

London Borough of Hammersmith & Fulham CABINET 2 SEPTEMBER 2019		
THE HIGHWAY MAINTENANCE WORK PROGRAMME 2019-20		
Report of the Cabinet Member for the Environment - Councillor Wesley Harcourt		
Open Report		
Classification: For Decision		
Key Decision: Yes		
Wards Affected: All		
Accountable Director: Sharon Lea – Strategic Director of Environment		
Report Author: Ian Hawthorn Assistant Director Environmental Projects and Highways	Contact Details: Tel: 020 8753 3058 E-mail: ian.hawthorn@lbhf.gov.uk	

1. EXECUTIVE SUMMARY

- 1.1. This report seeks approval of the annual highway maintenance work programme for 2019-2020. A key driver for this work is improving the quality of our street scene to give residents and businesses pride in the borough.
- 1.2. Transport for London (TfL) provides funds for the structural maintenance of the Council's principal roads. TfL had advised the Council last year that this funding has been withdrawn for next two years. Therefore, this will be the second year where only the essential maintenance for these roads will be carried out and that will now be financed from Council's existing carriageway budget. We have lobbied against such a cut.
- 1.3. TfL also provides funds for local highway and transport improvements through our Local Implementation Plan (LIP3). Cabinet agreed to submit the Council's consultation draft LIP to TfL on November 2018 and delegated authority to the Cabinet Member for the Environment, to submit a revised version of the LIP to TfL in February 2019. The Mayor of London is expected to approve the LIP in

April 2019. We now aim to improve efficiency and provide maximum value for money co-ordinating as far as possible maintenance works with the implementation of LIP projects.

2. RECOMMENDATIONS

- 2.1. To approve the programme in Appendix B. which lists several locations for works to take place over the coming year.
- 2.2. That authority be delegated to the Strategic Director of Environment in consultation with the Cabinet Member for the Environment to make amendments to the Highway Maintenance and LIP programmes as agreed for operational and cost-effective reasons, in order to make the optimum use of resources and to better meet residents' needs.
- 2.3. To note that reports and updates on programme amendments (additions and removals) to the approved scheme list be made, as and when required, during the year to the Cabinet Member for the Environment.
- 2.4. That authority be delegated to the Strategic Director of Environment in consultation with the Cabinet Member for the Environment to award the contracts listed in the annual highway maintenance work programme for 2019-2020 as set out in appendix B.

2. REASON FOR DECISION

- 3.1 The Council in its capacity as Highway Authority has a statutory duty to maintain the highways that are maintainable at the public expense under Section 41 of the Highways Act 1980.
- 3.2 The highway network is the largest, most visible and valuable asset of the Borough, helping to shape the character and quality of the local area. The Council recognises the contribution of highways towards several of the key components of sustainable communities, including:
 - To protect and enhance the Borough's residential and historic character.
 - To seek to continuously improve the Borough's streetscape by undertaking major improvement projects, promoting good design, using high quality materials and workmanship, and removing street clutter.
 - Creating and maintaining well-designed, well-managed, clean and safe streets and open spaces.
 - Maintaining streets to a high standard, so that walking is easy and safe and cyclists, buses and other vehicles can move safely.
- 3.3 The performance of the highway network affects the lives of everyone who live in or visit our Borough. Being at the heart of London, the highway network and associated infrastructure is of local and national importance. The Council has a

duty to ensure that its highway network is in a safe and reliable condition and is committed to complying with the applicable legal and regulatory requirements and adopting national standards and best practice.

3. BACKGROUND

- 4.1 The availability of a safe and serviceable highway network is essential to allow ready access around and through the borough, as well as, providing access to residents and businesses. Hammersmith and Fulham's economic vitality depends upon highway links that are safe and fit for purpose management of this valuable asset is, therefore, one of utmost importance.
- 4.2 In order to manage this asset in an efficient and effective way, we carry out detailed monthly inspections on all principal roads and other busy routes, including main shopping areas. We inspect the remaining roads in the borough on a six monthly or three-monthly basis. Those frequencies are in accordance with the recommendations of the Code of Practice for Highways Maintenance published by the U.K. Roads Board in 2016.
- 4.3 A new Code of Practice was published in 2016 replacing the current code. This is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. A complete review of the road network hierarchy has been carried out and the frequencies of safety inspections revised according to the level of risk posed by a defect, based on the probability and impact risk matrix.
- 4.4 Our record of inspections and any remedial action we take are valuable tools in defending claims the Council receives for accidents and injury on the highway. We use information from regular inspections as a basis for the preparation of our annual programme of works.

