

Leicester  
City Council

Overview and Scrutiny Management Board  
Cabinet

March 2011

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**Draft Report of the Regeneration and Transportation Task Group**

**A Business Plan for repairs to potholes on the City's Roads**

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**1. PURPOSE OF REPORT**

- 1.1 To present the findings of the Regeneration and Transportation Task Committee's review of emergency road repairs and maintenance in Leicester
- 1.2 To make recommendations to the Overview and Scrutiny Management Board (OSMB) as set out in Section 2 below.
- 1.3 To ask OSMB to refer the recommendations to Cabinet

**2. RECOMMENDATIONS**

- 2.1 Highway maintenance should be considered a priority in any discussion on future funding by the Council. The report to Cabinet Lead in March 2010 on this issue identified that a growth bid of £4 million pa would be required to arrest deterioration.
- 2.2 The methodology for prioritising planned pothole patching repairs in 2010/11, with its emphasis on consultation with local members and ward community meetings and through resolving local issues, should be developed as a template for future programmes.
- 2.3 Urgent pavement repairs should continue to be a priority because of the greater financial implications of the injury damages claims. Footway inspections levels should remain the same or even increase to maintain a strong defence against footway claims.
- 2.4 Reductions in pay-outs should continue to be reflected in reductions to the insurance contributions from the highway maintenance revenue budget to allow further investment in highway repairs and maintenance.

- 2.4 The recent Regeneration, Highways & Transportation review which brought Highway Asset Management under one section is endorsed but there is a need to build on this by streamlining existing processes and through an increased use of mobile devices and technology where possible, eg the use of PDAs for recording and reporting surface conditions, to meet our requirements with the advent of Whole Government Accounting for highway assets in April 2011.
- 2.5 New Roads and Street Works Act (NRSWA) inspection of works should concentrate on monitoring the quality of reinstatement work done by and on behalf of utility companies. Quality issues and failures within completed work can be recorded by the street inspection team in addition to the NRSWA teams sample inspections.
- 2.6 Consideration should be given to reinforcing the inspection regime for work in progress and this could be achieved by the increased use of mobile devices and technology.
- 2.7 Work should be done on using new and existing IT systems to allow for better reporting by officers and public of road and pavement defects, including assessing the value of the proposed One Clean Leicester reporting system in this context.
- 2.5 More use of planning control and development control should be undertaken to prevent developers from carrying out unauthorized pavement and/or roadworks, or to penalize them for carrying out unauthorized work or work done to an unacceptable standard. We need to ensure that they are aware of the requirements of the 6C's Highways, Transportation and Development Guide and appropriate conditions are included in the planning approval.
- 2.6 Repairs should best be undertaken in warmer conditions, though the worst repair problems arise in severely cold weather. A 20% carry-forward of annual budgets would allow for more efficient and effective repairs.
- 2.7 Key recommendations should be fed into the consultation on LTP3.

### **3 REPORT**

- 3.1 The decline in investment in highway maintenance in the City in recent years means the highway's condition has deteriorated and will continue to deteriorate, and the percentage of the highway network within the city reaching failure point will accelerate.
- 3.2 Severe weather conditions will exacerbate the deterioration of the highway condition that normally occurs from wear and tear, Statutory Undertakers' trenches etc. Under current financial constraints there is no prospect of a maintenance programme large enough to secure the integrity of the City's roads, let alone improving their overall condition.
- 3.3 A series of comparatively mild winters culminated in two severe winters which provoked widespread failures in road surfaces. The harsh winters of 2008-2009 and 2009-2010 brought into sharp relief the continuing problems of deterioration of the condition of roads within Leicester, though it was a national issue highlighted in both technical reports and media coverage at local and national level. Appendix C1 (26<sup>th</sup> May 2010),

a Cabinet Member briefing, showed that the number of orders issued for surface repairs increased between winter 2009 and 2010 by 167% (repair orders issued rose from 255 to 681).

