

Blidworth Roads NCC-032020-18

Dear Sir/ Madam

I would like to request the following information:

I would like to see how much money has been spent (and through which schemes) on the roads in Blidworth, over the last 10 years.

Kind Regards

Dear Requester,

Further to your freedom of information request please see response below:

Q. I would like to see how much money has been spent (and through which schemes) on the roads in Blidworth, over the last 10 years.

Whilst you have asked a very specific question, we have provided a little more information to put the data provided into context and explain the maintenance process.

The following is a list of highway maintenance schemes programmed for each year from 2007/8, along with their funding allocations at the time which was approved by committee. These figures are allocations as we don't have the outturn figures going back this far. Overall there is unlikely to be much difference because of the means of funding.

2017/18 SPAR The Crescent, Blidworth. 15k
2017/18 SPAR Marriott Lane, Blidworth. £8k
2014/15 B/C Roads B6020 Mansfield Road, Blidworth. From New Lane to Warsop Lane £125k
2013/14 Dale Lane, Blidworth. Outside Jolly Friar Pub. £75k
2012/13 Uncl. Hillside Road, Blidworth £75k
2010/11 F/way The Quadrangle, Blidworth £20k
2010/11 Uncl Python Hill road, Blidworth £30k
2008/09 Uncl. Belle Vue Lane, Blidworth £40k
2008/09 B/C C23 Haywood Oaks Lane, Blidworth £15k
2008/09 B/C C22 Blidworth Lane, Blidworth £25k
2007/08 B/C Robin Hood Road, Blidworth - C/w and F/way £96k
2007/08 B/C B6020 Blidworth £220k

Totals

2017/18	£23k
2014/15	£125k

2013/14	£75k
2012/13	£75k
2010/11	£50k
2008/09	£80k
2007/08	£316k

It is important to recognise that Nottinghamshire County Council have a responsibility to maintain all the Highway Infrastructure in the county which consists of over 2500 miles of road network. We prioritise the necessary maintenance activities using nationally recognised highway asset management techniques and whilst the data above reflects the activities in Blidworth, they only form a small part of the overall annual county Planned Maintenance programme. Funding of Planned Maintenance is allocated based on the condition and use of the network, which forms a means of prioritising works and schemes across the county. Using conditional information from a number of sources a Candidate List of sites, consisting of sections of Highway where more extensive maintenance should be considered, is held and regularly reviewed. This list is extensive and typical will have 5+ years worth of work in it, which allows the planning of multiple years programmes. The in-year Planned Maintenance programme is selected from the Candidate List, which we review annually to determine the in-year programme. As schemes are completed they are removed from the Candidate List but as the Highway Network is slowly deteriorating there are always others to take their place, as part of the ongoing maintenance cycle. You will see from this that funding is not allocated at a district or parish level as this does not allow a means of properly considering the countywide maintenance responsibility.

To support this year on year maintenance process of Planned Maintenance there is the day to day maintenance activity known as Reactive Maintenance. Reactive Maintenance is by its very nature 'reactive' but it is also planned. The whole highway network forms part of a planned highway inspection regime. These inspections are undertaken at a frequency based on the use and status of the street in question. Main 'A' class roads are inspected every month, whereas other parts of the network are inspected at a lessor frequency. There is a whole regime which underpins these inspections, which can be broken down into monthly, quarterly, bi-annual and annual inspections, with every adopted street being part of this. These inspections result in repair work being identified. If possible, the repair is undertaken there and then by the Inspector or the Assistant, but if not it will form part of scheduled work. The tables below show the number of jobs and estimated outturn cost for each year going back to when the system was set up (Oct 2009). Prior to this, the data is not available. We don't have the outturn costs as these form part of the in-year budget management which is not held at a local level.

In addition to this we undertake repairs as part of the inspection, as above, and the following table details these. This system was introduced in 2016 and hence the detail is relatively recent. There is a zero cost to this as it is already part of the inspection service.

Row Labels	Sum of job_item_quantity
2016	40
2017	260
2018	226
Grand Total	526

You will see from the above that the value and amount of jobs is not linear. A job can consist of more than one defect and a wide variety of different types of work and repair. There is no correlation between Planned and Reactive maintenance other than where sites are deteriorating rapidly and enhanced levels of Reactive Maintenance are required ahead of a scheme being delivered through Planned Maintenance.

I hope this information and further explanatory detail is of assistance.

We trust this resolves your enquiry, however should you have any further queries please do not hesitate to contact me directly on the details below.

Nottinghamshire County Council regularly publishes previous FOIRs and answers on its website, under Disclosure logs. (see link) <http://site.nottinghamshire.gov.uk/thecouncil/democracy/freedom-of-information/disclosure-log/>

You can use the search facility using keywords.

If you are unhappy with the service you have received in relation to your request and wish to make a complaint or request a review of our decision, you should write to the Team Manager, Complaints and Information Team, County Hall, West Bridgford, Nottingham, NG2 7QP or email complaints@nottscc.gov.uk.

Kind Regards