5. HIGHWAY MAINTENANCE WORK PROGRAMME

- 5.1 The Council's highway maintenance programme, consisting of carriageway resurfacing and footway repaving, is based on the results of an independent annual condition survey, a visual survey that conforms to national standards known as the United Kingdom Pavement Management System (UKPMS), with the results ranked according to the worst structural condition index. In addition, we carry out visual inspections conducted by our experienced highway maintenance engineers and these factors have been used to produce a priority list with the works programme developed based on the highest score being the highest priority. The visual inspection produces a condition score for each road based on severity of defects in footways, such as broken paving slabs, undulations, trips, ponding and in carriageways reflective cracking, loss of chipping and rutting. The roads are further validated taking account of other factors, such as programmed major utility road works. The number of sites falling

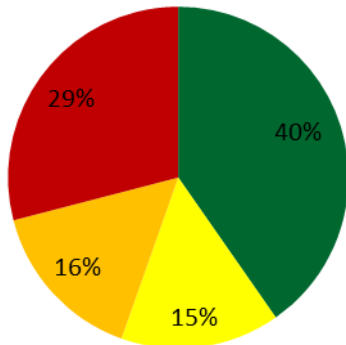
below our acceptable standard is always exceeds our maintenance budget but the expectation is that there will be a degree of carry-over into subsequent years.

- 5.2 Through these systematic inspections, qualitative condition surveys and prioritisation criteria together with the appropriate choice of materials the Council is able to maximise the road life at an optimum cost in a structured and systematic way.
- 5.3 Continued improvements are sought through working with the Council's specialist term contractors to search for new technology and new materials to ensure value for money is achieved whilst obtaining long term durability.
- 5.4 The LIP programme consists of projects in various part of the borough to improve road safety and traffic management and promote the use of sustainable transport, for example by converting speed cushions to humps to improve compliance with speed limits, or measures to reduce rat running in residential streets. Wherever possible we will combine these works with planned maintenance works to provide enhancements, minimise disruption to residents and secure best value for money.

6. HIGHWAY LIFECYCLE ANALYSIS

- 6.1 We carried out a maintenance cost analysis of the carriageway network over a period of ten years using a lifecycle planning toolkit produced by Highway Maintenance Efficiency Programme (HMEP), a Department for Transport funded and sector led programme. The toolkit is designed to show the impact of different levels funding on asset performance, investigate the current and future levels of funding required to achieve a given condition target for the asset, it identifies the levels of funding required to minimise the whole life costs. It provides useful tool to help managers to improve delivery of road maintenance through greater efficiencies.
- 6.2 Long-term estimates of expenditure and associated asset condition are produced by the toolkit. These estimates can be used to determine the likely condition of the network under budget constraints or, alternatively, to determine the budget required to support a target asset performance.
- 6.3 The current condition data of the network is entered in the toolkit, as Detailed Visual Inspections values were used as nationally recognised performance criteria to evaluate current condition, and assigned into their respective condition bands ranging from Good (green) to Very Poor (red). Budgets are then assigned to different maintenance options (strategies) and the model calculates the future condition based on the size of the budget.

Current Condition – 2019



7. FINANCIAL AND RESOURCES IMPLICATIONS

- 7.1 Footway and carriageway works are funded either from the Capital Programme or the annual revenue budget. Typically, planned maintenance (changes to road design, resurfacing etc.) would qualify as capital expenditure and would be funded by the capital programme. Reactive repairs and general maintenance (e.g. pot holes) would not meet the definition of capital expenditure and would be funded by the revenue budget. The capital budget is £1,880,000 and the revenue budget is £1,642,400. The revenue budget includes £68,700 for winter maintenance (road gritting), this allocation is insufficient to cover the cost of this work and needs to be increased to £180,000. The remaining £1,462,400 is allocated to reactive maintenance. From the capital budget £60,000 have been set aside for minor planned maintenance work for one off minor works to meet any requirements that come from the Ward Action Groups.
- 7.2 In addition to the Council's own maintenance budget, Transport for London (TfL) in the past have also provided funds for the structural maintenance of the Council's principal roads. However, as it was reported last year the Council has been advised by TfL that as of 2018/19 this funding has been withdrawn for two years. Therefore, there will be no funding for principal roads from TfL this year (2019/20).
- 7.3 The Council's TfL funding allocation for principal road maintenance for 2017/18 was £356,000. This represented 27.8% of the planned carriageway work budget. As this will not be available this year, only the essential maintenance for these roads will be carried out and that will now be financed from Council's existing carriageway budget. This would mean a reduction in funding available for non-principal roads. Therefore, carriageway maintenance of both principal and non-principal roads will be negatively affected.

