


<p><b>London Borough of Hammersmith &amp; Fulham</b></p> <p><b>COMMUNITY SAFETY AND ENVIRONMENT POLICY AND ACCOUNTABILITY COMMITTEE</b></p> <p>5 September 2018</p>	
<p><b>HIGHWAY MAINTENANCE</b></p>	
<p><b>Report of the Director of Resident Services</b></p>	
<p><b>Open Report</b></p>	
<p><b>Classification - For Information</b> <b>Key Decision: No</b></p>	
<p><b>Other services consulted: None</b></p>	
<p><b>Wards Affected: All</b></p>	
<p><b>Accountable Director:</b> Mahmood Siddiqi, Director for Transport and Highways</p>	
<p><b>Report Author:</b> Ian Hawthorn - Head of Highways Maintenance and Projects</p>	<p><b>Contact Details:</b> Tel: 020 8753 3058 E-mail: <a href="mailto:ian.hawthorn@lbhf.gov.uk">ian.hawthorn@lbhf.gov.uk</a></p>

## 1. EXECUTIVE SUMMARY

- 1.1. This paper sets out the statutory duties and requirements that the Council is required to perform to reasonably ensure that's its highway network is safe in wintery conditions.

## 2. RECOMMENDATIONS

- 2.1. The Committee is requested to review and comment on the contents of the report.

## 3. BACKGROUND

### 3.1. Introduction

The London Borough of Hammersmith and Fulham considers its highway network to be the largest and most visible asset for which it is responsible. It is used daily by the majority of people and is fundamental to the economic, social and environmental wellbeing of our community. It helps to shape the character and quality of the local area that it serves and makes an important contribution to wider council priorities, including regeneration, social inclusion, community safety, education and health.

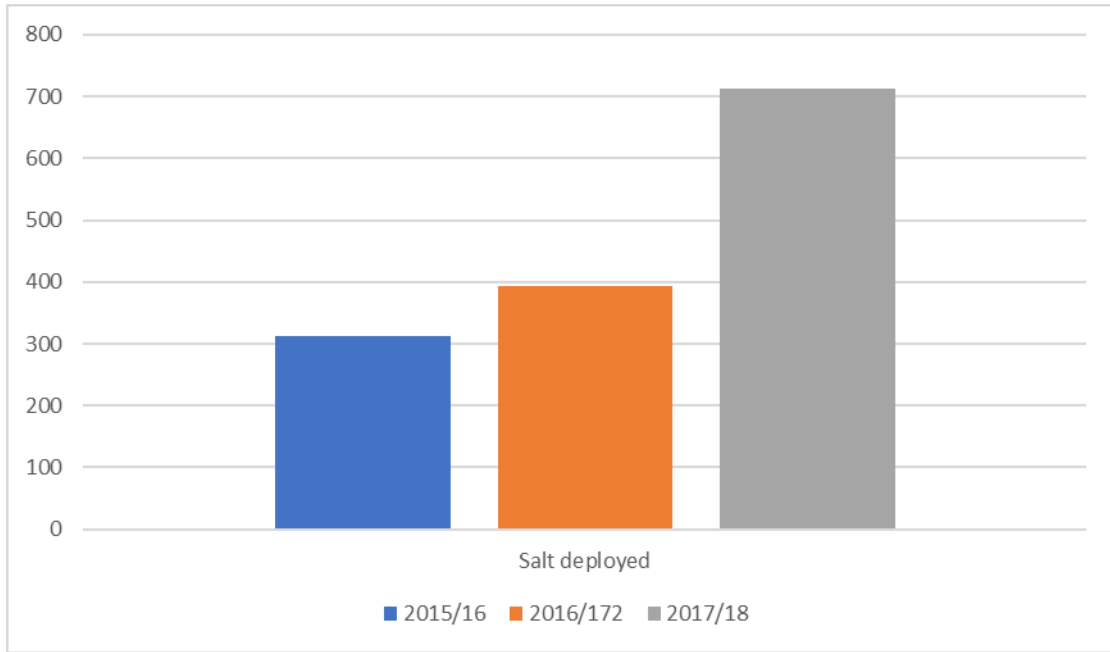
Section 41(1A) of the Highways Act 1980 requires highway authorities to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

This strategy aims to also align to the requirements of the Code of Practice: Well-Managed Highway Infrastructure (October 2016) (the Code), Section B.7 Winter Service.

