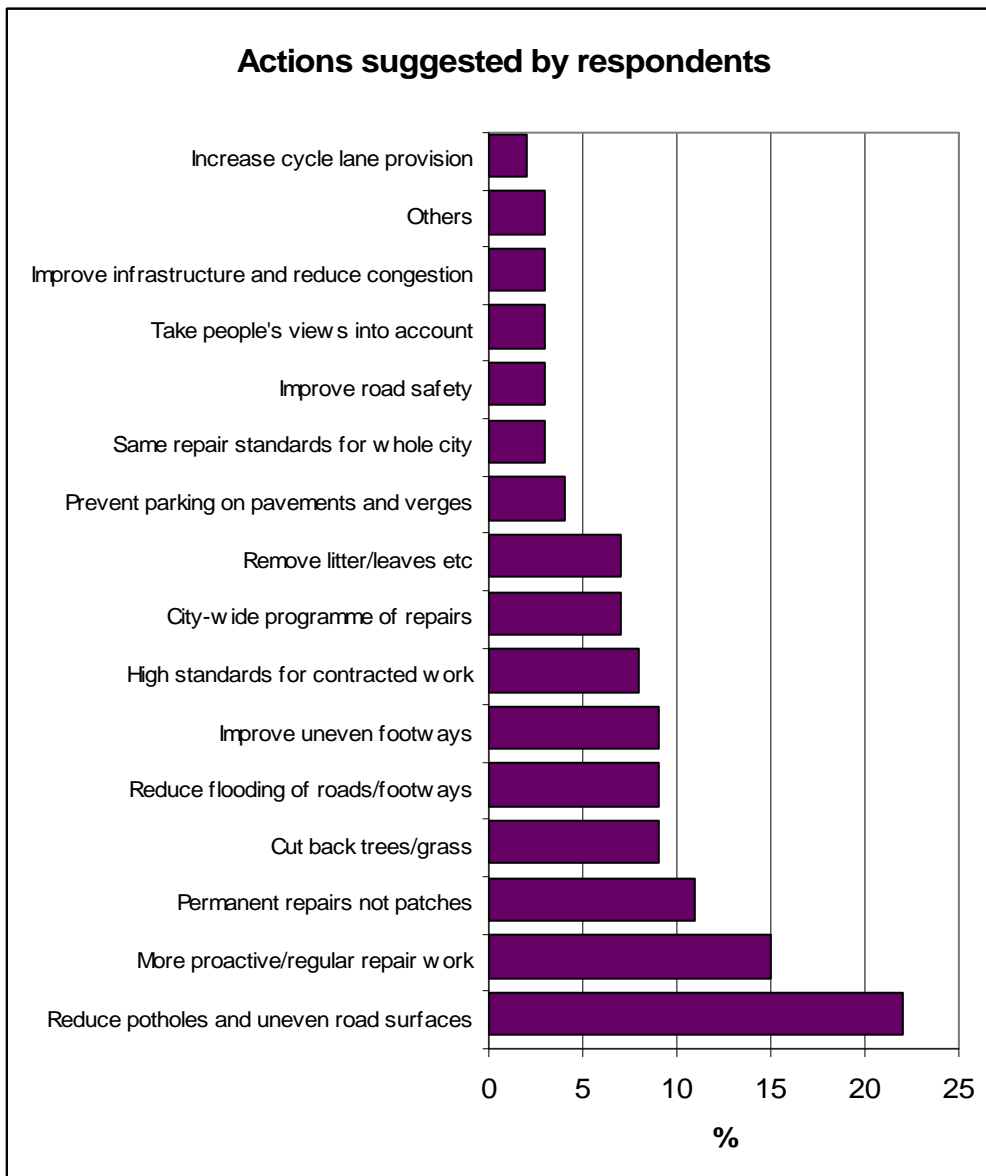
56. The information presented in Figures 6 and 7 was provided by QA from their analysis but for clarity is shown in the 'G/VG, P/VP and NGP' groupings used in Appendix 3.

57. Figure 6 shows that over 50% of respondents thought that the roads in the vicinity of their houses were either good or very good and around 25% thought that they were neither good nor poor. However, over 40% of respondents thought that the roads in the rest of the City were either poor or very poor and a similar percentage had the same view of the Council's maintenance standards.

58. For footway maintenance Figure 7 shows that the largest percentage of respondents thought that the footways in the vicinity of their houses are either good or very good. However when it came to their opinion of the footways in the rest of the City and the Council's standards of footway maintenance, the views of respondents were much more evenly distributed between good/very good, poor/very poor and neither good nor poor although there was a slight preference for poor/very poor.

59. As part of the survey the respondents were asked to suggest what improvements they thought the Council should make to highways and footways in the City and to its maintenance procedures. QA analysed the responses they received and provided the data on which Figure 12 is based.

Figure 12



60. The more frequently made suggestions do not come as any surprise and it is of note that the six most popular suggestions amount to 75% of all the suggestions that were made.

61. One surprise was the small number of suggestions relating to the increased provision of cycle lanes, but this may be because of the dominance of the sample by the older age groups.

8.4 Outcomes of the Pointer Panel Survey

62. The responses to the Pointer Panel survey show:

1. Only about half of the respondents are reasonably satisfied with the quality of roads and footways in the vicinity of their houses and only

- about a third are reasonably satisfied with the quality of roads and footways in other parts of the City. .
2. Around 30% of respondents consider the Council's highway and footway maintenance standards to be Good or Very Good, whilst around 40% consider them to be Poor or Very Poor and around 30% to be neither Good nor Poor
 3. . On a ward by ward basis there are significant variations in respondents' perception of Derby's roads and footways. These variations may however be due to the small size of some of the ward samples and the dominant age groups of the respondents.
 4. Respondents see maintenance issues as having a higher priority than road improvements

9. Conclusions

63. The following conclusions are based on outcomes of the surveys of comparable local authorities and Derby residents:

1. Derby's approach to the funding of highways and footway maintenance does not differ significantly to that of the other local authorities that responded to the survey and there are no obvious funding streams that are not already being tapped by the Council.
2. Derby's intervention standards for highway and footway maintenance are as good or better than those of the other local authorities that responded to the survey.
3. Derby's overall performance against the relevant highway and footway maintenance BVPIs (see Tables 4 and 5) is generally good but was exceeded by three of the other local authorities that responded to the survey. The reasons for the better performance of the other local authorities could usefully be explored by the Planning and Transportation Commission through a short review.
4. In general respondents to the Pointer Panel survey have a favourable perception of the roads and footways in the vicinity of their houses but there were notable exceptions to this.
5. The wide variation in the respondents' perception of standard of the City's roads and footways and the standard of the Council's maintenance raises a question about the uniformity of road and footway standards across the City. The high levels of satisfaction of Oakwood respondents or any other relatively new area of the City are probably attributable to the relative newness of Oakwood as a suburb, but do the low satisfaction levels of Chaddesden respondents reflect the actual quality of their roads and footways?
6. From the actions suggested by the respondents it would seem that that their main priority is maintenance and repair rather than works to improve infrastructure and reduce congestion and, for example,

to increase cycle lane provision. These views may however be to some extent characteristic of a sample which is dominated by the older age groups.

10. Recommendations

64. Given the generally favourable outcome of the two surveys there are only a few immediately obvious recommendations arising from the review. These are listed below:

Recommendation 1

That the Department and the Planning and Transportation Commission should explore the reasons for the better performance by some local authorities against the highway and footway BVPIs listed in Table 4.

Reasons 1

To see whether there are practices or procedures that could be adopted by the Council which would result in improvements against the BVPI standards.

Recommendation 2

That the reasons for the ward by ward variations in perception identified through the Pointer Panel survey should be explored and if justified, and it is not already being done, that the variations should be used to direct and prioritise the highway/footway maintenance programme in areas where the conditions can be shown to merit the elevated level of complaint.

Reasons 2

To direct and prioritise the highway/footway maintenance programme

Recommendation 3

That if it is not already done, consideration should be given to according highway and footway maintenance a higher priority than other non-essential highway and footway works such as wayfinding and other 'cosmetic' improvements and that the available funding be allocated accordingly.

Reasons 3

To address the views expressed by the respondents

DRR 24 June 2008.



Local Authority Highway Maintenance Questionnaire

Helpful hints for completing this questionnaire

- Please read each question and tick the right box to show your answer and, if asked to, write in your comments in the space provided.
- If you have any queries about the questionnaire, please contact David Romaine on 01332 255599 or e-mail david.romaine@derby.gov.uk.
- Once you have completed the questionnaire, please email it to david.romaine@derby.gov.uk by **?? 2007** or by post to Director of Corporate Services, Derby City Council, FREEPOST, MID24259, Derby, DE1 2BR. You don't need a stamp to return it.

1. What is the approximate population of your local authority?

2. Approximately how many **kilometres** of carriageway and footway is your local authority responsible for?

	Number of kilometres?
Principal roads	<input style="width: 100%; height: 25px;" type="text"/> 1
Non-principal classified roads	<input style="width: 100%; height: 25px;" type="text"/> 2
Unclassified roads	<input style="width: 100%; height: 25px;" type="text"/> 3
Footways	<input style="width: 100%; height: 25px;" type="text"/> 3

3. Do you use any of the following funding sources to finance your carriageway and footway maintenance? Tick **all** that apply.

	Footway	Carriageway
Council revenues?	<input type="text" value="1"/>	<input type="text" value="2"/>
Local Transport Plan monies?	<input type="text" value="1"/>	<input type="text" value="2"/>
Prudential borrowing?	<input type="text" value="1"/>	<input type="text" value="2"/>
Private Finance Initiative agreement?	<input type="text" value="1"/>	<input type="text" value="2"/>
Other sources, please write in	<input type="text" value="1"/>	<input type="text" value="2"/>

4. What was the approximate value of the funding you received from each of the following sources in **2006/07**?

	Funding value?
Council revenues?	£ <input type="text" value="1"/>
Local Transport Plan monies?	£ <input type="text" value="2"/>
Prudential borrowing?	£ <input type="text" value="3"/>
Private Finance Initiative agreement?	£ <input type="text" value="4"/>
Other sources, please write in amount a explain below	£ <input type="text" value="5"/>

5. What are your **intervention levels** for the following ...

5a. Carriageway maintenance?

5b. Footway maintenance?

6. What was your approximate total **2006/07** budget – excluding budget for structures, street lighting, winter maintenance and amenity maintenance, for ...?

Total budget?

Planned carriageway maintenance including surface dressing and prepatching?	£	<input type="text"/>	1
Routine carriageway maintenance?	£	<input type="text"/>	2
Planned footway maintenance sealing or similar low cost treatments?	£	<input type="text"/>	3
Routine footway maintenance	£	<input type="text"/>	4

7. How was your **2006/07** expenditure split between ...

Planned schemes	£	<input type="text"/>	1
Patching to make safe	£	<input type="text"/>	2

8. What was your Council's **2006/07** performance score for ...

2006/07 performance score?

BV187 – condition of footways?	%	<input type="text"/>	1
BV223 - % of Principal Roads where maintenance should be considered?	%	<input type="text"/>	2
BV224a - % of Non-principal Classified roads where Maintenance should be considered?	%	<input type="text"/>	3
BV224b - % of Unclassified roads where maintenance	%	<input type="text"/>	4

should be considered?

