

Cabinet

11 JANUARY 2010

**DEPUTY LEADER
(+ENVIRONMENT)**
*Councillor Nicholas
Botterill*

**HIGHWAY MAINTENANCE:
APPROVAL OF THE 2010/11 PROGRAMME**

**Wards
All**

The purpose of the report is to seek approval for the projects listed within the Carriageway and Footway Planned Maintenance programme.

CONTRIBUTORS

ENV
DFCS
ADLDS
ADPP

Recommendations:

- 1. To note and approve the 2010/11 highway maintenance (carriageway and footway) schemes, as set out in Appendix A to this report.**
- 2. To note continued approval of delegated responsibility to senior officers to make amendments to the programme, as agreed for operational and cost effective reasons by the Director of Environment and Director of Finance and Corporate Services in order to make the optimum use of resources, allowing virements, as outlined in the report, to contain expenditure within the approved resources and not subject to the normal virement rules.**

HAS A PEIA BEEN COMPLETED? YES

1. BACKGROUND

- 1.1 The financial resources to complete the highway planned maintenance carriageway and footway programme are met from Council capital allocations, except for principal roads that are funded by Transport for London (TfL) through the Local Implementation Plan (LIP).
- 1.2 All planned maintenance works are implemented through approved Council term contracts schedule of rates that have been subjected to competitive tender.
- 1.3 Officers are seeking Cabinet Member approval of the scheme selection and to comment on such, if so required.
- 1.4 Cabinet is asked to note the previous approval (through Key Decision process) to grant senior officers permission to make amendments to the programme for operational and cost effective reasons as agreed by the Director of Environment and Director of Finance and Corporate Services in order to make the optimum use of resources allowing virements to contain expenditure within the approved resources and not subject to the normal virement rules.

2. INFORMATION

- 2.1 The overall highways budget for road and footway repairs is divided into minor reactive maintenance and major planned work. The reactive work, particularly the safety element of the work, is dependent on the requirement for safety or urgent repairs identified by the highway inspector. Major planned work seeks to spend the resources cost-effectively to optimise maintenance expenditure. Any under-spending on the reactive work can be diverted into the planned major capital works programme. This seeks to achieve a balance between the need to keep the highway in a safe condition and to maximise planned work to spend the resources most cost effectively. Approximately half of the total maintenance works resources are carried out on footways.
- 2.2 The extent of the planned maintenance works at the time of ordering is not accurately established. The provisional cost estimates included in Appendix A are based on a single average unit price per square metre for similar work types. This avoids the preparation of detailed work schedules and limits site investigation work and unnecessary fee expenditure, particularly for carriageway work.
- 2.3 The current footway maintenance strategy focuses primarily on repaving in and around town centre areas and those streets with the highest footfall in the borough.
- 2.4 Generally, the work is estimated using average unit rates from previous typical schemes and the work, once ordered, is subject to detailed pricing from within the contract. The prices are banded to reflect the volume of work carried out and are considered to be competitive. This approach gives rise to some schemes spending above and others below estimate. Where unforeseen additional ground work, for example, is required, then additional resources have to be made available from within the overall programme resources. The approximate

average unit rates used to make up the scheme estimates are as follows (it should also be noted that the Term Contract for Surfacing Works is currently being tendered, so the rates are likely to differ from the current rates):

Activity	Unit Rate £/m²
Principal Road resurfacing – Night work	£50.00
Other classified Road resurfacing – Day	£25.00
Other classified road resurfacing – night	£30.00
Unclassified road	£21.00
Footway repaving	£80.00

Table showing approximate unit rates used to calculate scheme estimates

- 2.5 This is monitored on a monthly basis to project full budget expenditure. This balancing process using virements between the reactive and planned budgets gives rise to some adjustment of the total number of planned schemes carried out and encourages optimum use of the available resources. As there are always more schemes in the programme than there are resources to fund them, it is always possible to accommodate more or less schemes being carried out within the financial year. It does ensure that the overall budgets are fully spent and overspends are avoided.
- 2.6 There are also significant variables that we have to accommodate during the year rising from, for example, utility company works. To combat this disruption we present a list of reserve schemes that can be moved up the list if higher priority works need to be postponed.
- 2.7 Principal road structural road maintenance is funded from Transport for London based on bids through the LIP process. The scheme expenditure is regularly reported to TfL so adjustments in expenditure can be accommodated.

3. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE RESOURCES

- 3.1 The maintenance programme is made up of major planned maintenance and minor reactive maintenance, and is funded by revenue and capital.
- 3.2 The total maintenance allocation for 2010-11 is as follows:
- Capital Allocation £2.100m
 Revenue Allocation £1.673m
 TfL BSP allocation To be confirmed (likely to be approximately £350k)
- 3.3 The important distinction is that whilst revenue can be used to fund capital expenditure, the reverse is not true and capital can only be used to fund major planned maintenance works. The Capital Allocation will be approved as part of the Capital Programme by Council in February 2010.

- 3.4 Appendix A contains a list of proposed borough funded Planned Maintenance schemes at an estimated cost of works of £2.1m. This contains a revenue contribution to Capital. It is this amount over which officers would like to apply some flexibility and use it for either reactive or planned maintenance. If reactive maintenance is under-spending, then this will be used to finance the planned maintenance programme; the intention being to deploy the resources available in the most cost-effective manner.
- 3.5 This will be monitored through the Corporate Revenue and Capital Expenditure monitors and reported accordingly. For planned maintenance, individual schemes will be reported at budgeted and forecast level. As well as amendments to funding of individual projects within the overall programme allocation, should it prove necessary to delete or substitute alternative schemes these will also be reported through the capital monitor.

4. RECOMMENDATIONS

- 4.1 To approve the programme set out in Appendix A, including the list of reserve schemes.
- 4.2 To note the previous approval to allow virements by senior officers, as agreed by the Director of Environment and Director of Finance and Corporate Services, to ensure effective and efficient use of financial resources.
- 4.3 To approve the request to allow senior officers to adjust the programme to allow for varying scheme cost and interruptions to the programme from, for example, utility providers.

5. COMMENTS OF THE ASSISTANT DIRECTOR (LEGAL AND DEMOCRATIC SERVICES)

- 5.1 There are no direct legal implications for the purposes of this report.

6. COMMENTS OF THE ASSISTANT DIRECTOR (PERFORMANCE & PROCUREMENT)

- 6.1 There are no procurement-related issues as the report relates to orders to be placed under existing term contracts.

LOCAL GOVERNMENT ACT 2000 **LIST OF BACKGROUND PAPERS**

No.	Brief Description of Background Papers	Name/Ext. of holder of file/copy	Department
1.	Highway Condition Surveys and database output	Chris Jerram, 5715	Environment
2.	Highway Term Maintenance Contracts	Chris Jerram, 5715	Environment

APPENDIX A

CARRIAGEWAY SCHEMES

STREET NAME	STREET SECTION	ESTIMATED COST
PRINCIPAL ROADS (funded by TfL)		
FULHAM HIGH STREET	Whole Road	£ 156,000
FULHAM ROAD [†]	Fulham Palace Road to Munster Road	£ 198,000
NEW KINGS ROAD	Parsons Green (West) to Munster Road	£ 105,000
BEADON ROAD	Whole Road	£ 92,000
TOTAL		£ 551,000
NON PRINCIPAL ROADS (funded from Council capital allocation)		
DISTILLERY ROAD	Whole Road	£ 31,250
ELLERSLIE ROAD	Whole Road	£ 65,000
RIVER TERRACE	Whole Road	£ 8,000
ATALANTA STREET	Whole Road	£ 31,250
BRANKSEA STREET	Whole Road	£ 12,250
AYCLIFFE ROAD	Whole Road	£ 46,500
BRYONY ROAD	Whole Road	£ 47,000
COVERDALE ROAD	Whole Road	£ 37,500
CROMWELL AVENUE	Whole Road	£ 31,250
GONVILLE STREET	Whole Road	£ 10,750
GREAT CHURCH LANE	Whole Road	£ 28,500
HOLMSTEAD ROAD	Whole Road	£ 42,000
RICKETT STREET	Whole Road	£ 9,500
ROXWELL ROAD	Whole Road	£ 38,750
STUDRIDGE STREET	Whole Road	£ 107,500
MELLITUS STREET	Whole Road	£ 82,000
DIMES PLACE	Whole Road	£ 3,750
GASTEIN ROAD	Whole Road	£ 35,500
WESTVILLE ROAD	Whole Road	£ 93,750
ACKMAR ROAD	Whole Road	£ 31,250
ASHCHURCH GROVE	Whole Road	£ 46,25
BASUTO ROAD	Whole Road	£ 38,000
BEACONSFIELD WALK	Whole Road	£ 14,250
BELTRAN ROAD	Whole Road	£ 33,250
BINDEN ROAD	Whole Road	£ 31,750
BRECON ROAD	Whole Road	£ 39,750
FULMEAD STREET	Whole Road	£ 17,250
GLAZBURY ROAD	Whole Road	£ 48,250