- 3.4 The severe weather conditions in December 2010 further contributed to the problems of degradation of road surfaces. The Government has now (February 2011) released a similar amount of emergency funding (£100m) to that allocated last Winter to help alleviate these problems and Councils are being asked to bid into that fund.
- 3.5 Government funding of around £200,000 was provided to reinforce the emergency road repairs programme in the City on Spring 2010. There was a high level of public interest in the issue, with great pressure to increase the resources road repairs programme within the city.
- 3.6 The Overview and Scrutiny Task Group asked the Regeneration and Transportation Task Group to review the issue of road disrepair, in particular looking at management of the process of emergency repairs, or patching.
- 3.7 The Regeneration, Highways and Transportation Division, faced with severe restrictions on funding, was interested in placing the funding of road repairs in the wider context of departmental budgets and their position relating to the next Local Transport Plan.
- 3.8 The Task Group met four times, including site visits to particular problem areas in Belgrave and Evington. Technical, financial and other information was provided from a range of sources, including officers of the department. Their time, courtesy and professionalism was appreciated by the Task Group members.
- 3.9 Successive cuts in maintenance programmes had seen the budget successively fall below the level required to preserve the carriageway. Potholes appeared under the stress of successive freezing and thawing incidents and the Council reacted sharply to try to repair the worst of them.
- 3.10 Alan Adcock, head of highways management, in a briefing note to Members, advised:

*“This is the most serious situation for the City’s roads that highway officers can remember. It is evident to anybody driving around the City that there are severe current problems with the road surfaces and this has the potential to get worse if immediate action is not taken.”*
- 3.11 Information on new potholes was reported to the Council from businesses and members of the public through a potholes hotline, to Councillors directly and through inspections by members of the Council’s roads inspection team. The Leicester Mercury also set up a complaints hotline to highlight the issue.
- 3.12 The first meeting of the Task Group looked at evidence presented by Alan Adcock, which set out the scale and nature of the problems and methods of dealing with them, both technical and financial.

- 3.13 Site visits were undertaken by Cllr Newcombe, who chairs the Task Group, and Cllr Hunt, Vice Chair of the Task Group. The visits allowed Members to discuss technical and other issues with a range of staff, include the teams responsible for making the repairs on the streets. (See Appendix 1).
- 3.14 Staff explained that apart from information provided by members of the public there was an inspection team of nine plus a team leader. Every road in the city is inspected visually at least twice a year. This includes pavements where appropriate. Cycle lanes are included in the inspection where they are on the highway.
- 3.15 Busy roads and streets such as those around schools or near places of worship, and strategic arterial roads, are inspected four times a year. City centre surfaces are inspected monthly. (Pavements in the city centre have the highest footfall and attract the greatest level of personal injury claims, resulting in the greatest levels of pay-outs).
- 3.16 Information on road and pavement conditions is recorded in notebooks and back at base is put into Mayrise software. This generates a works order and a team is allocated to complete the task. It is worth noting that many utility companies now have access to similar software and it could be possible to hold mapping, works and defects information on a common IT platform. **(Follow this link for further information)**
- 3.17 Adverse weather normally causes the holes to appear in the road, therefore the most urgent repairs often have to be made in adverse weather – often wet and normally too cold for effective repairs to be made. These repairs then tend to fail prematurely.
- 3.18 The Review took evidence from Brian Brookes, insurance and claims manager for the City Council’s Risk and Insurance Management team. He praised the inspection regime for the city’s streets, and said that it had helped reduce the level of claims on a year by year basis as problems were identified and, even if only in the short terms, repaired.
- 3.19 By far the largest element of payments of around £500,000 related to personal injuries caused by pavement trips, he said. One claim alone was highly significant because the victim became in need of care and had previously been a carer for two other people. By contrast vehicle damage claims were around £10,000-£20,000 a year. This is in contrast to media reports which ascribed pedestrian claims to vehicle damage claims.
- 3.20 The relatively high impact of poor pavement surfaces on people with a range of disabilities was highlighted in evidence from the Paul Leonard-Williams, Disabled People’s Access Officer with input from Sally Williams, Secretary of the Leicester Disabled People’s Access Group. (Appendix 4 refers)
- 3.21 Various ways were considered about how members of the public could make accurate and timely reports on road and pavement problems to the Council. The regular consultation meetings at Ward level were considered to be one appropriate avenue.
- 3.22 A future mechanism could be through the One Clean Leicester project. This is a web-based City Council project which allows people to report street-based problems – graffiti, fly-tipping, dumping of rubbish on roads and other issues.