9. What was the approximate total cost to your Council in **2006/07** of payments and settlements arising from claims relating to carriageway and footway defects?

£

10. Have you carried out any consultation to find out the public's perception of the state of the carriageways and footways in your Council's area?

Yes 1 No 2

11. If you ticked 'yes' to Q10, briefly explain what the public's perceptions were

Name:

Job title:

Council:

Phone number:

E-mail:

 **We will treat all the information you provide in accordance with the Data Protection Act 1998. We will use the survey results to inform our Highway Maintenance Topic Review.**

Thank you for your time and help.



Highway Maintenance Questionnaire

Helpful hints for completing this questionnaire

- Please read each question and tick the right box to show your answer and, if asked to, write in your comments in the space provided.
- If you have any queries about the questionnaire, please contact Ellen Bird, Assistant Overview and Scrutiny Officer on 01332 255599 or e-mail ellen.bird@derby.gov.uk
- Once you have completed the questionnaire, please put it in the envelope provided and return it to Director of Corporate Services, Derby City Council, FREEPOST, MID24259, Derby, DE1 2BR by **Friday 8 February 2008**. You don't need a stamp to return it.

1. How do you usually travel around Derby? Please tick **all** that apply

Walk	<input type="checkbox"/>	1	Car	<input type="checkbox"/>	2
Motorcycle or scooter	<input type="checkbox"/>	3	Bicycle	<input type="checkbox"/>	4
Taxi	<input type="checkbox"/>	5	Bus	<input type="checkbox"/>	6

2. How do you rate the following ...? Tick **one** box only for each statement

	Very good	Good	Neither good or poor	Poor	Very poor	Don't know/ can't say
a. Roads in the vicinity of your house?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Roads in the rest of Derby?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. The Council's road maintenance standards ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Footways in the vicinity of your house?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Footways in the rest of Derby?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. The Council's footway maintenance standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. What do you think the Council should do to improve the road and footway maintenance in Derby?

We want to make sure that we hear everyone's views whatever your age or background, so please answer the next few questions about you.

4. How old are you? Please write in your age


5. Are you registered as disabled? Tick **one** box only

Yes _1 No _2

6. Do you use a mobility scooter? Tick **one** box only

Yes _1 No _2

7. Please write in your postcode.

 All information provided will be treated in confidence, in accordance with the Data Protection Act 1998 and the results will be used to inform the Highways Maintenance Review.

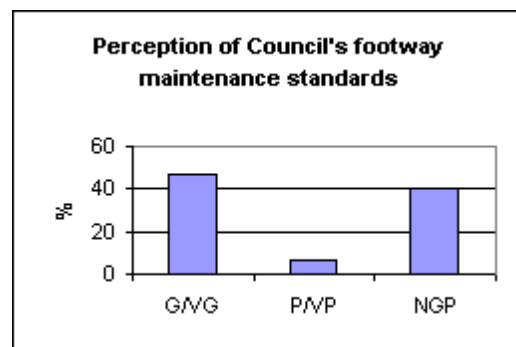
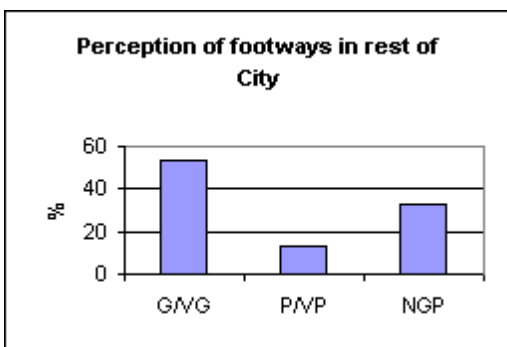
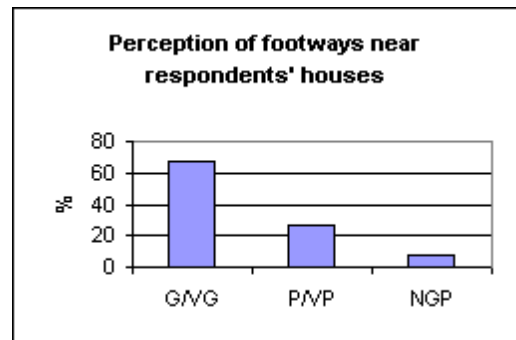
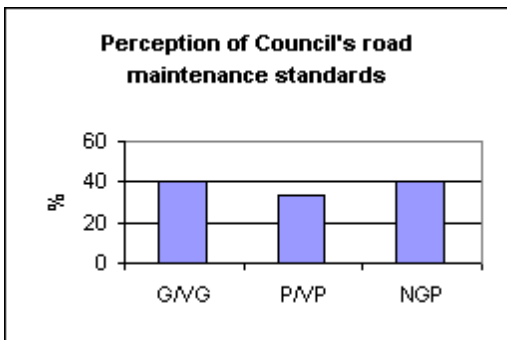
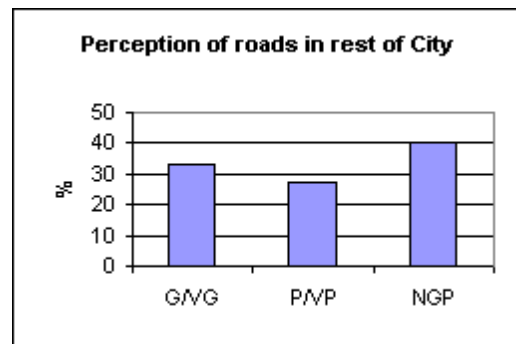
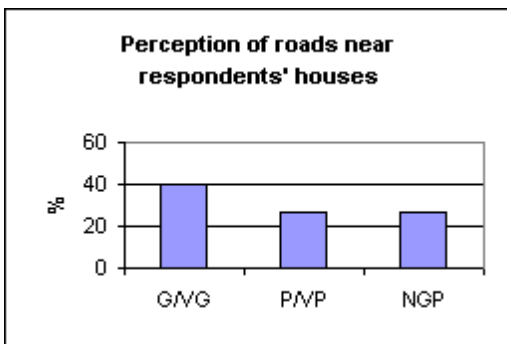
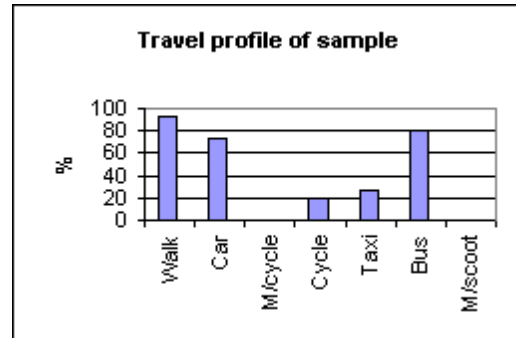
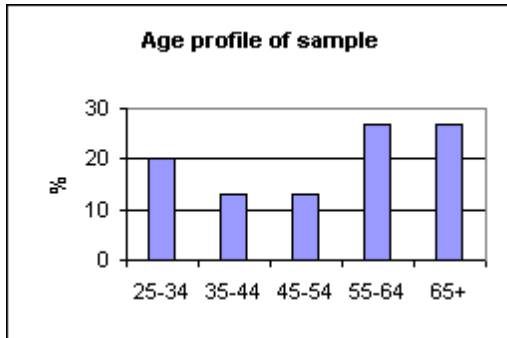
Thank you for your time and help.

1. Abbey Ward Responses (number in sample ~ 15)

Perception of respondents shown as: G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



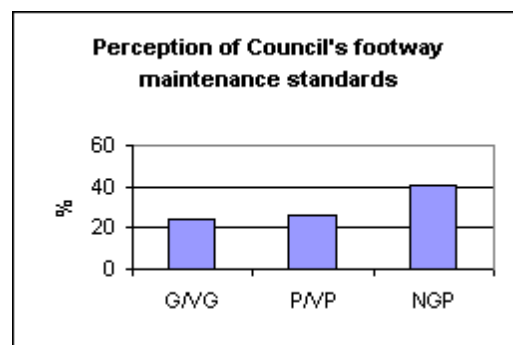
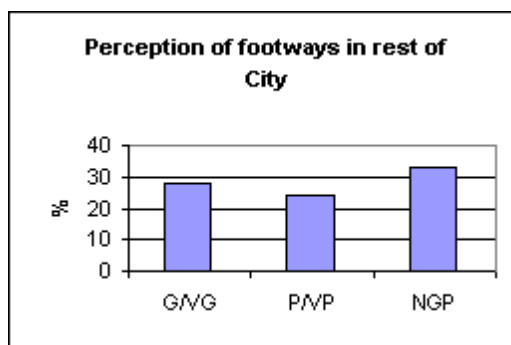
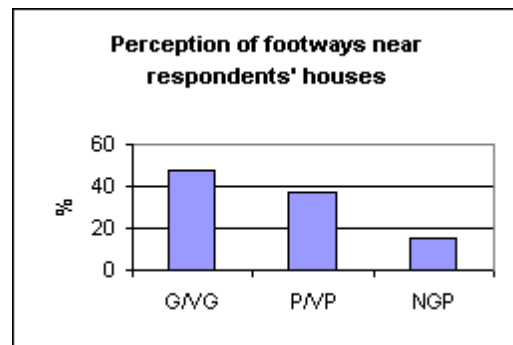
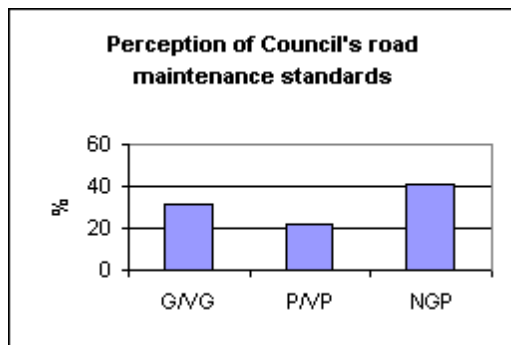
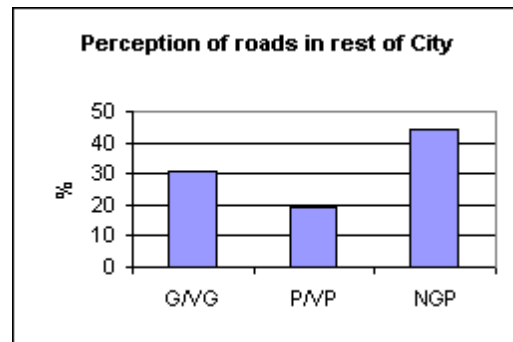
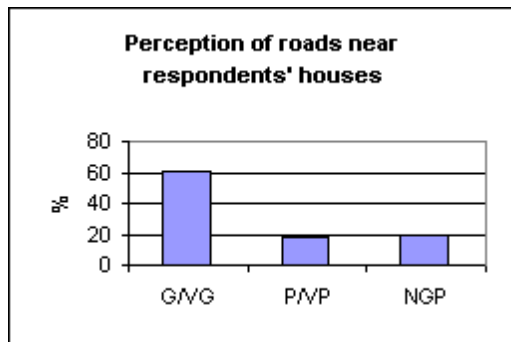
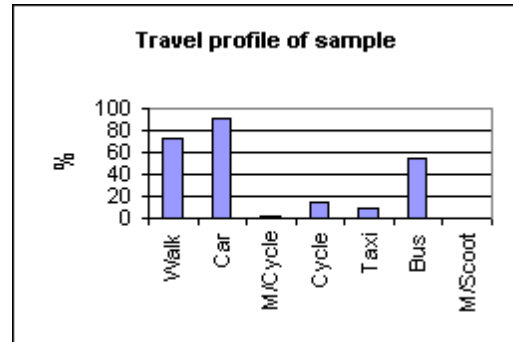
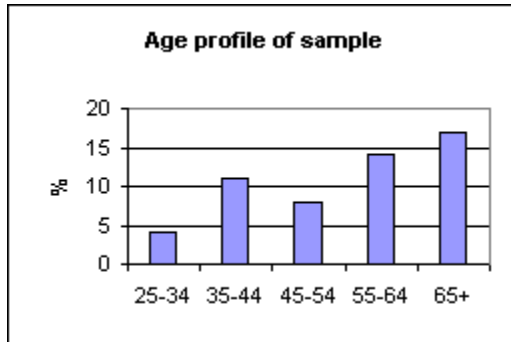
2. Allestree Ward Responses (number in sample ~ 54)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