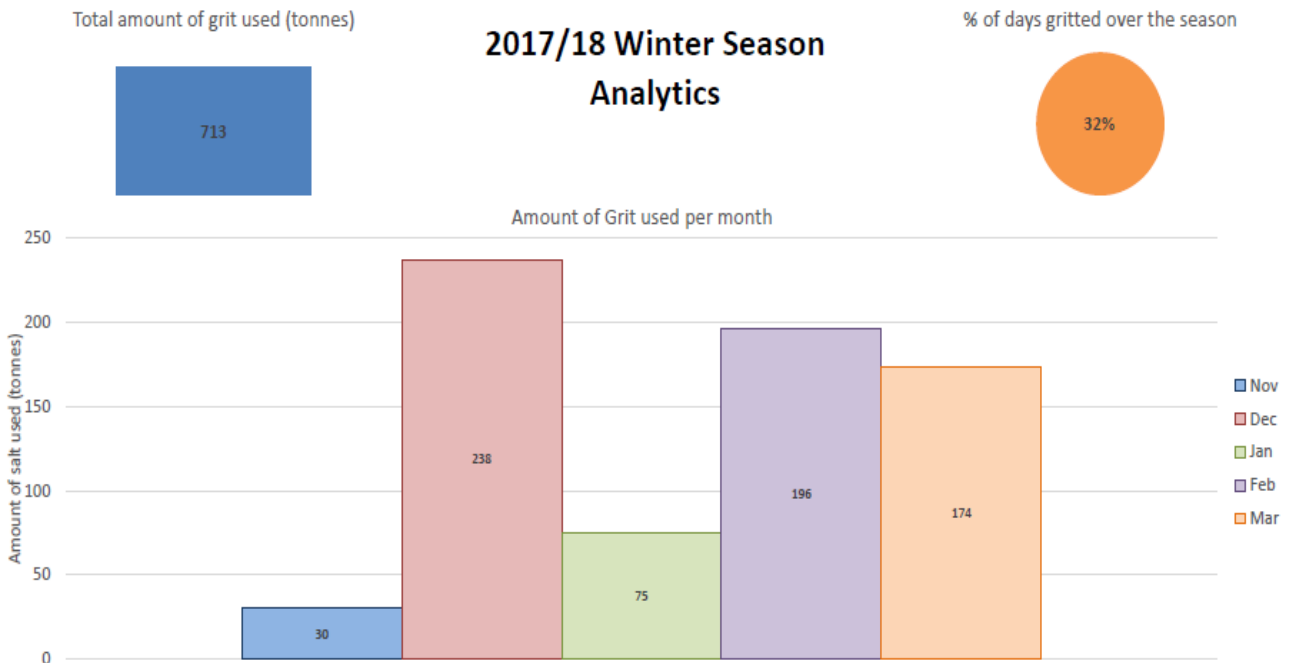
Section 150 of the Highways Act 1980 requires highway authorities to remove obstructions in a highway arising from the accumulation of snow.

It is the London Borough of Hammersmith and Fulham's (Hammersmith and Fulham) policy to:

- as far as it is reasonably practicable, prevent its highways from becoming obstructed by an accumulation of snow and ensure that safe passage along its highways is not endangered by snow or ice;
  - ensure that a co-ordinated approach is taken across London through the participation in the London Technical Advisors Group Winter Service Practitioners Group
- 
- The current Winter Service Policy states that the Council grits the carriageways of the borough depending on the Priority of the road when road surface temperatures drop to 0.5°C or below. The footways of the borough are gritted when snow falls and settles.
  - We are currently reviewing and updating the Council's existing Winter Service Policy to align it to the new Well-Maintained Infrastructure Code of Practice.
  - The new code is risk based and boroughs need to have a Network hierarchy which considers the usage and risk of each road within the borough. From this new hierarchy, routes can be developed based on risk. For instance, the footways leading to schools, tube stations and hospitals would all be gritted on a precautionary basis as they will be part of a priority route.
  - Cllr Harcourt requested that we review our existing policy with a view to carry out precautionary footway gritting. This review is currently in progress.
  - Last winter, we used **713t** of grit which is very unusual and gritted on 32% of the days across the five month season. In comparison more, standard years are 2015/2016 when we used **312.5t** and in 2016/2017 we used **392.5t**.



- The bar graph below shows the amount of grit used per month over the 2017/2018 winter season.