- 3.23 The system will be rolled out through the Environmental Services department and support the work of the city warden teams. It will allow people to report problems and also upload pictures, from cameras or phones.
- 3.24 The One Clean Leicester programme is based on an original idea from Lewisham Council, in south east London. The Lewisham system is called [Love Lewisham](#) which allows for a range of issues and problems to be reported by members of the public.
- 3.25 When considering how to prioritise repair work a key factor in assessing whether an emergency repair should be made is the depth of the hole in the road or pavement. The Council has set a trigger depth of 40 mm at which road carriageway repairs have to be made - in line with national guidelines - while resisting making repairs to less severely damaged surfaces. (Different and more complex criteria apply to pavement repairs).
- 3.26 Different techniques – both well-tried and newly developed – are being used by the Council through either its staff or specialist contractors to try to reduce the cost or repairs without compromising quality. Some of these were seen on the site visit to Latimer ward during the Review.
- 3.27 One issue in terms of both emergency repairs and planned maintenance relates to co-operation by drivers at local level. A degree of planning is required for planned and emergency repairs. Roads often need to be clear of traffic, particularly parked vehicles, for this to be done effectively and in a timely, programmed manner.
- 3.28 Despite repeated advice, advance notices and even warnings, a minority of both commercial vehicle and private car drivers choose to ignore these notices. This means planned maintenance work can be delayed or disrupted.
- 3.29 While doing site inspections members were told that there were cases of unauthorised work being done on roads and pavements during building redevelopment work, and that this contributed to road surface failures.
- 3.30 In other cases, failures of road surfaces coincided where work had been done by or on behalf of utility companies and other contractors. This was partly due to a poor seal between the existing surface and the reinstated surface, and partly because of a partial collapse of the infilled repair.
- 3.31 It was suggested that road inspectors should pay particular attention to the quality of work being done by contractors on behalf of utilities, and that information be readily available to inspectors on when the two year guarantee period for these works was about to expire.
- 3.32 This would allow inspectors to make sure that any remedial work required under guarantee was done by the utility contractors rather than being picked up later in routine inspections after the guarantee period had ended.

- 3.33 Apart from these acute problems, an underlying lack of investment was seeing increasing parts of the city road network, particularly in side and residential streets, reaching and in many cases going beyond the end of their design life.
- 3.34 The network in Belgrave and Latimer, and in the Evington area, showed particular signs of coming to the end of its design life.
- 3.35 Despite the high level of local and national concern, revenue and capital support for road maintenance has been further reduced following the Government's Central Spending Review.
- 3.36 A report to the 21<sup>st</sup> February 2011 Cabinet meeting says:

*"The amount the government provides for maintaining Leicester's roads has been fairly static over recent years but this amount has proven to be insufficient to prevent the overall deterioration of our roads, with the last two bad winters drastically shortening the lifespan of most highways.*

*"There is a similar situation with the wider maintenance of assets which make up the transport infrastructure, such as verges, lines and signage, bridges, highway drains and barriers. This will contribute to an overall deterioration in the street scene.*

*"The huge reduction in the amount government provides to plan and make improvements in transport infrastructure will also have a long-term detrimental impact. The reduction in supported bus services will have a greater impact on the elderly, those on lower incomes, school children, people with disabilities and anyone who does not drive.*

*"Meanwhile, £6m is the cost of free travel for the over-65s. To put it in perspective, we have just over £6m to spend on maintenance over the entire Leicester road network."*

#### **4 BACKGROUND PAPERS**

Local Government Act 1972  
Traffic Management Act 2004  
Central Leicestershire Local Transport Plan (LTP2)  
Task Group meeting minutes: 26<sup>th</sup> May 2010  
Task Group meeting minutes: 28<sup>th</sup> June 2010  
Task Group minutes: 30<sup>th</sup> September 2010  
Task Group Minutes 9<sup>th</sup> November 2010

#### **REPORT AUTHOR**

Councillor Paul Newcombe (Chair of the Task Group)

**E-mail:** [paul.newcombe@leicester.gov.uk](mailto:paul.newcombe@leicester.gov.uk)

Member Support Officer  
Jerry Connolly Tel:internal - 39 8823 / external - 0116 229 8823