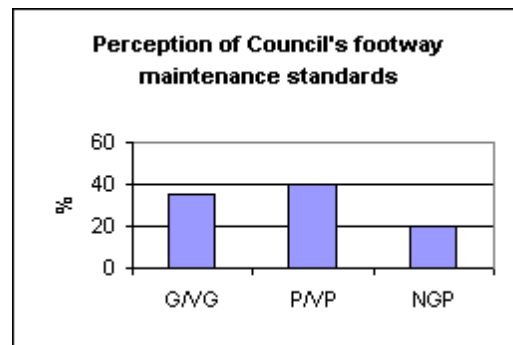
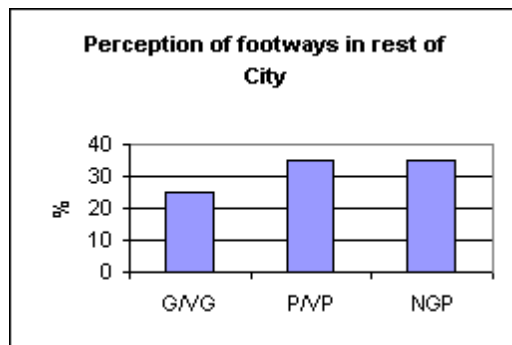
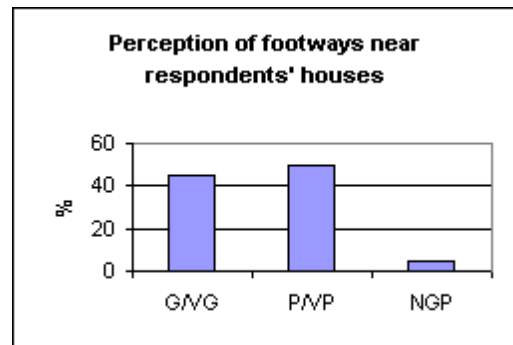
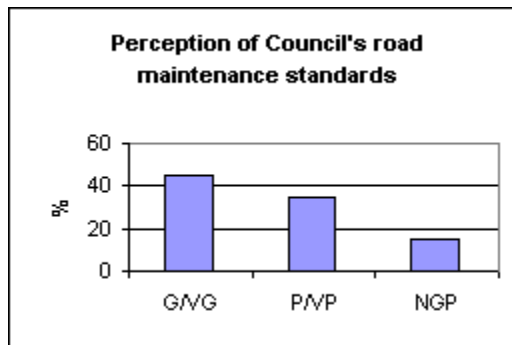
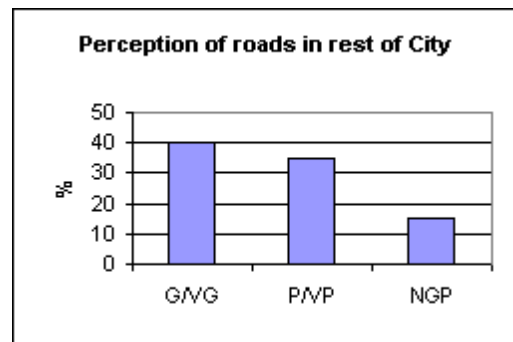
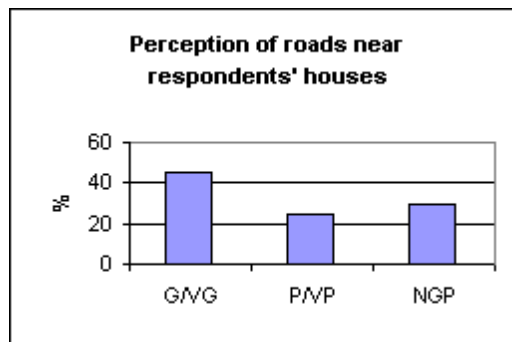
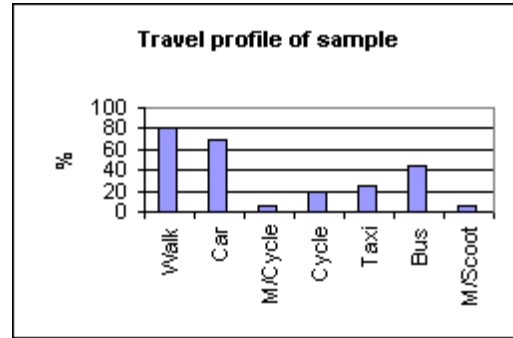
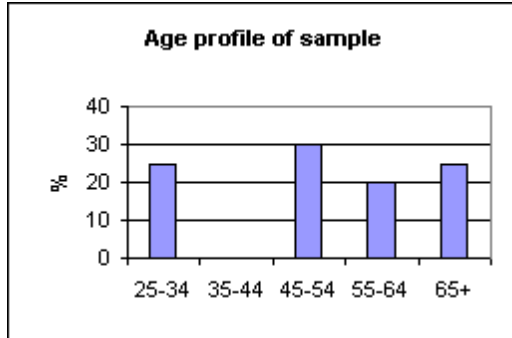
3. Alvaston Ward Responses (number in sample ~ 20)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



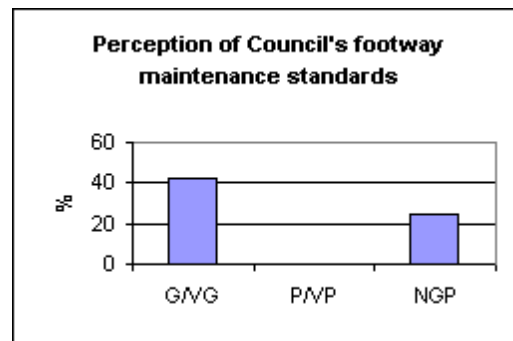
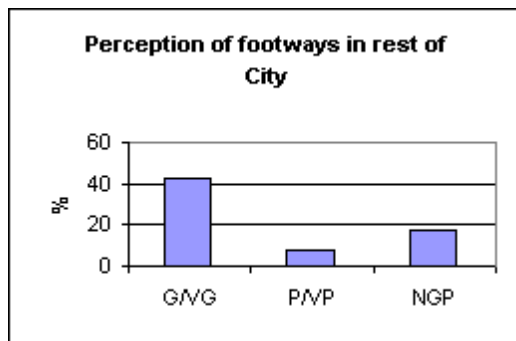
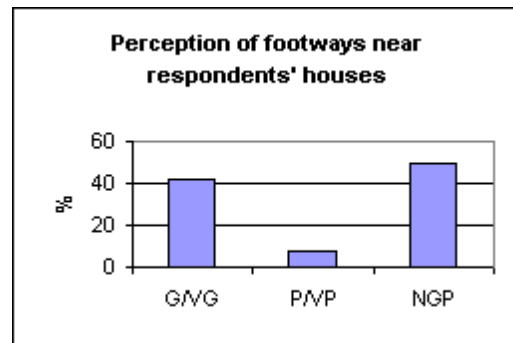
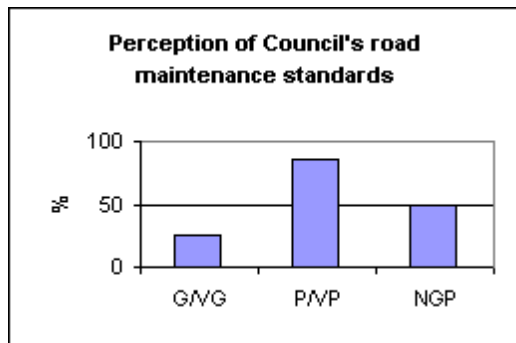
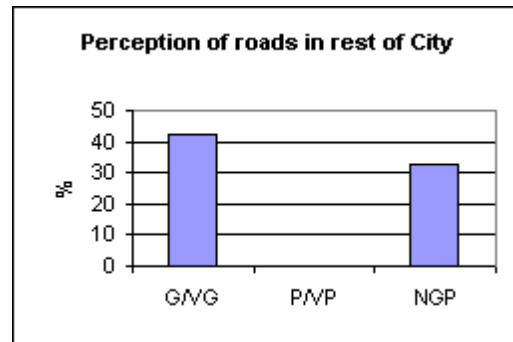
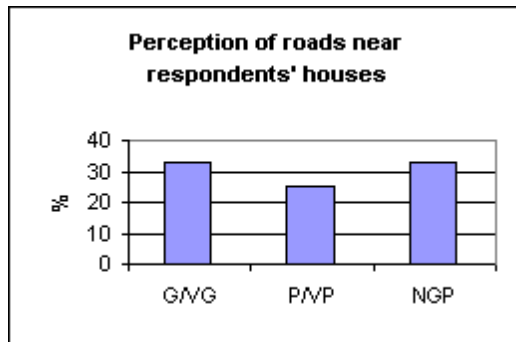
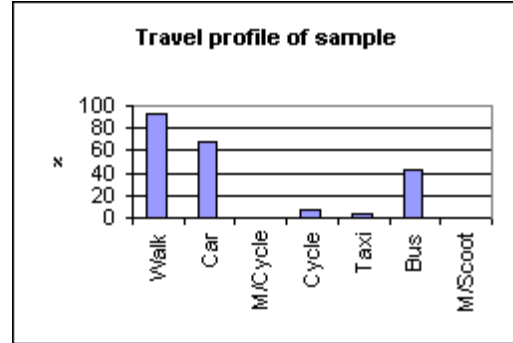
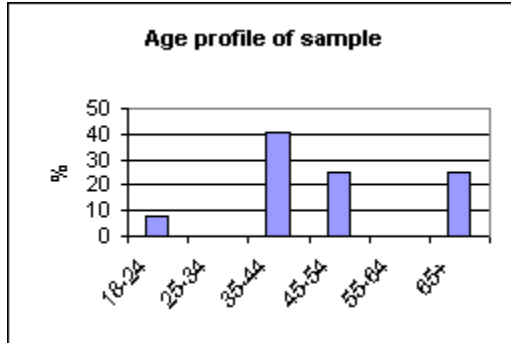
4. Arboretum Ward Responses (number in sample ~ 12)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