### 3.2. Decision process and gritting routes

**Winter Maintenance Rota** – Four officers make up the winter maintenance rota during winter months. Officers work in one-week rotas and are the responsible decision makers for sending out the gritter teams across the borough. They are on 24 hours a day for that week and receive three weather forecast from the council's weather forecast consultant Meteogroup during the day and evening. They analyse the forecast and make decisions on what gritting needs to be done to meet likely hazards on the roads. Hoar frost and black ice are particularly dangerous hazards that effect the decision. Any major change in weather conditions and the officer is phoned by the boroughs forecaster to assess the weather conditions and to make a decision on extra gritting runs. The winter rota last from 1<sup>st</sup> November to 31<sup>st</sup> March.

The transport infrastructure in LBHF is of local and national importance and to fulfil its potential, it is crucial that the highway network is adequately gritted to allow the network to function. We currently split the road network into three priority routes and with the remaining roads in a default route.

The **P1 route** covers all the main and high-risk routes that are not Transport for London Road Network (TLRN) roads (TLRN Roads are the responsibility of the Greater London Authority (GLA) and are operated by Transport for London (TfL)).

The network comprises of: -

- Principal roads
- Locally strategic roads
- Main bus routes

These roads form the backbone of the Road Network within Hammersmith and Fulham and as such the Winter Service Operation should be that of not allowing snow to lay or ice to form on the carriageway surface as far as is reasonably practicable. Therefore, these roads are subject to precautionary gritting. Hammersmith and Fulham Transport & Technical Service Department will ensure that the salting programme starts within 2 hours prior to the forecast of frost. Routes will be completed within 2 hours of starting. The carriageway network is broken down in to three priority routes and all other roads are P3 for long term adverse wintery conditions.

**P2 route** comprises of: -

- Medium use roads
- Roads of some strategic importance

These roads, though not as high risk as Carriageways P1, are important roads to keep open and safe for the free movement of all traffic off the major roads. The Winter Service Operation will ensure that salting of these roads will commence immediately upon completion of the Carriageways P1 roads.

In line with the Code, Hammersmith and Fulham will treat Carriageways P1 routes before Carriageways P2 routes (although in practice some Carriageways P2 routes may be started before all Primary routes are completed to maximise efficiency)

Precautionary gritting on the Carriageways P2 network will be instructed if:

- snow is forecast
- day time temperatures are not forecasted to rise above 0.5°C
- prolonged periods of sub-zero temperatures

Hammersmith and Fulham Transport & Technical Service Department will ensure that the salting programme starts within 2 hours prior to the forecast of frost. Route will be completed within 4 hours of starting.

The **P2A Route** comprises of: -

- Roads that assist the treatment of Footways P1

These roads contribute the least to the movement of vehicles in the borough and therefore are only gritted in the event of snow on the carriageway and only if resources become available. The P2A network will be gritted prior to the Carriageways P3 network, as the Carriageways P2A network provides access to the Footways P1.

### 3.3. Challenges

There is an increasing widespread recognition of the importance of highway maintenance, and the high value placed on it by users and the wider community. Keeping the network running is increasing important in adverse conditions.

- The Salt Barn at Bagley's Lane has previously had a temporary roof to protect the salt. This has raised issues with local businesses and residents. The stored salt top layer turns into large rocks of salt following wet weather. These rocks damage the gritter belt on the gritters which takes the vehicle out of service. So Corporate Property Services have been approached to find a new more suitable area for the salt where a roof can be installed.
- Deciding a budget for Winter Maintenance is difficult as winters vary in impact and length. It is important to note we grit for hazardous ice conditions and not just snow. Long range future forecast suggests we should expect more adverse weather conditions including harder winters.
- To accommodate precautionary footway gritting, some street cleansing services would be suspended and the resources used to provide gritting along key routes. A financial implication would only arise from the Serco contract if there was a need to

catch up ahead of schedule for the roads not cleansed due to gritting. Resources can also be used to remove snow and ice as needed.

### 3.4. Budget

Description	Current Budget 17/18
Winter maintenance	£60,000

## 4. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1	Winter Maintenance Policy	Donna Kelly - 3040	Transport and Highways
2	Winter maintenance Plan	Donna Kelly - 3040	Transport and Highways

### LIST OF APPENDICES:

Appendix 1 – Draft Policy Review

Appendix 2 – Draft Winter Maintenance Plan