**E-Mail:** [jerry.connolly@leicester.gov.uk](mailto:jerry.connolly@leicester.gov.uk)

## APPENDIX 1

### Site visit: 29<sup>th</sup> September 2010

- 1.1 Cllr Paul Newcombe visited sites within Belgrave and Latimer wards which are subject to extensive patching of roads and thin surfacing. In attendance were Laura Rose – Highways Management Officer (HMO), Prafull Shukla - contract supervisor (Technical) and Jerry Connolly - member support officer. Laura is one of an inspection team of nine. Mike Pears is team leader.
- 1.2 Inspection regime
  - All adopted Highways in the city are inspected at least twice a year. Inspections are carried out on foot.
  - Cycle lanes are included in the inspection if they are highway.
  - Busy roads and streets such as those around schools or places of worship and strategic arterial roads are inspected four times a year.
  - City centre surfaces are inspected monthly.
  - Granby Street and Churchgate are inspected every 2 weeks.
- 1.3 Inspections are visual. Observations are written down, marked up, photographed and fed back into a central database system called Mayrise<sup>1</sup>. Work orders are then issued based on information put into this system. Some visual inspections have to be done from the side of the road because the carriageway is so dangerous and busy.
- 1.4 Mayrise software is not integrated into the PDAs used by L. Rose. All other HMOs do not have the PDAs. It is not clear why this is the case. It is also not certain that the PDAs intended for use are user-friendly enough to allow easy direct entry of data at the side of the road. However this report references professed advantages of integrated software.
- 1.5 The action trigger point for a patch repair would be a hole of greater than 40mm on a carriageway. Different criteria apply to pedestrian areas. Problems include rocking pavement slabs. HMOs have a small ruler to establish the depths of holes in roads and pavements.

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Regeneration Transport We always seem to have problems with the Mayrise and Highways Streetworks Software. Not enough support is given by comment comment Mayrise.

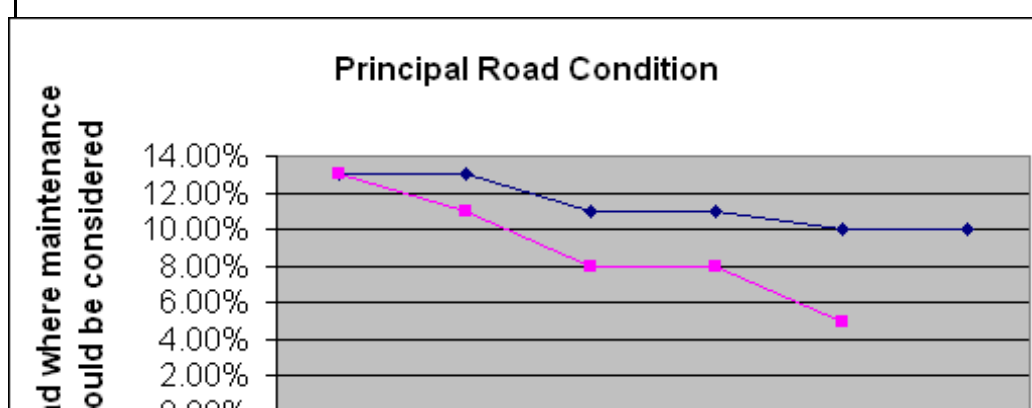
- 1.6 Problems with inspections include ownership of pavement areas. There's no map information with HMOs accessible and they tend to build up knowledge over time. City Council ownership records are with Paul Stanley's team. But numerous times this doesn't identify who owns non-council pavements and frontages.
- 1.7 Particular problems are caused by the failure of work associated with Public utility services. Inspectors don't know when work has been done and therefore when it might be within scope of contractors coming back to do remedial work.
- 1.8 Data on when services repairs have been done is held by a team headed by Ed Kocik. It was strongly felt that this data should be integrated with information available to inspectors and other HM team members.
- 1.9 Another issue relates to unauthorised work being done on roads and pavements by developers. This is a significant problem which could be resolved by more stringent planning regulatory controls and where necessary the provision of a bond to cover possible remedial and repair works in the highway.
- 1.10 In passing it was noted that telecoms cables were around 25 cm below pavement surfaces. Cheap to install but comparatively easily damaged.
- 1.11 Road damage is caused by:
- Higher volumes of traffic
  - Heavier vehicles
  - More aggressive braking and acceleration
- 1.11 Pavement damage is often caused by vehicles unlawfully using them. Inspection covers are often cracked or broken by vehicles rolling across them. A number of techniques are being used or tested to repair damaged surfaces. These include
- **Durapatch**, a cement-based repair system, being tested in Law Street & Cross Street Belgrave as a way of dealing with shallower but more wide-ranging disrepairs. Tests scheduled for 15<sup>th</sup> and 18<sup>th</sup> October
  - **Fibredec**-Reduces conventional patching works. This is a thin surface dressing with built in fibre reinforcement allowing more flexible treatment and minimising reflection cracking. This treatment is planned to be used on Ross Walk & Holden Street.
  - **Colas Ralumac**-This treatment will be used on Catherine Street, Dysart Way, Macdonald Road and will allow for more vigorous treatment on heavily used sites. (The latter has been used at the five ways junction at Blackbird Road/Groby Road /Fosse Road and has seen a 15 year life which is now coming to an end. We know a little more about this process than the other two).
  - **Traditional Tarmac patching**.- removal of existing material and replacing it with Tarmac, this is a slightly more expensive compared to other treatments.