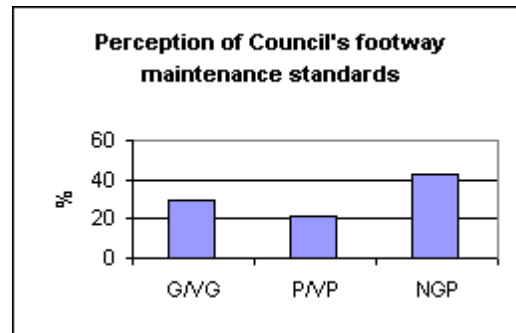
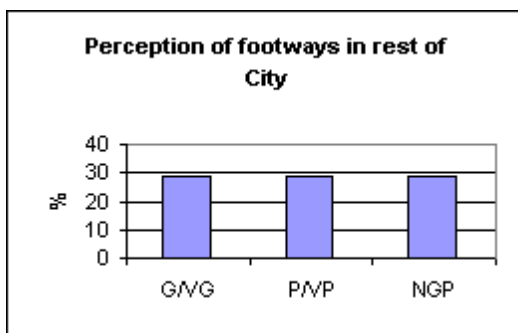
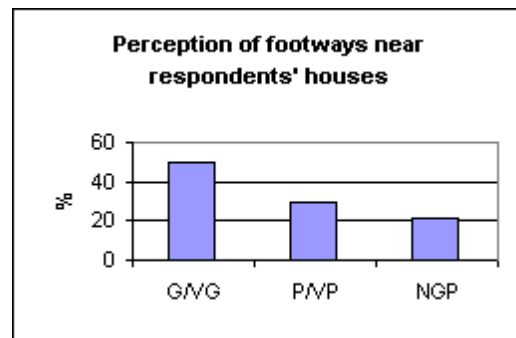
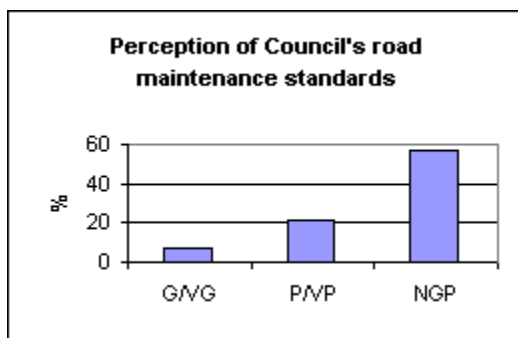
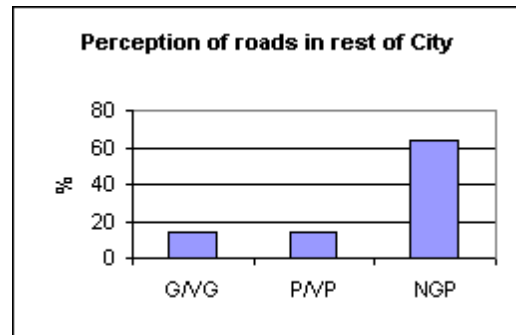
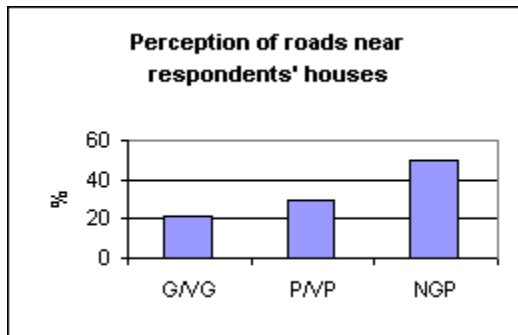
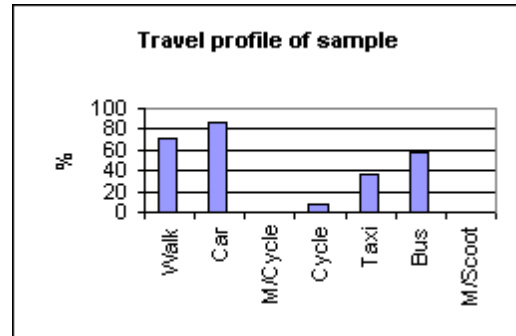
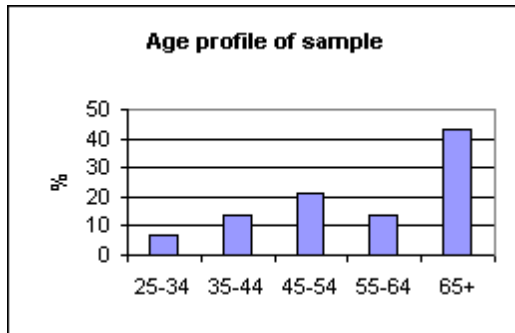
5. Blagreaves Ward Responses (number in sample ~ 14)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



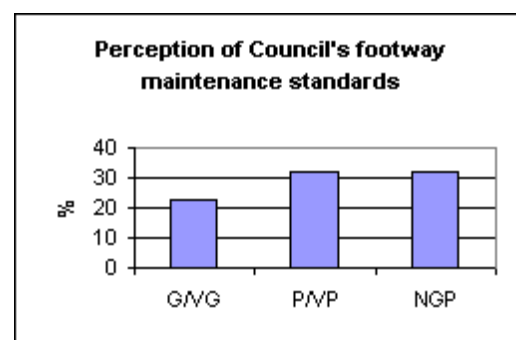
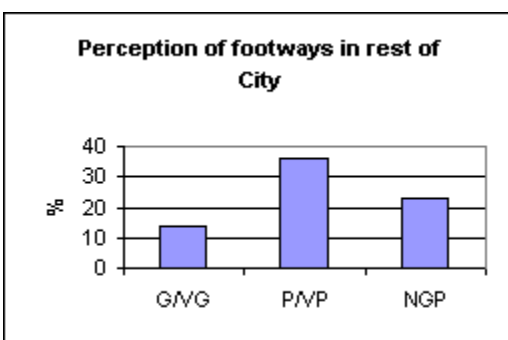
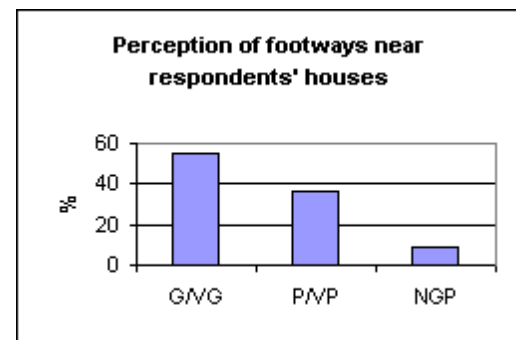
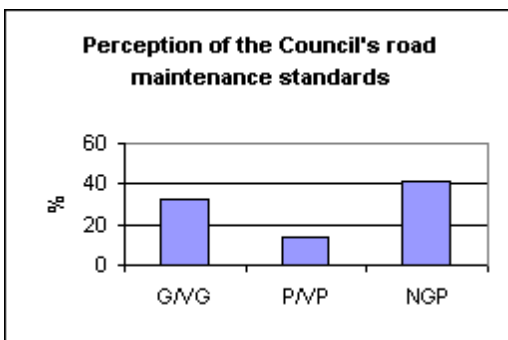
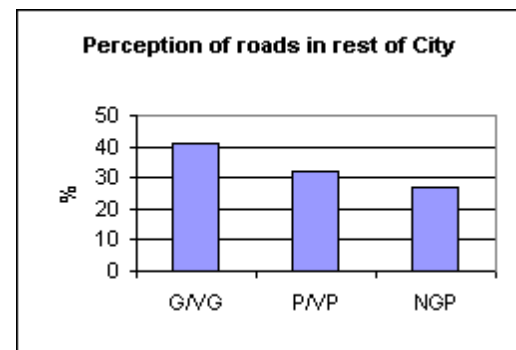
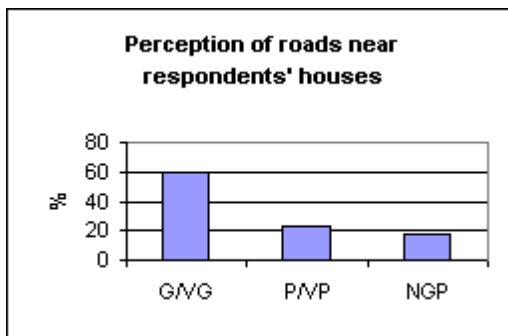
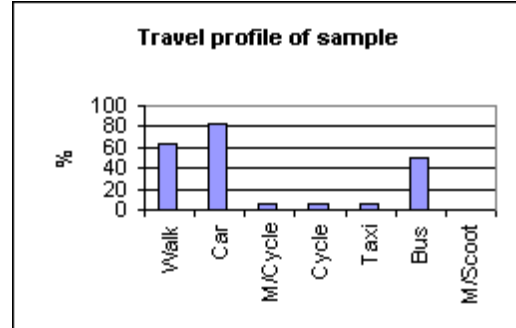
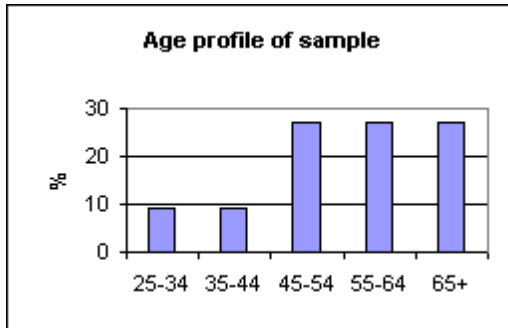
6. Boulton Ward Responses (number in sample ~ 22)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



