h&f the low tax borough	**London Borough of Hammersmith & Fulham** **CABINET** **7 APRIL 2014**

APPROVAL OF THE 2014/15 HIGHWAY MAINTENANCE WORK PROGRAMME

Report of the Cabinet Member for Transport and Technical Services – Councillor Victoria Brocklebank-Fowler

Open report

Classification: For decision

Key decision Yes

Wards Affected: All

Accountable Executive Director: Nigel Pallace, Executive Director of Transport and Technical Services

Report Author: Ian Hawthorn – Head of Highway Maintenance and Projects	**Contact Details:** Tel: 0208 753 3058 E-mail: ian.hawthorn@lbhf.gov.uk

1. EXECUTIVE SUMMARY

1.1. Seeking approval of the annual highway maintenance work programme for 2014-2015.

2. RECOMMENDATIONS

2.1. That approval be given to the programme in Appendix A to the report, with provision to make adjustments during the year as necessary.

2.2. That authority be delegated to the Cabinet Member for Transport and Technical Services, in conjunction with the Director for Transport and Technical Services, to make amendments to the programme as agreed for operational and cost effective reasons, in order to make the optimum use of resources.

2.3. 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 Transport and Technical Service*s*

3. REASONS FOR DECISION

3.1 The Council 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 Our records of inspections along with any remedial action taken are valuable tools in defending claims made against the Council for accidents and personal injuries. Officers also use the information from our regular inspections to support the preparation of this work programme.

3.3 To avoid the need for repeated authorising reports, the programme needs to be managed as a whole. On this basis, officers are again seeking exception from the normal key decision process of seeking approval on a scheme by scheme basis noting that some schemes will exceed the £100,000 key decision threshold.

4. BACKGROUND

4.1 The Council is the highway authority for all publicly maintained roads in the borough with the exception of the Transport for London Road Network (TLRN).

4.2 The Community Strategy emphasises 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.

5. HIGHWAY MAINTENANCE WORK PROGRAMME

5.1 The principal considerations in preparing the maintenance programme are to ensure that the network is maintained in a safe condition and secondly to ensure that this asset is maintained in a cost effective way.

5.2 Officers achieve this by carrying out regular safety inspections as well as surveys of the condition of the highway. The surveys are used to develop the annual planned maintenance programme and the frequencies of the inspections are carried out in accordance with the recommendations of the Code of Practice for Highways Maintenance Management, published by the U.K. Roads Board in 2005.

5.3 In the case of the carriageways on our principal road network, officers carry out both visual inspections and quantitative surveys to assess the condition of these roads. On all other roads and all footways where maintenance should be considered, we rely on visual surveys conducted by experienced highway engineers.

5.4 The visual surveys produce a condition score for each road based on the severity of defects in footways, such as broken paving slabs, undulations, trips, ponding and in carriageways reflective cracking, loss of chipping and rutting. The resulting list of potential schemes is then prioritised in order of overall score. This establishes a useful benchmark of the percentage of streets below the desired maintenance threshold, the reasoning behind this is given in Appendix C. The streets are further validated taking account of other factors, such as programmed utility road works. The number of sites falling below our acceptable standard always exceeds our maintenance budget, but the expectation is that there will be a degree of carry-over into subsequent years.

5.5 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.

6 HIGHWAY MAINTENANCE BUDGETS

6.1 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 (eg. 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 £1,538,400. Capital project funding can be supplemented by revenue funding but revenue projects cannot utilise capital funding.

6.2 Our TfL Local Implementation Plan (LIP) funding allocation for principal road maintenance for 2014-2015, is £538,000. This is capital expenditure only.

6.3 The condition of our principal road network determines our TfL funding allocation. In contrast, the assessment of our non-principal roads and pavements is based on a qualitative assessment by our highway inspectors. We score each road based on a range of surface defects. For example with pavements, we consider the proportion of broken paving slabs, surface undulations and water ponding. This method of assessing the condition of roads and pavements is used by most local authorities to plan their annual maintenance programme.

6.4 The draft estimates for 2014 - 2015 for planned and reactive highway maintenance work, including the LIP funding allocation are shown below:

Budget	2014-15
Carriageways - Reactive	£620,000
Carriageways- Planned	£1,765,000
Carriageway - Total	**£2,385,000**
Footways – Reactive	£741,000
Footways - Planned	£830,000
Footway - Total	**£1,571,000**

6.5 Appendix B lists the roads and pavements proposed for inclusion in the programme for the coming year. The maintenance programme takes into account any ongoing and proposed utility and TfL works that officers are aware of.