- 7.4 The draft estimates for 2019/20 for planned and reactive highway maintenance works are shown below:

Budget	Budget Source	2018/19	2019/20
Carriageways - Reactive	Revenue Budget	£342,000	£422,000*
Carriageways - Planned	Capital Budget	£829,000	£829,000
Carriageway - Total		£1,171,000	£1,286,000
Footways – Reactive	Revenue Budget	£974,000	£1,074,000*
Footways - Planned	Capital Budget	£1,051,000	£1,051,000
Footway - Total		£2,025,000	£2,125,000

*Winter maintenance allocation included

- 7.5 Appendix B lists the roads and pavements proposed to include in the programme for the coming year. The maintenance programme considers any ongoing and proposed utility and TfL works that we are aware of.
- 7.6 This report identifies the carriageways and footways in most need of planned repair. Work on all the schemes on the programme in Appendix B is not achievable within the available budgets. However, the list of schemes reflects the extent of work required. The estimated cost and the cumulative figures are also shown to provide some indication of the work that will be attainable within the current budgets. There will inevitably be instances when the maintenance work in some roads will have to be deferred. In these circumstances alternate roads will be substituted from the reserve list of roads in Appendix B. The estimated costs include approximately 10% contingency. The final costs are monitored through the year as the work progresses, if the contingency is not required then additional schemes from the reserve list will be included in the programme.
- 7.7 The expenditure estimates for Planned and Reactive works across Carriageways and Footways set out in section 7 will be met from the existing capital and revenue budgets.
- 7.8 *Implications verified by Gary Hannaway, Head of Finance, 020 8753 6071 and Emily Hill, Assistant Director, Corporate Finance, 020 8753 3145.*

8. EQUALITY IMPLICATIONS

- 8.1 The Council has had due regard to its Public Sector Equality Duty contained in Section 149 of the Equality Act 2010.
- 8.2 There is a requirement on contractors to ensure that access to thoroughfares and services is maintained during any highway maintenance works. It is not anticipated, therefore, that there will be any negative impact on protected groups as a result of this highways maintenance programme.

8.3 *Implications completed by Peter Smith, Head of Policy and Strategy, 020 8753 2206.*

9. LEGAL IMPLICATIONS

9.1 The Legal Implications are contained within the body of the report.

9.2 *Implications verified/completed by Poonam Rajput, Solicitor, 020 8753 6378.*

10. IMPLICATIONS FOR BUSINESS

10.1 The contractors are required to notify by letter drop all the frontages including businesses affected by the work and wherever possible accommodate their needs during the works. The commissioning and contract managers will work with Economic Development Team colleagues to explore any opportunities for local SMEs to be engaged into this activity.

10.2 It should be explored how local businesses could be engaged in some aspects of the programme. Highways and Transport relevant officers will work with Economic Development colleagues to identify any business, employment and skills opportunities for local residents and SMEs.

10.3 *Implications verified/completed by Albena Karameros, Economic Development Team, 020 7938 8583.*

11. COMMERCIAL IMPLICATIONS

11.1 Existing highway maintenance contracts will be used to carry out the proposed works explained in the report.

11.2 However, the contracts must be periodically reviewed and properly managed to ensure they still provide best value for the Council.

11.3 There should be a clear and consistent view of what the contract is producing, the type of commercial relationship desired, the basic contract structure and how it will be continuously managed.

11.4 A commercial strategy should be in place; the commercial strategy must be based upon the assessment of strategic drivers and the internal and external environment.

11.5 Services must be provided in accordance to the KPIs set up in the contracts and these should be continuously monitored.