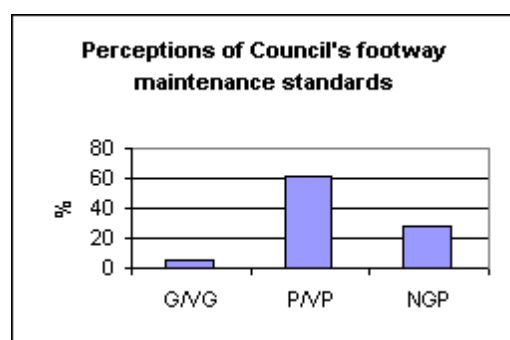
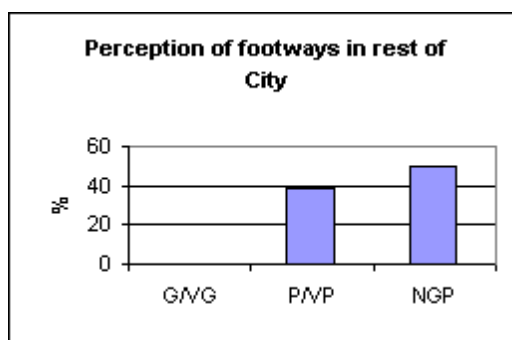
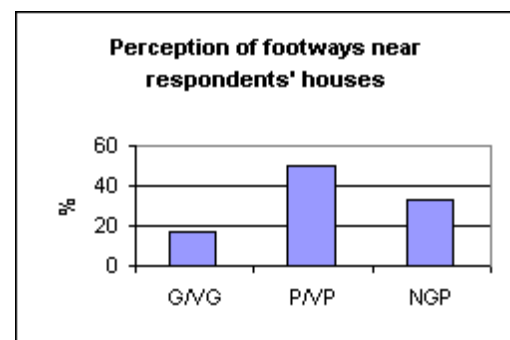
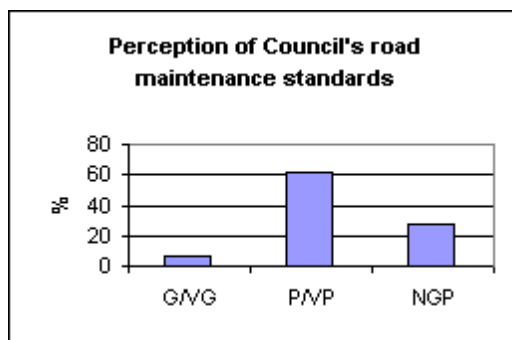
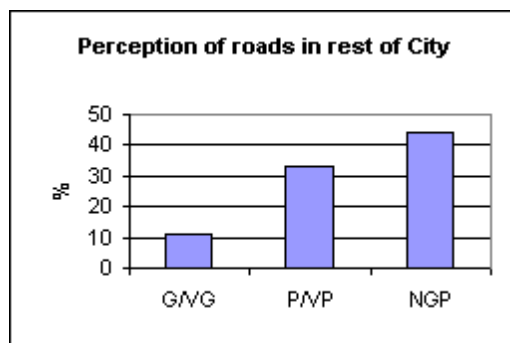
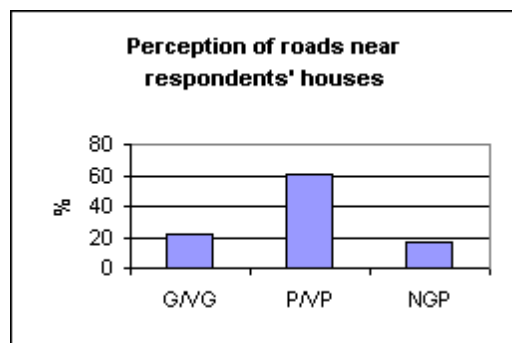
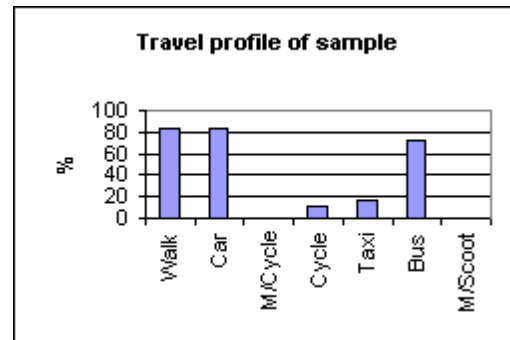
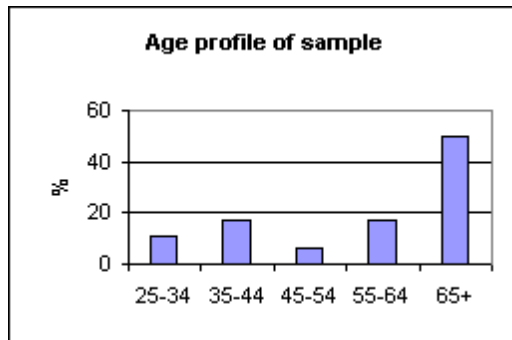
7. Chaddesden Ward Responses (number in sample ~ 18)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



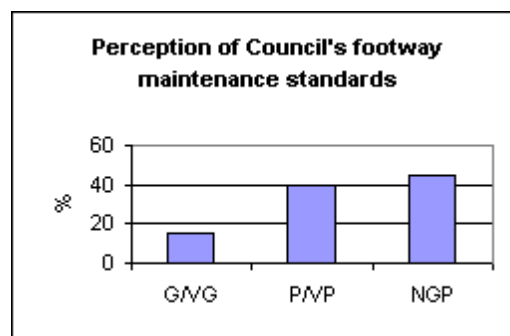
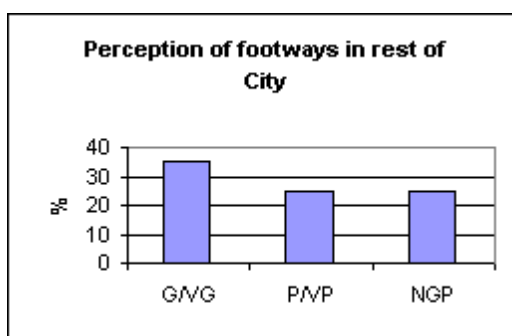
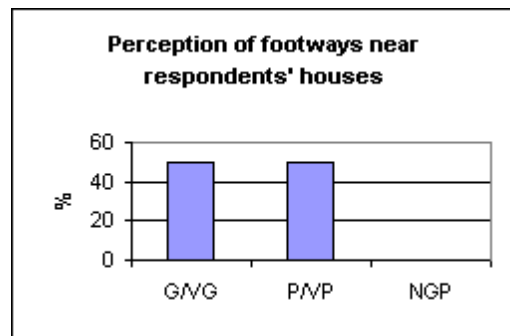
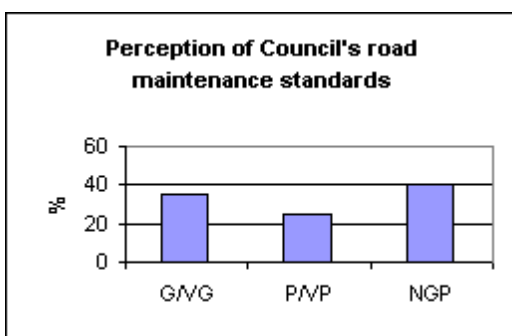
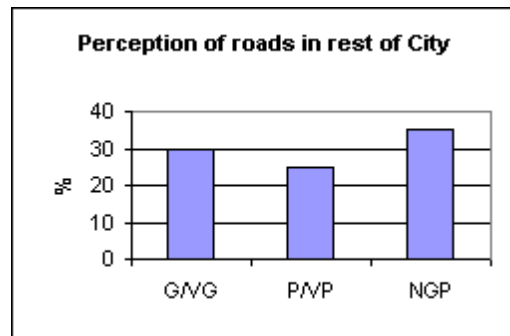
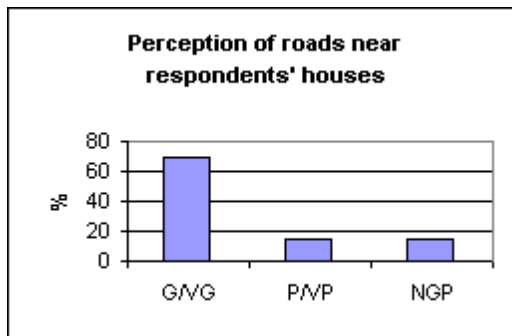
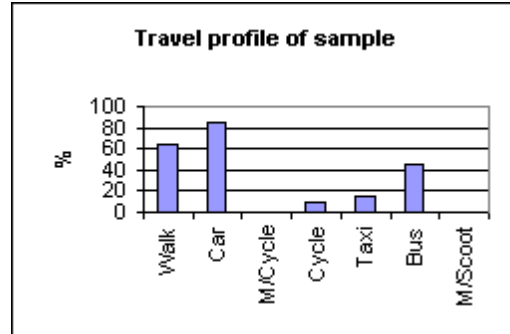
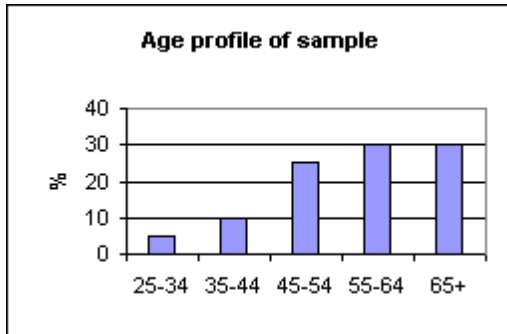
8. Chellaston Ward Responses (number in sample ~ 20)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



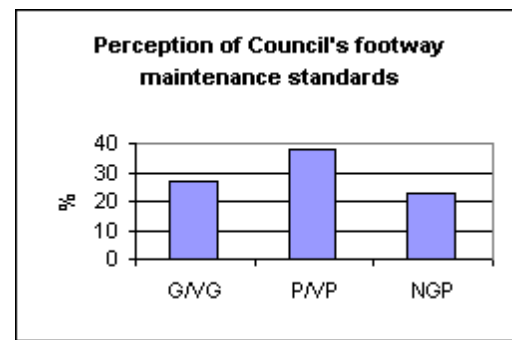
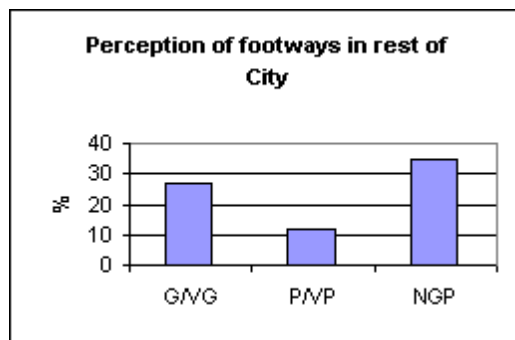
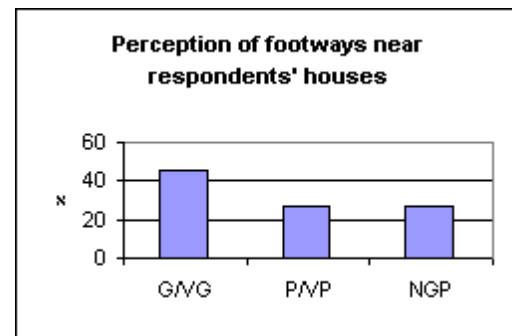
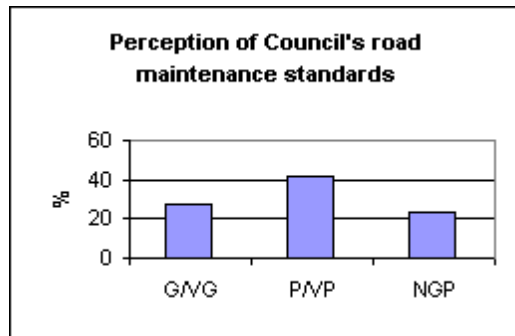
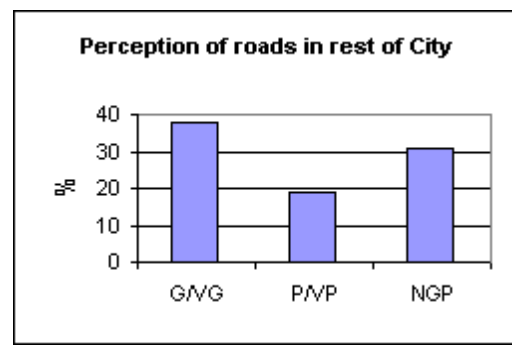
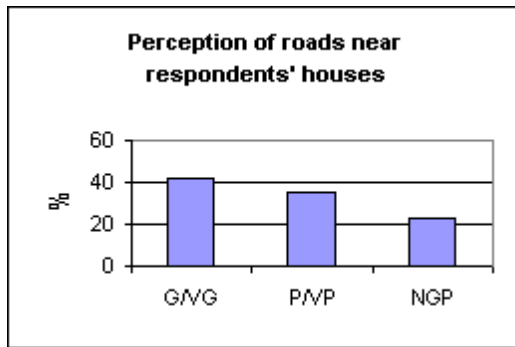
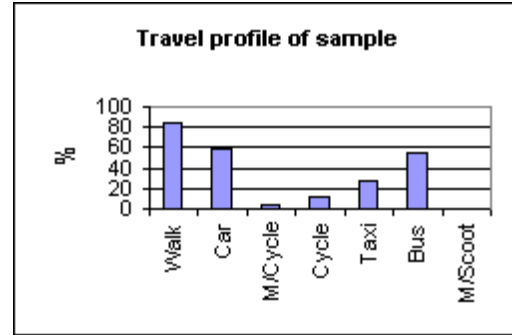
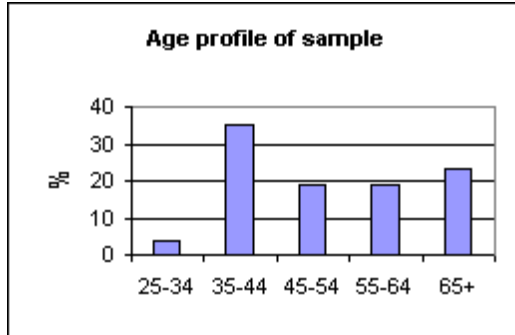
9. Darley Ward Responses (number in sample ~ 26)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