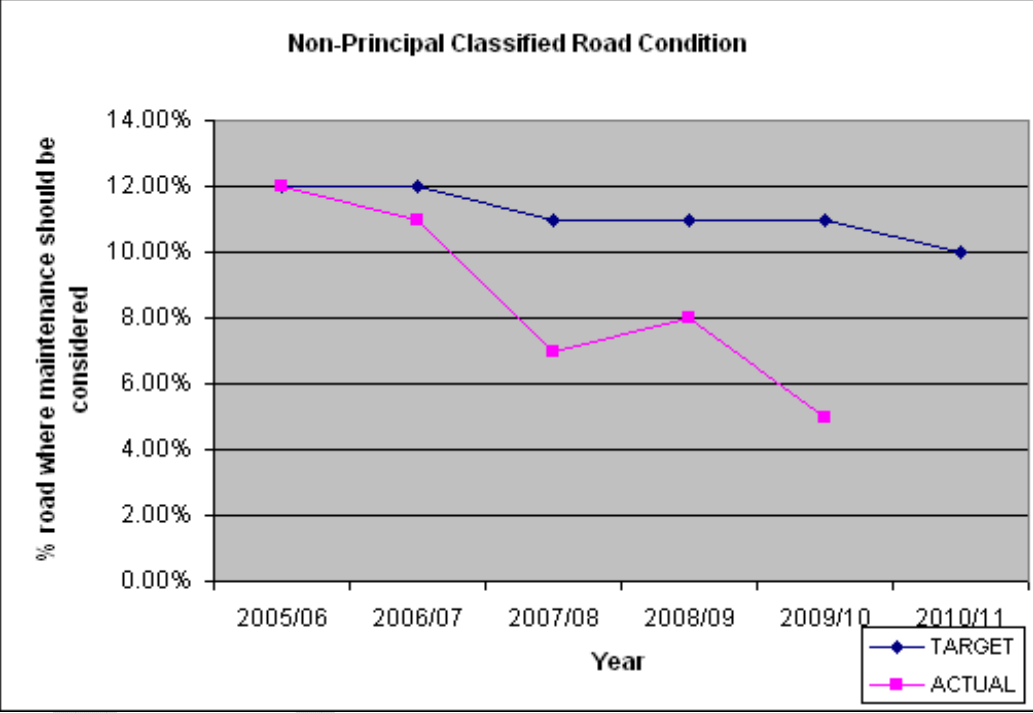
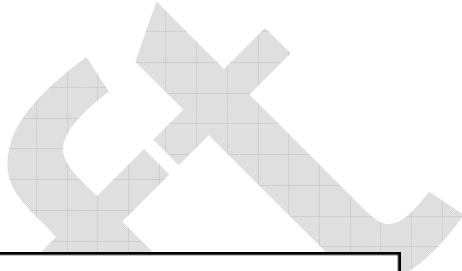


- **Concrete road pavements** provide a particular problem because of the ending of the joint sealing renewal programme/and other planned maintenance route cyclic programmes.