11.6 *Implications verified by Andra Ulianov, Procurement Consultant, 020 8753 2284.*

12. IT IMPLICATIONS

- 12.1 No IT implications are considered to arise from this report as it seeks approval for the annual highway maintenance work programme for 2019/20. Should this not be the case, for example, by requiring new systems to be procured or existing systems to be modified; or, should this change, for example, by considering how information technology (e.g. predictive analytics, IoT sensors) could be deployed to support our work in this area; IT Services should be consulted.
- 12.2 IM implications: (the) Privacy Impact Assessment(s) (PIA) for any data processing activities affected as a result of carrying out the annual highway maintenance work programme (e.g. processing contact information for affected local businesses) will need to be updated to reflect any changes to the way that data is processed and stored as a result of implementing this programme. This will ensure all potential data protection risks are properly assessed with mitigating actions agreed and implemented. If (a) PIA(s) is/are not yet in place to cover the relevant data processing activities, one/these will need to be completed.
- 12.3 Any contracts affected by these changes will need to include H&F's data protection and processing schedule if this is not yet the case. This is compliant with the General Data Protection Regulation (GDPR) enacted from 25 May 2018.
- 12.4 *Implications verified/completed by: Tina Akpogheneta, Interim Head of Strategy and Strategic Relationship Manager, IT Services, tel 0208 753 5748.*

13 RISK MANAGEMENT

- 13.1 Local authorities have a duty to keep Highways well-maintained as recognised in the Council's risk register, risk number 8, Managing Statutory Duties. Well-managed highways play a central role in the lives of the communities they serve and are essential for economic growth. The Well-Managed Highways Infrastructure Code of Practice 2016 advocates a risk-based approach to all aspects of highway maintenance. The Annual Local Authority Road Maintenance Survey (ALARM) aims to take a snapshot of the general condition of the local road network, providing a means of tracking any improvement or deterioration. At the same time, questions are asked related to funding, the type of maintenance carried out and the issue affecting maintenance service levels, to help provide context to the results. Contract payments are made on completion of the work, no advance payment is made, mitigating financial risk exposure to the Council.

Highways have confirmed that there is a robust governance process in place as underlined the previous EY report on contract management.

Part of the governance process means FM Conways are required to meet us every month at performance meeting. No Conways invoice is paid until we have checked and agreed the measurements and what is used on site. If we don't agree the materials used, we don't pay for them. We also hold an innovation board where Conways are challenged on their costs and required to discuss efficiencies.

The framework we used was done as a competitive procurement with Conways winning the contract on costs.

13.2 *Implications verified/completed by Michael Sloniowski, Risk Manager, 020 8753 2587.*

14. SOCIAL VALUES

14.1 The Contractor is required to place emphasis on social values. The Council's current term contractor (FM Conway) runs apprenticeship schemes and has annual company targets to fulfil for recruiting apprentices. Apprenticeships are advertised widely, potentially to reach applicants who are not in education, employment or training, or who are ex-offenders looking for an opportunity to gain training. The staff development is promoted through Conway Academy, where staff are able to access a range of training.

14.2 Contractor also supports Women into construction initiative through engagement with schools and Job Centre, running female only work experience weeks. Working with schools to help break gender stereotyping when it comes to career choices.

Local Government Act 1972 (as amended) – Background papers used in the preparation of this report

None.

LIST OF APPENDICES;

APPENDIX A – Other implications

APPENDIX B - Carrigeway Planned Maintenance 2019-20

OTHER IMPLICATIONS

1. **Business Plan:** None.
2. **Risk Management:** Risks identified in this report have been considered and mitigation actions addressed.
3. **Health and Wellbeing, including Health and Safety Implications:** The Council requires the contractors to comply with all the relevant Health and Safety legislation, including signing and guarding of works.
4. **Crime and Disorder:** None
5. **Staffing:** None
6. **Human Rights:** None
7. **Impact on the Environment:** The contractors are required by the Council to observe good environmental practice and comply with the relevant statutes, codes of practice and industry guidance. Following a successful trial of an electric 3.5 tonne pickup trucks in the Borough, our highway works contractor, F M Conway started using this vehicle in the Borough and are gradually replacing the existing diesel trucks with the electric versions.
8. **Energy measure issues:** None.
9. **Sustainability:** The contractors are required to recycle all recyclable waste material arising from the works or reuse materials where possible.
10. **Communications:** The Council sends out notification letters to local residents prior to commencement of work and uses the Council's website to publicise the annual work programme.