GRANSDEN ROAD	Whole Road	£ 11,500
KINGWOOD ROAD	Whole Road	£ 74,000
LETTERSTONE ROAD	Whole Road	£ 17,000
MALL ROAD	Whole Road	£ 28,000
MICHAEL ROAD	Whole Road	£ 55,000
PURCELL CRESCENT	Whole Road	£ 38,000
SEAGRAVE ROAD	Whole Road	£ 123,750
SETTRINGTON ROAD	Whole Road	£ 59,500
SHORTLANDS	Whole Road	£ 55,000
ST JAMES STREET	Whole Road	£ 15,500
SOULDERN ROAD	Whole Road	£ 8,000
FAROE ROAD	Whole Road	£ 49,500
FRANKLIN SQUARE	Whole Road	£ 22,500
KEITH GROVE	Whole Road	£ 45,000
TOTAL		£ 1,664,250

† Subject to TfL approval. Probable cut-off line for Principal Roads is Fulham Road.

The list of streets that require maintenance extends beyond the above. If, for reasons described in the main report, a large number of the above are unable to be completed next financial year further reserve schemes will be brought in from the following. As it seems unlikely that they will be undertaken estimates have not been calculated.

Further reserve schemes: *BREER STREET, CLONMEL ROAD, THE CURVE, GIRDLERS ROAD, WORLIDGE STREET, HALFORD ROAD, KILMAINE ROAD, PEARSCROFT COURT, WOOLNEIGH STREET*

In addition to this list, any streets approved for the 2009/10 programme which were not completed in the 2009/10 financial year will be carried over and appropriately prioritised in the 2010/11 maintenance programme.

FOOTWAY SCHEMES

STREET NAME	STREET SECTION	ESTIMATED COST
FULHAM ROAD	Fulham Palace Road to Munster Road	£ 246,000
FULHAM PALACE ROAD	St Dunstan's Road to Greyhound Road	£ 173,000
FULHAM PALACE ROAD*	Chancellors Road to Hammersmith Broadway	£ 134,000
HAMMERSMITH ROAD	Brook Green to North End Road	£ 183,000
CAXTON ROAD**	Whole Footway	£ 64,000
HAMMERSMITH ROAD	North End Road to Borough Boundary	£ 150,000
KING STREET	Ravenscourt Park Road to Black Lion Lane	£ 209,000
KING STREET	Black Lion Lane to Borough Boundary	£ 209,000
TOTAL		£ 1,368,000

Council capital allocations have not been issued for 2010/11. Following the trend from previous years expenditure, the estimated cut-off line is Caxton Road – with a cumulative estimated total of £0.80million

* To be carried out in conjunction with the Fulham Palace Road slip-road TfL scheme.

** Caxton Road was delayed from the 2009/10 programme due to Utility company works. This scheme could be partially funded through a contribution from the Westfield Development.

NOTE: Star Rd, Fitzneal St, Du Cane Road, Scrubs Lane and Vencourt Place were approved in the 2008/09 Planned Maintenance Report, however due to current priorities these footways will not be repaved next year.