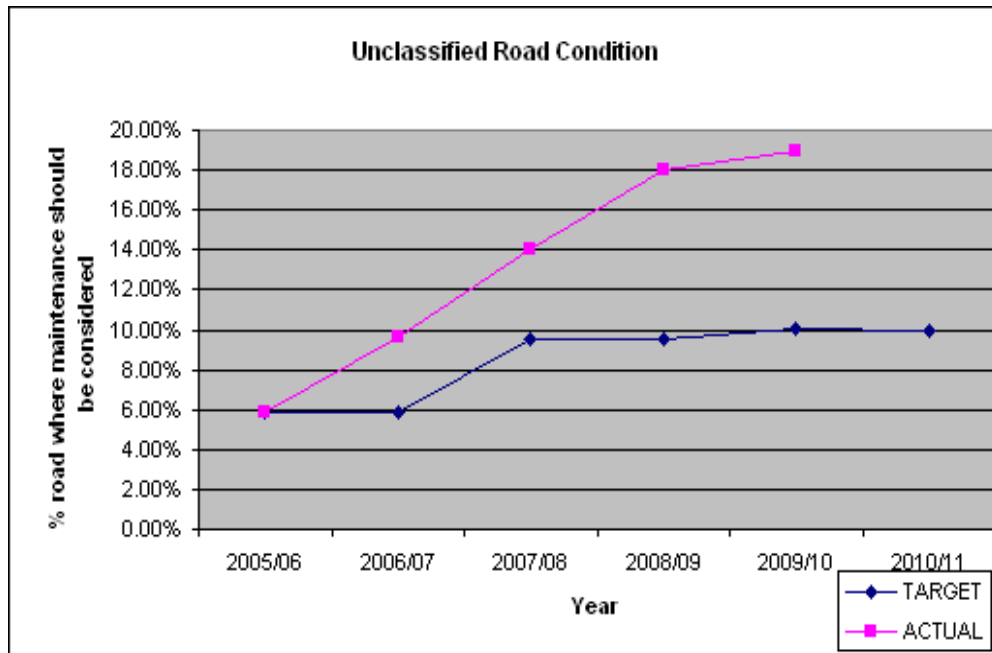
- 1.12 In general terms Durapatch patching material costs £4 m<sup>2</sup>. Temporary Traffic Regulation Orders, required under the Traffic Management Act, can take up to 20% of the cost of a repair, especially on busy roads where safety is a priority and a major consideration.
- 1.13 Resurfacing with Micro asphalt can be between £4.00 and £4.50, depending on what process the department chooses to use. Compared to conventional planning and surfacing which could as much as £25 per sq.m The life cycle spans would have to be looked at and compared in order to use the best and most effective process.
- 1.14 Specialist Durapatch or Ralumac repairs should be done in milder weather when there is a better opportunity for more permanent repairs. However most road failures take place in severe weather and an instant response is often demanded.
- 1.15 Budgets run to the end of March – almost the worst 12 months for planning work. It forces much responsive and emergency work into a time of the year when they are least effective. As a result many repairs last only a few months and some fail within days.
- 1.16 Due to the condition of the unclassified Roads network (Side Streets) it would require minimum of £5m a year for the next five years to bring the carriageways and footways back to the condition and standard required. Detailed cost could be more. This is based on the 2009 survey as per attached graph information.

(A Roads) Principal Road Condition	2005/06 Baseline	2006/07	2007/08	2008/09	2009/10	2010/11
TARGET	13.00%	13.00%	11.00%	11.00%	10.00%	10.00%
ACTUAL	13.00%	11.00%	8.00%	8.00%	5.00%	

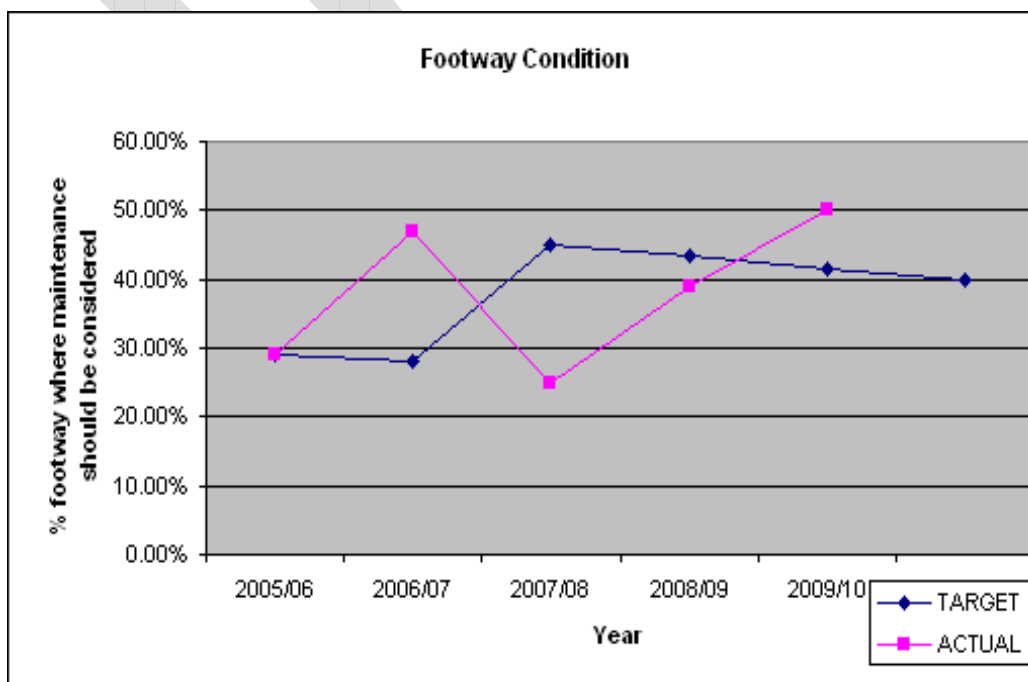




Unclassified Road Condition	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
TARGET	5.91%	5.90%	9.58%	9.57%	10.01%	10.00%
ACTUAL	5.91%	9.59%	14.00%	18.00%	19.00%	