APPENDIX B

CARRIGEWAY PLANNED MAINTENANCE 2019-20

Street Name	Treatment Area	Scheme Area	Scheme Cost	Scheme Cost inc. Profess fee	Cumulative Cost
HAZLEBURY ROAD	Whole Road	3000	£ 54,000	£ 59,400	£ 59,400
BLOEMFONTEIN ROAD	Westway Rd TO South Africa Rd	4000	£ 120,000	£ 132,000	£ 191,400
SOUTH AFRICA ROAD	Whole Road	6000	£ 180,000	£ 198,000	£ 389,400
DU CANE ROAD	Artillery Lane to Wood lane	6000	£ 144,000	£ 158,400	£ 547,800
AUSTRALIA ROAD	Whole Road	6800	£ 204,000	£ 224,400	£ 772,200
FELGATE MEWS	Studland Street- Studland Street	1000	£ 30,000	£ 33,000	£ 805,200
A ROADS					
DAWES ROAD	Munster Road to Rylston road	4000	£ 72,000	£ 79,200	£ 884,400
RESERVE SITES					
HYPHE ROAD	From End to 44 Hythe road	2400	£ 72,000	£ 79,200	£ 963,600
DAVISVILLE ROAD	Whole Road	1920	£ 34,560	£ 38,016	£ 1,001,616
BURLINGTON ROAD	Whole Road	2400	£ 43,200	£ 47,520	£ 1,049,136
BOVINGDON ROAD	Whole Road	1600	£ 28,800	£ 31,680	£ 1,080,816
ST JAMES STREET	Whole Road	560	£ 10,080	£ 11,088	£ 1,091,904
WELLS ROAD	Whole Road	1400	£ 42,000	£ 46,200	£ 1,138,104
BROOK GREEN	South Arm	3600	£ 86,400	£ 95,040	£ 1,233,144
WENDELL ROAD	Rylett Crescent to Bassein Rd	2000	£ 48,000	£ 52,800	£ 1,285,944
TOWNMEAD ROAD	Elbe Street to Harbour Avenue	2400	£ 57,600	£ 63,360	£ 1,349,304
MICKLETHWAITE ROAD	Farm lane to Halford Road	800	£ 14,400	£ 15,840	£ 1,365,144
KIMBELL GARDENS	Whole Road	1200	£ 21,600	£ 23,760	£ 1,388,904
FINDON ROAD	Whole Road	2080	£ 37,440	£ 41,184	£ 1,430,088
EPIRUS ROAD	Tourney Road to North End Road	2000	£ 48,000	£ 52,800	£ 1,482,888
SULGRAVE ROAD	Whole Road	4400	£ 79,200	£ 87,120	£ 1,570,008
GLENTHORNE ROAD	Whole Road	4000	£ 120,000	£ 132,000	£ 1,702,008
WOOD LANE	South Africa Road to Macfarlane Road	4000	£ 120,000	£ 132,000	£ 1,834,008
SCRUBS LANE	Harrow Road to Waldo Road From Bridge End (Waldo Road) to Roundabout From R/a to beginning of 2nd Bridge From End of 2nd Bridge to Overhead Bridge	6800	£163,200	£179,520	£2,013,528
PARSONS GREEN LANE	Fulham Road - Harbledown Road	1000	£ 24,000	£ 26,400	£ 2,039,928

CLANCARTY ROAD	Whole road	4000	£ 96,000	£ 105,600	£ 2,145,528
CANADA WAY	Whole road	3200	£ 76,800	£ 84,480	£ 2,230,008
BISHOP'S AVENUE**	Whole road	3200	£ 76,800	£ 84,480	£ 2,314,488

Street Name	Treatment Area	Scheme Area	Scheme Cost	Scheme Cost inc. Profess fee	Cumulative Cost
BUTTERWICK	Shepherd's Bush Road to Bute Gardens	1000	£ 30,000	£ 33,000	£ 2,347,488
QUEEN CAROLINE	Crisp Road to Worlidge Road	1000	£ 24,000	£ 26,400	£ 2,373,888
CRISP ROAD	St James to Queen Caroline	1000	£ 24,000	£ 26,400	£ 2,400,288
GOWAN AVENUE	Fulham Palace Road to Munster Road	3150	£ 94,500	£ 103,950	£ 2,504,238
FRISTON STREET	whole Road	710	£ 12,780	£ 14,058	£ 2,518,296
LILLIE ROAD	Munster Road to Rylston Road	1950	£ 35,100	£ 38,610	£ 2,556,906
BARONS COURT ROAD	Palliser Road to Vereker Road	2365	£ 42,570	£ 46,827	£ 2,603,733
YEW TREE	Whole Road	3000	£ 54,000	£ 59,400	£ 2,663,133
A ROADS					
SHEPHERD'S BUSH ROAD	Goldhawk Road - Brook Green	6000	£ 144,000	£ 158,400	£ 2,821,533
FULHAM ROAD	Boundary (o/s 370) to Harwood road	3200	£ 76,800	£ 84,480	£ 2,906,013