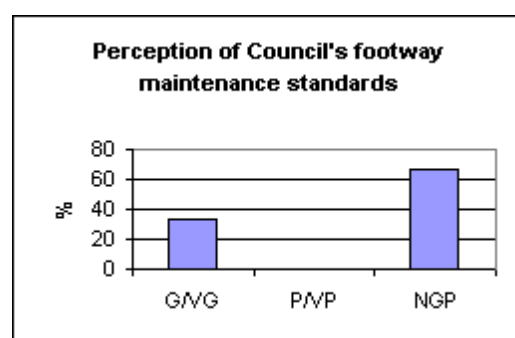
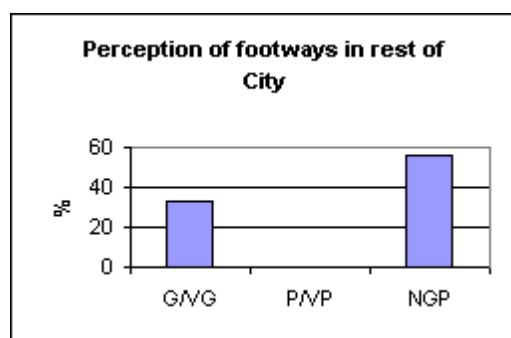
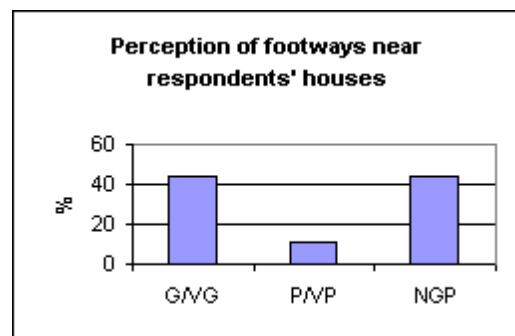
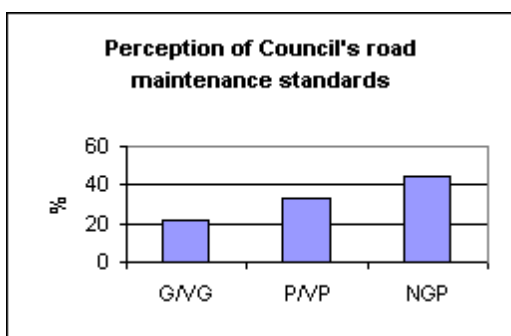
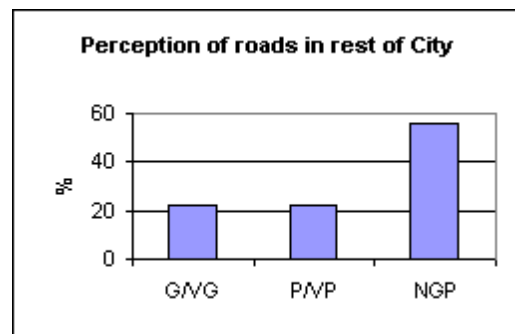
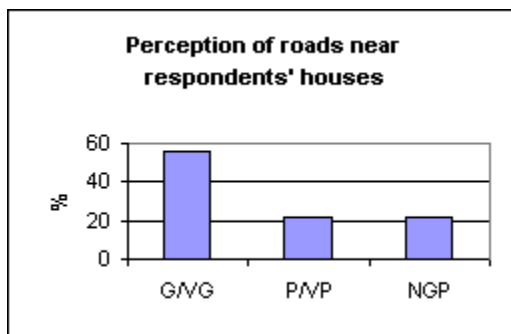
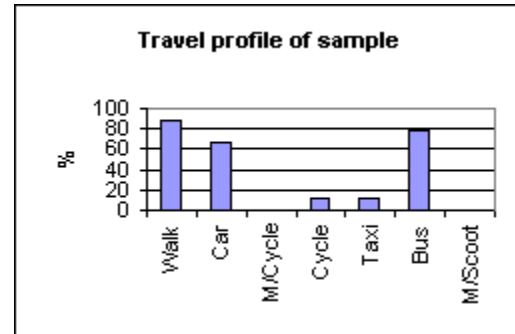
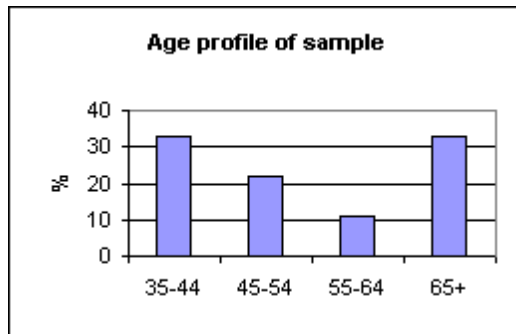
10. Derwent Ward Responses (number in sample ~ 9)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



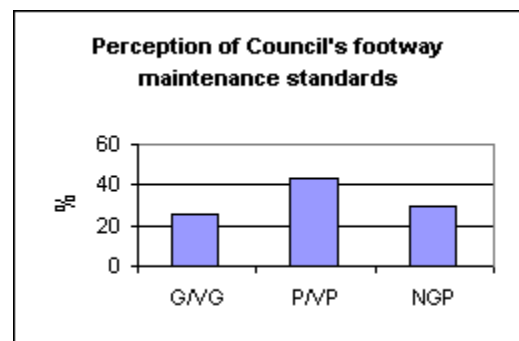
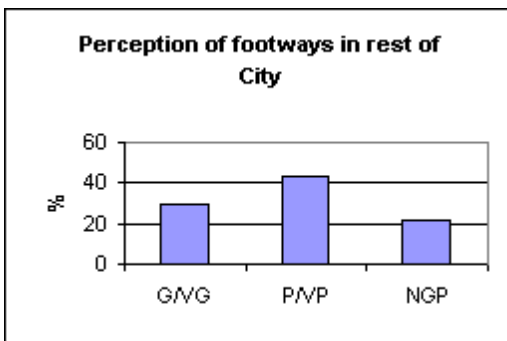
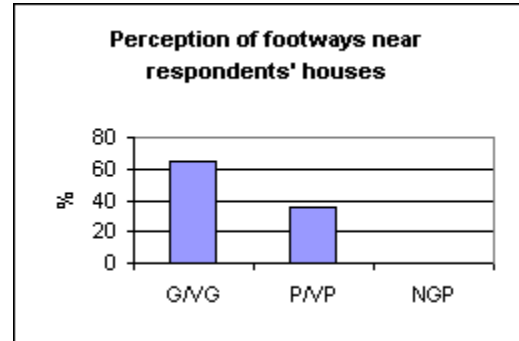
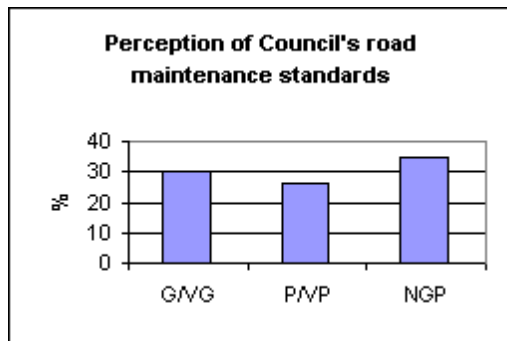
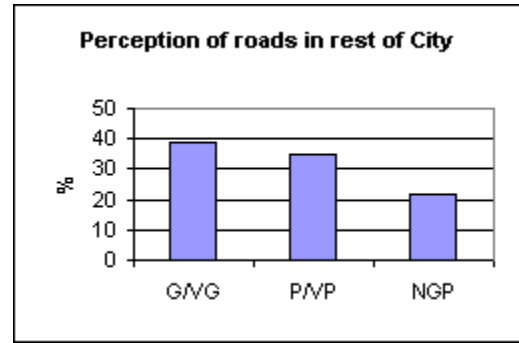
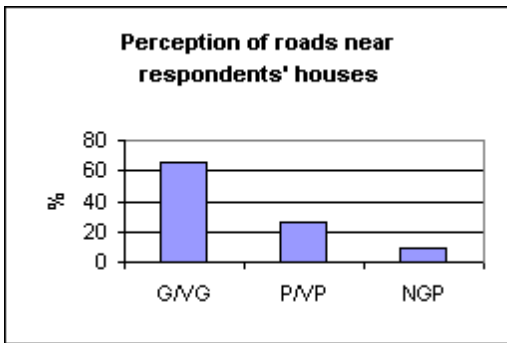
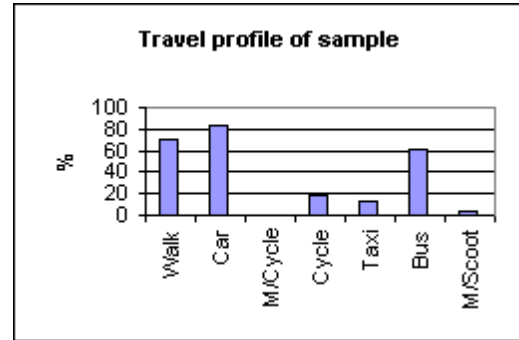
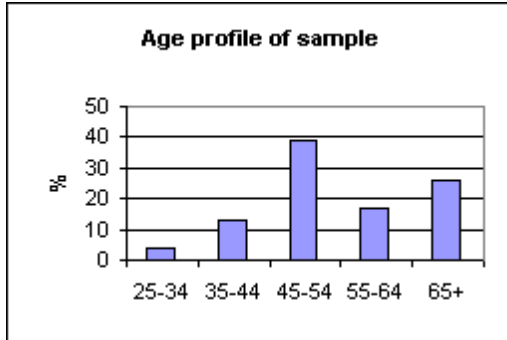
11. Littleover Ward Responses (number in sample ~ 23)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