Footway Condition	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
TARGET	28.99%	28.00%	45.00%	43.27%	41.64%	40.00%
ACTUAL	28.99%	47.00%	25.00%	39.00%	50.00%	



## APPENDIX 3

### **MINUTES OF MEETING OF 30<sup>TH</sup> SEPTEMBER, INCLUDING INFORMATION ON THE NEW ROADS AND STREET WORKS ACT (NRSWA) AND TRAFFIC MANAGEMENT ACT.**

- 3.1 Details of how legal frameworks affected road repairs were given at the 30<sup>th</sup> September hearing of the Task Group. The following is the minute extract from that meeting.
- 3.2 Ed Kocik, Team Leader, Traffic Operations, said that the utilities (Gas, Electricity and Phone Companies) sent some 40,000 electronic notices per year, representing some 12,000 separate jobs on the highway. It was rare however for the City Council to prosecute for non-compliance with the Act.
- 3.3 The City Council was able to levy up to £2k per day overrun charges on main roads such as London Road. The utility companies paid for overrun charges and also for inspections undertaken by the City Council.
- 3.4 It was questioned how much the system outlined cost to operate. Ed stated that the inspections cost some £100k per year, £20k for making good defects and £20k for other work. Staffing costs were met from the Highways Budget.
- 3.5 Ed said that in 2004 the Traffic Management Act 2004 came into force to add to the powers of NRSWA and help, through various measures, to help to get traffic moving more freely. As part of this Act the City Council were now required to register any highway works they undertook.
- 3.6 Officers were asked how many major closures took place each year and it was stated that there were very few and actual figures would be made available to the Task Group.
- 3.7 Officers were asked how long a road could be closed without a Temporary Traffic Regulation Order (TTRO) and it was stated that a road could not be closed without a TTRO in place. However, by planning works it was possible to include a number of streets within a particular area within one TTRO and notify residents accordingly. All such works were checked regularly and should any be deemed unsafe the works could be closed down by the Council.
- 3.8 Ed Kocik stated that a closure notice cost £195 in Leicester, whereas a similar closure notice issued in Derby or Nottingham cost £200-£300.

## **APPENDIX 4**

Cabinet 16<sup>th</sup> August 2010

### **HIGHWAY CAPITAL MAINTENANCE SCHEMES 2010/11**

Report of the Strategic Director, Development Culture and Regeneration (extract)

#### **3. Summary**

- 3.1 This report details the revised Highway Capital Maintenance funding for 2010/11 and the proposed highway maintenance schemes to be funded. Cabinet are asked to approve the programme of schemes detailed in Appendix 1.

#### **4. Report**

- 4.1 The last two winters have taken a severe toll on the condition of road surfaces in the City, many of which were already coming to the end of their useful working life. As a result, the number of roads that are severely potholed or have areas of significant surface failure has increased dramatically. There is no quick fix to this problem. The scale of the problem is such that it will require a sustained investment in the long term if the overall condition of the road network is to be improved. Coupled with the current pressures on public spending, the problem is a challenging one and Officers are exploring all road maintenance and treatment options in order to get the most out of the money available.
- 4.2 However, following a comprehensive review of planned expenditure over the last few months, £613,000 has been reallocated to highway maintenance from the Transport Capital programme, £207,000 from the winter damage emergency funding from the Department of Transport (DfT) and £245,000 has been contributed from the City Council. This £1,065,000 funding will to be spent on highway maintenance this financial year at the locations detailed in Appendix 1 and is in addition to the existing highway maintenance repair revenue budget of circa. £700,000.
- 4.3 This funding will be targeted at those streets in the worst condition (see Appendix 2). The extra money will also enable officers to improve the road surfaces in a number of side streets as well, not just the more important commuter routes. Officers have already identified priority streets requiring urgent attention and have commenced preparations to undertake the work over the next few months. Inevitably, the roadworks will cause disruption to the public and we ask residents and commuters to bear with us whilst this work is underway. The long term strategy for road maintenance and the necessary funding is currently being assessed and the views of local residents will play a key part in this exercise. For example, the proposed works in Evington Road / Osmaston Road and the Belgrave Road / Ross Walk areas will include some minor repair work that would only be the start of remedial work. We would need to go forward with a long term programme for these streets over a number of years.