FOOTWAY PLANNED MAINTENACE 2019-20

Street Name	Treatment Area	Scheme Cost	Scheme Cost inc. Profess fee	Cumulative Cost
FARM LANE	Walham Grove to Halford Road - eastern side	£ 32,800	£ 36,080	£ 36,080
BROOK GREEN	Rowan Road - Shepher's Bush Rd	£ 49,200	£ 54,120	£ 90,200
NEW KING'S ROAD	Wandsworth Bridge Rd - Molesford Rd (Park side)	£ 24,600	£ 27,060	£ 17,260
UXBRIDGE ROAD	Outside Shepherd Bush station	£ 7,200	£ 7,920	£ 125,180
TOURNAY ROAD	N End to Hartsmere Rd	£ 36,080	£ 39,688	£ 164,868
STEVENTON ROAD	Wormholt Rd - Old Oak Rd	£ 57,400	£ 63,140	£ 228,008
WESTVILLE ROAD	Whole RD	£ 84,000	£ 92,400	£ 320,408
HARTISMERE ROAD	St Thomas's Way - Dawes Rd	£ 44,280	£ 48,708	£ 369,116
BOSCOMBE ROAD	Whole RD	£ 91,000	£ 100,100	£ 469,216
DAFFODIL STREET	Sandew Avenue - Hemlock Rd	£ 60,800	£ 66,880	£ 536,096
ORMISTON GROVE	Whole RD	£ 98,000	£ 107,800	£ 643,896
STUDLAND STREET	Redmore Rd to Glenthorne Rd	£ 22,140	£ 24,354	£ 668,250
BLOEMFONTEIN RD	Sawley Rd - Uxbridge Rd	£ 66,584	£ 73,242	£ 741,492
CAXTON ROAD	Uxbridge - End	£ 35,260	£ 38,786	£ 780,278
STANLAKE ROAD	Whole RD	£ 91,000	£ 100,100	£ 880,378
GAYFORD ROAD	Cobbold Rd - Askew Rd	£ 52,480	£ 57,728	£ 938,106
OLD OAK ROAD	Broadpassage to Steventon Rd	£ 131,200	£ 144,320	£ 1,082,426
RESERVE SITES				
WALDO ROAD	Whole RD	£ 44,280	£ 48,708	£ 1,131,134
DAVISVILLE ROAD	Whole RD	£ 70,000	£ 7,000	£ 1,208,134
HILARY ROAD	Ducan - A40	£ 24,600	£ 27,060	£ 1,235,194
LETCHFORD GARDENS	Whole RD	£ 31,160	£ 34,276	£ 1,269,470
FRITHVILLE GARDENS	Whole RD	£ 61,500	£ 67,650	£ 1,337,120
FULHAM PALACE RD	Silverton Rd - Inglethorpe Rd	£ 98,400	£ 108,240	£ 1,445,360
THORNFIELD ROAD	Whole road	£ 57,400	£ 63,140	£ 1,508,500
HADYN PARK ROAD	Whole road	£ 91,000	£ 100,100	£ 1,608,600
BINDEN ROAD	Whole road	£ 112,340	£ 123,574	£ 1,732,174
RYLETT ROAD	Whole road	£ 131,200	£ 144,320	£ 1,876,494
BECKLOW ROAD	Cobbold Rd - Askew Rd	£ 49,200	£ 54,120	£ 1,930,614
LARDEN ROAD	Cobbold Rd - Valetta Rd - Whole Rd	£ 126,000	£ 138,600	£ 2,069,214
ELLINGHAM ROAD	Whole road	£ 24,600	£ 27,060	£ 2,096,274
GREENSIDE ROAD	Whole road	£ 49,200	£ 54,120	£ 2,150,394
FINDON ROAD	Whole street	£ 71,400	£ 78,540	£ 2,228,934
BOWERDEAN STREET	Whole street	£ 51,660	£ 56,826	£ 2,285,760
PERCY ROAD	Vespan Road - Baston Street	£ 32,800	£ 36,080	£ 2,321,840
BARCLAY ROAD	Fulham Road To Effie Road	£ 14,350	£15,785	£2,337,625
QUARNDON STREET	Whole street	£ 21,730	£23,903	£2,361,528