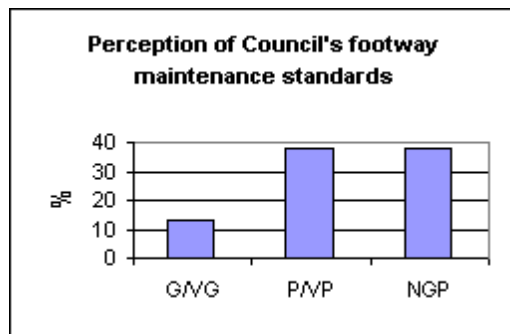
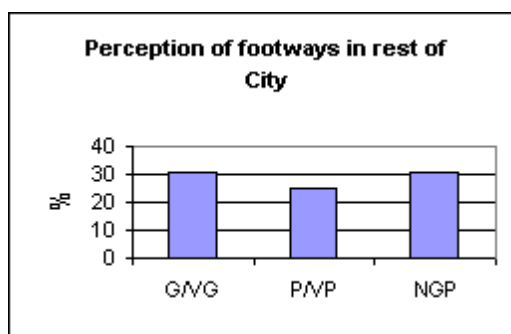
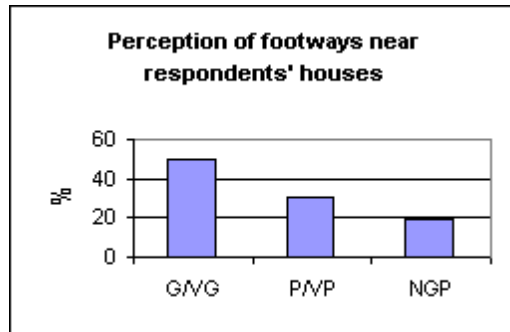
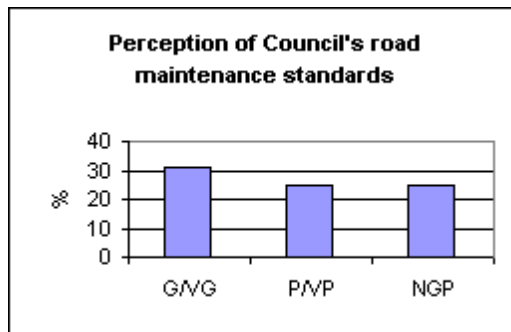
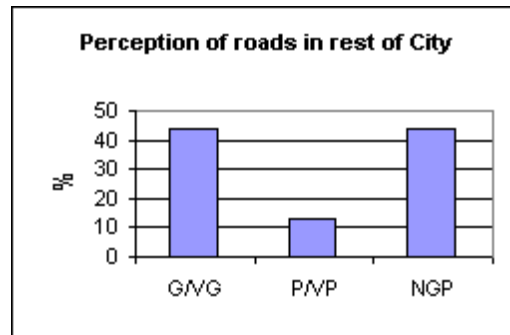
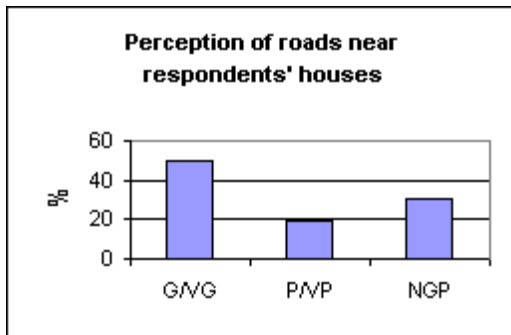
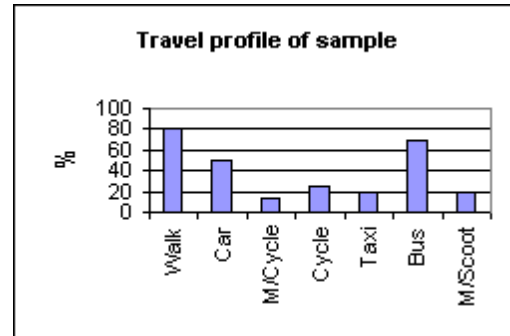
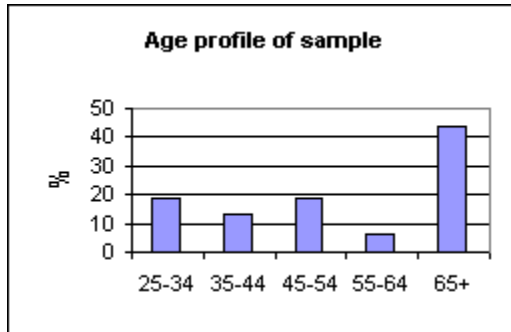
12. Mackworth Ward Responses (number in sample ~ 16)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



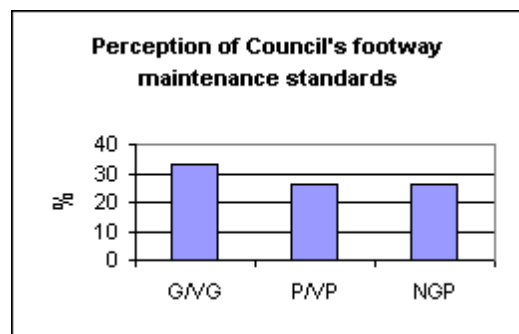
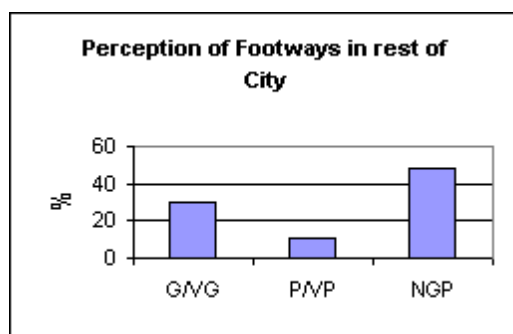
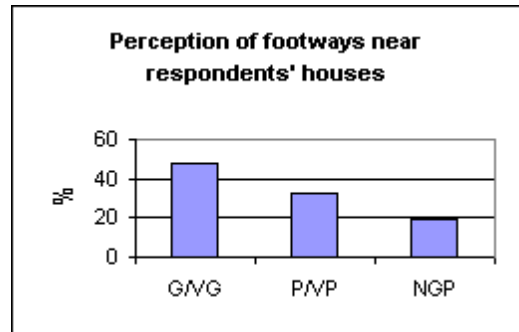
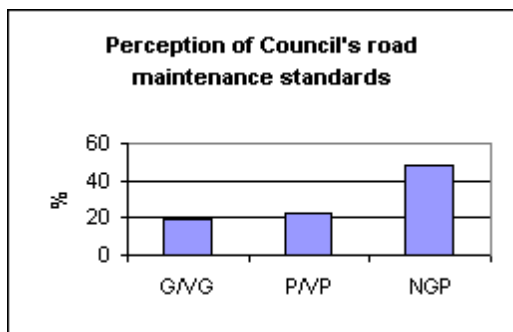
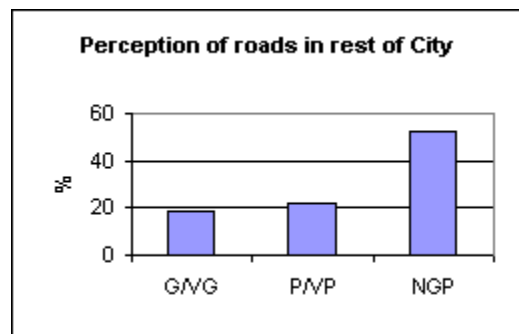
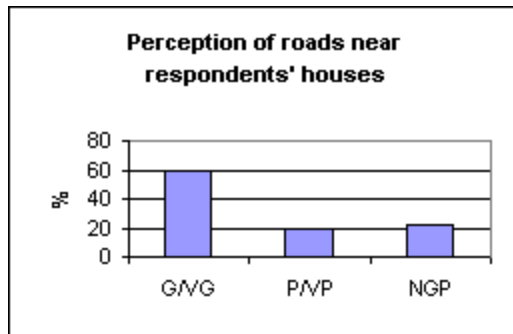
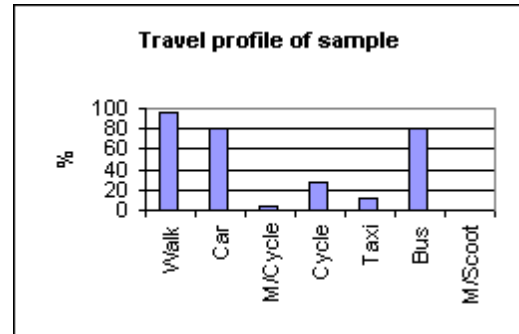
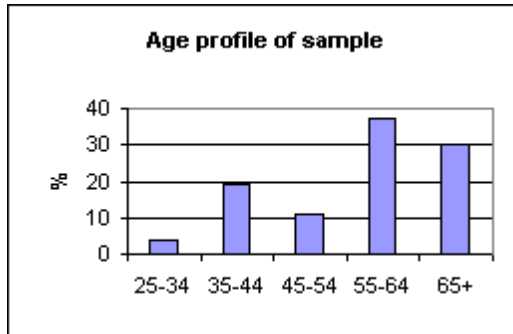
13. Mickleover Ward Responses (number in sample ~ 27)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



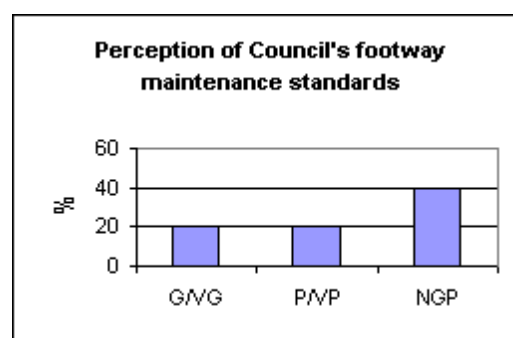
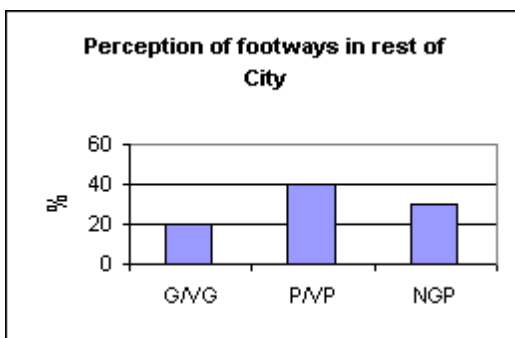
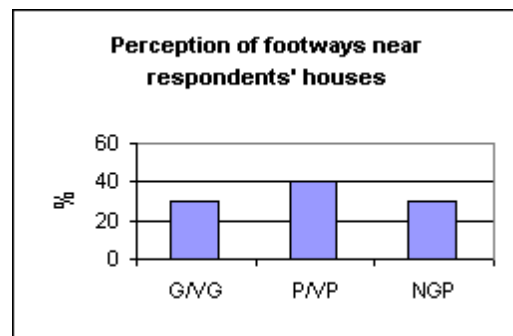
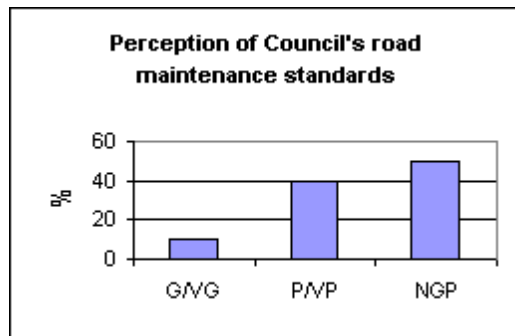
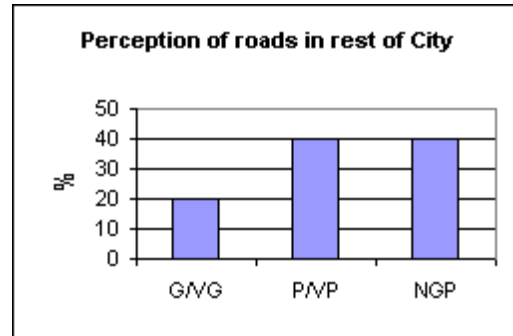
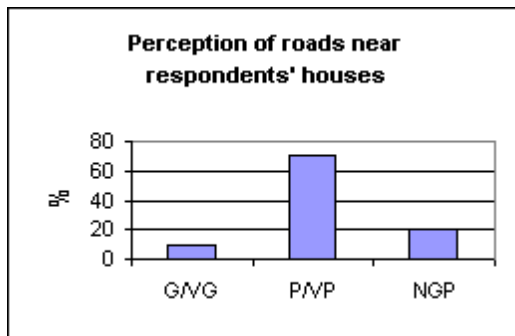
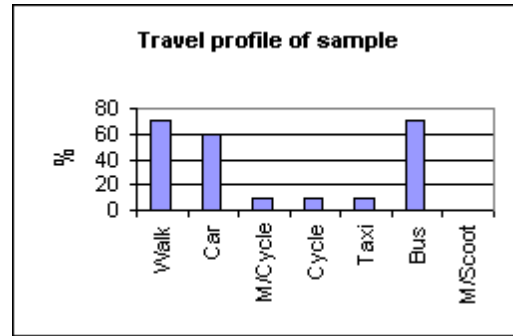
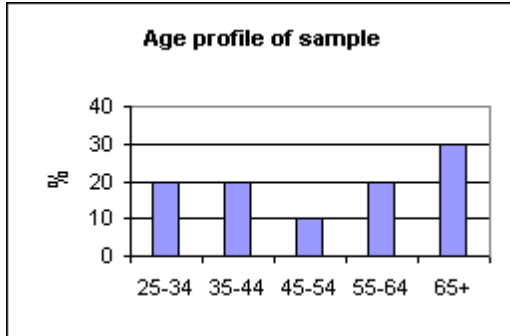
14. Normanton Ward Responses (number in sample ~ 10)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