4.4 Appendix 1 details the proposed 2010/11 highway maintenance schemes. All the works will be completed by the 31<sup>st</sup> March 2011.

## 5. Financial and Legal Implications

### 5.1 Financial Implications

The £1,065,000 is made up of uncommitted capital maintenance funding of £613,000, £207,000 additional one off government winter damage emergency funding and £245,000 additional contribution from the Council's own funds.

Paresh Radia, Finance, Ext 29 6507

### 5.2 Legal Implications

The City Council as Highway Authority has a legal duty to maintain highways and powers to improve highways. These scheduled works allow us to meet these responsibilities.

Jamie Guazzaroni, Legal Services, Resources, Ext 29 6350

Report Author: Alan Adcock, Head of Highway Management

## Appendix 1

2010/11 Highway Maintenance Programme Proposed Schemes	Cost (£000)
Greengate Lane (Completed)	18
Westcotes Drive (Completed)	20
Avebury Ave (Completed)	13
Gipsy Lane (Completed)	16
Rowlatts Hill Road - planned for August	14
Fosse Road South (part) - planned for August	24
Ethel Road	40
Wakerley Road	5
Coleman Road	35
Halifax Drive	25
Humberstone Lane	80
Fosse Road (second phase)	50
Pasley Road	50
Various streets in Abbey Ward (e.g. Marwood Road)	75
Evington Drive	80
Saltersford Road	20
King Edward Road	20
Wenlock Way	40
Principal Road - Joint Sealing programme	40
Evington Road / Osmaston Road area (e.g. Rowsley Street, Sawley Street etc)	200
Belgrave Road / Ross Walk Area	

## APPENDIX 5

### **The importance of well maintained highways to disabled and older people**

1. The City Council has a strategic commitment to Inclusive Design, which is about “making places that everyone can use safely, easily and with dignity” (Inclusive Design Action Programme, January 2010). Good footway and road maintenance is an essential aspect of achieving this aim. It is particularly important to disabled and older people, many of whom are:
  - particularly susceptible to trips and falls due to poor balance or other mobility impairments;
  - have difficulty in detecting uneven paving (e.g. because of impaired vision);
  - need pavements (and road crossings) in good repair to use them e.g. by wheelchair (to whom even missing joints in paving can be problematic – such as in Humberstone Gate West);
  - particularly susceptible to the jarring effects of poorly maintained roads (car or bus users).
2. In our rapidly ageing society the number of people with these sorts of characteristics and access needs is set to increase hugely (\*see reference below).
3. Specific issues concerning disabled people in Leicester include the following:
  - Pressures on funding could well lead to a deterioration in footway and road conditions.
  - “Intervention levels” (on which maintenance decisions are based) are set too low; allowing pavements which many disabled people find hazardous or difficult to access. Concern that financial pressures may result in the standards being revised downwards.
  - The state of some pedestrian crossings (the Disabled People’s Access Group raised concern about ones in Evington) where the surfacing is breaking up, but the “intervention level” for repairs isn’t met. There’s an argument for crossings having a lower threshold than for repairs elsewhere.
  - Potholes in roads is one of several factors encouraging cycling on pavements (a major concern to disabled and older people).
  - The effects of cars parking on pavements and the need for better enforcement and awareness raising to stop this - and in some cases more yellow lining.
  - Dips at pedestrian crossing points that flood; visually-impaired people and those with mobility impairments cannot divert around these. The sunken area may not have an edge to measure the depth or be a trip hazard as such, but can be dangerous in other ways when flooded.
  - Potholes and trip hazards occurring at 'joins' between existing and new surfaces.

- Private frontages (paved areas at back of the footway) owned by shops: sometimes these are not repaired, leaving some poor surfaces undone and unnecessary 'joins'.
  - Potholes occurring in work carried out by other agencies that dig up the highway - do they work to the same intervention levels, and for how long afterwards are they responsible?
4. A final comment; increasing the number of 20mph zones (suggested in the early draft Task Group report) would be of particular benefit to disabled and older people.

Paul Leonard-Williams, Disabled People's Access Officer (with input from Sally Williams, Secretary of the Leicester Disabled People's Access Group).

draft