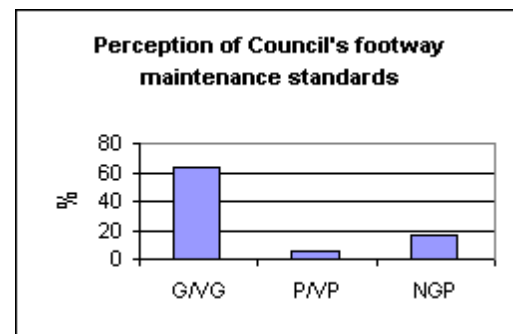
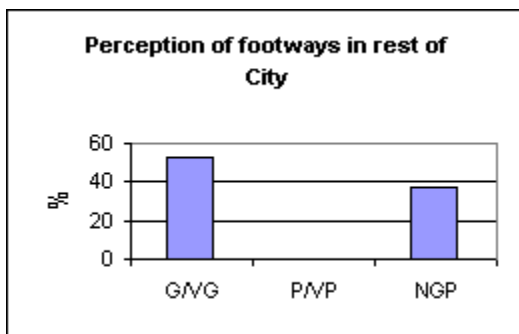
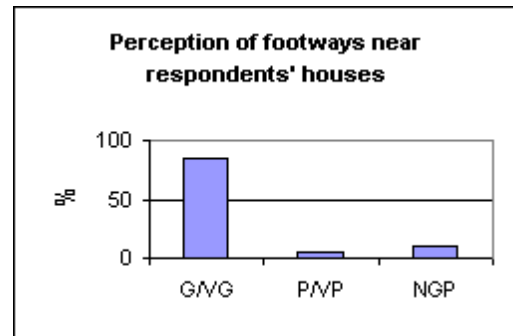
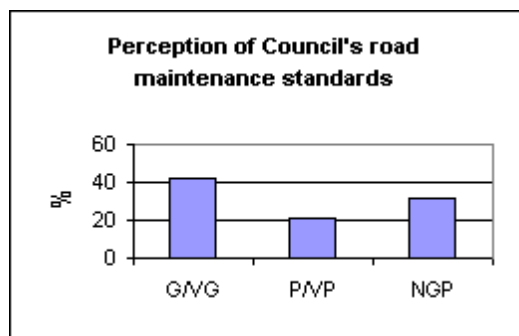
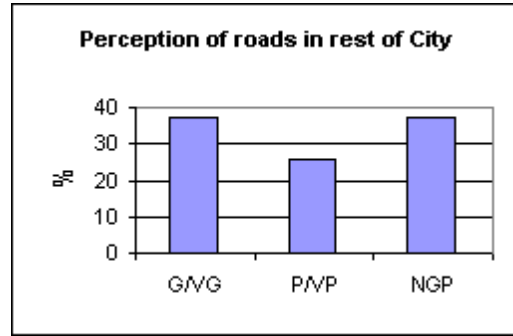
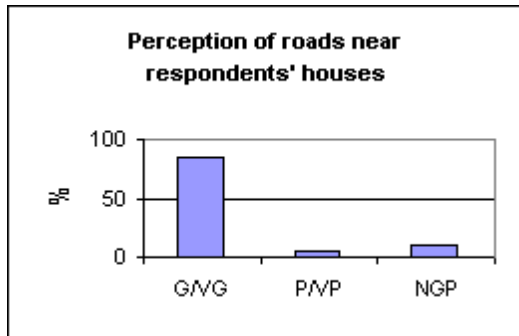
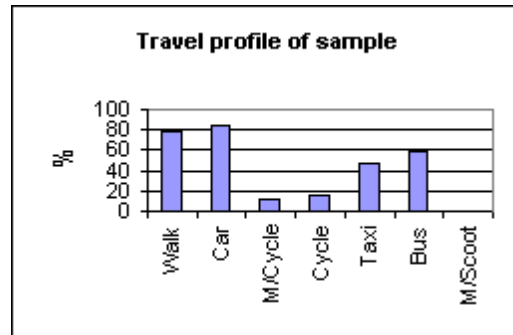
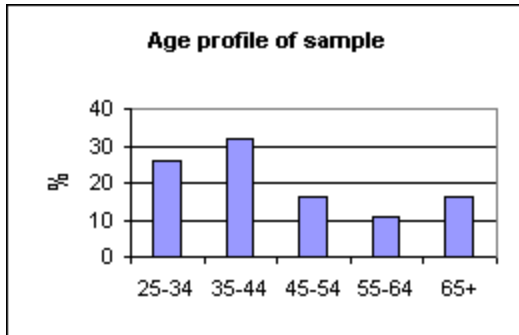
15. Oakwood Ward Responses (number in sample ~ 19)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



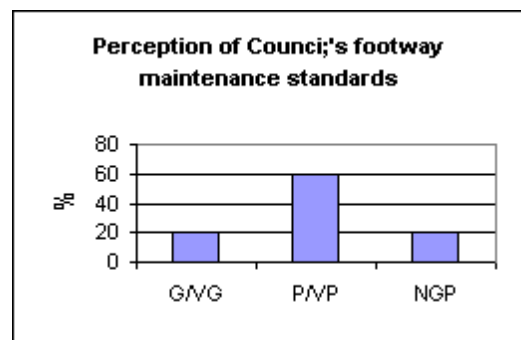
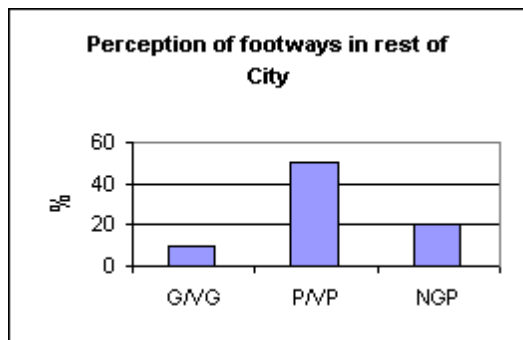
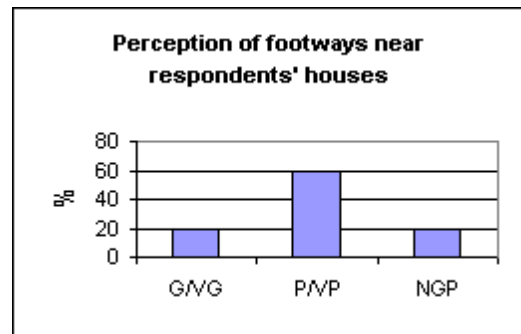
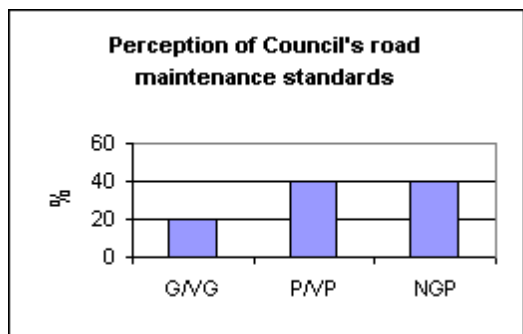
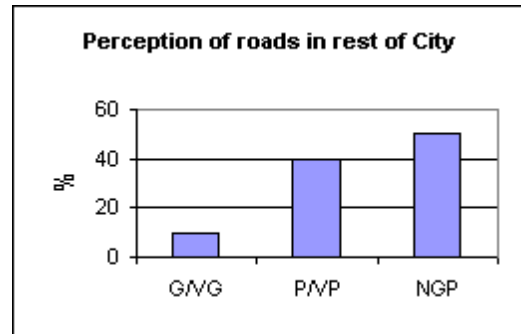
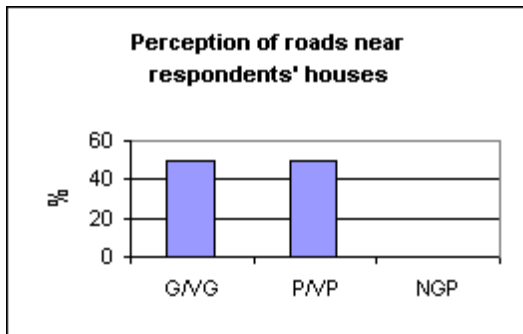
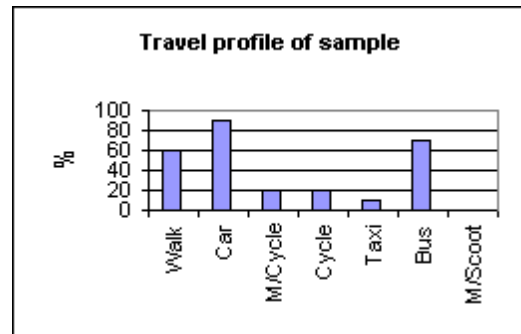
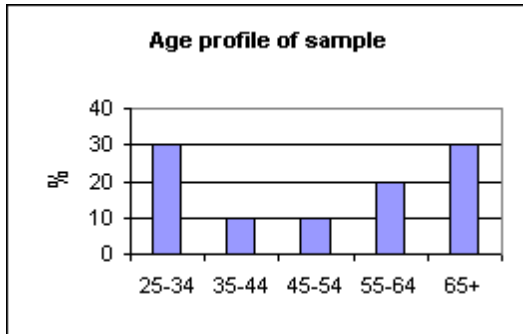
16. Sinfin Ward Responses (number in sample ~ 10)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor



17. Spondon Ward Responses (number in sample ~ 24)

Perception of respondents shown as:

G/VG - Good or Very Good

P/VP - Poor or Very Poor

NGP - Neither Good nor Poor