6.6 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, there will inevitably be instances when we will have to defer the maintenance work in some roads. In these circumstances alternate roads will be substituted from the reserve list of roads in Appendix A.

7 EQUALITY IMPLICATIONS

7.1 There are no equality implications in this report.

8 LEGAL IMPLICATIONS

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

9 FINANCIAL AND RESOURCES IMPLICATIONS

9.1 The budgets detailed in paragraph 6.1 have already been submitted to members as part of the Capital Programme and Revenue Budget reports for 2014-15.

9.2 The table in 6.4 shows a total Planned Maintenance Programme of £2.517m. The available capital budget is £2.418m. There is therefore an assumption that the difference of £99k will be funded by the revenue account.

9.3 The table in 6.4 totals £3.956m which matches the budgets given in 6.1. There are therefore no financial implications.

9.4 Implications verified by: Giles Batchelor, Finance Manager, ex. 2407

Mahmood Siddiqi
Director for Transport and Highways

Nigel Pallace
Executive Director Transport and Technical Services

Local Government Act 1972 (as amended) – Background papers used in the preparation of this report. None

Contact officer(s): Mr Ian Hawthorn
Tel: 020 8753 3058 and **E-mail:** ian.hawthorn@lbhf.gov.uk

Cleared by Finance (officer's name)	Giles Batchelor
Cleared by Legal (officer's name)	N/A

APPENDICES

Appendix A – Planned Maintenance Scheme list
Appendix B – Equalities Impact Assessment (available electronically)
Appendix C – Highways Condition Assessment

Appendix A: Planned Maintenance Scheme List

Road Name	Section
CARRIAGEWAYS	
PRINCIPAL ROADS	
BUTTERWICK ROAD	Hammersmith Broadway to A4
FULHAM BROADWAY	North End Road - Harwood Road
GLENTHORNE ROAD	Cambridge Grove - Overstone Road
GOLDHAWK ROAD	Askew Road - Cathnor Road
HAMMERSMITH BRIDGE RD	Queen Caroline Street - A4
HAMMERSMITH ROAD	Beadon Road - Butterwick/Bute Gardens
NEW KING'S ROAD 2	Wandsworth Bridge Rd - Bagley's Lane
SCRUBS LANE 1	Hythe Road)- Railway Bridge
SCRUBS LANE 2	South Side Railway Bridge
UXBRIDGE ROAD	Shepherds Bush Green - Bloemfontein d
WOOD LANE	Du Cane Road - A40
NON PRINCIPAL ROADS	
ASHCHURCH PARK VILLAS	Whole Road
ASPENLEA ROAD	Whole Road
BAGLEYS LANE	Whole Road
BASSEIN PARK ROAD	Whole Road
BEAVOR LANE	Whole Road
BLOEMFONTEIN AVENUE	Whole Road
BLOEMFONTEIN ROAD	DEVELOPMENT S106
BLYTHE ROAD	Whole Road
BRACKENBURY ROAD	Whole Road
BRAYBROOK STREET	Erconwald - Wulfstan
BROOK GREEN	Shepherds Bush Rd to island
CHARLEVILLE ROAD	Challoner - NE RD
DAVISVILLE ROAD	Whole Road
DONNERAILE ROAD	Woodlawn - Stevenage
DOWN PLACE	Whole Road
EVERINGTON STREET	Whole Road
EYOT GARDENS	Whole Road
GLIDDON ROAD	Edith Road - Barons Court Road
GOATERS ALLEY	Asphalt alleyway
GODOLPHIN ROAD	Thornfield - Gldhwk
GUNTERSTONE ROAD	Glazbury - Gliddon
HADYN PARK ROAD	Whole Road
HOLCOMBE STREET	Whole Road
HUMBOLT ROAD	Whole Road
JEDDO ROAD	Whole Road
LEAMORE STREET	Whole Road

LENA GARDENS	Whole Road
LIME GROVE	Whole Road
LINDROP STREET	Whole Road
LOFTUS ROAD	ELLERSLIE ROAD TO END
MUSARD ROAD	Whole Road
NORTH END ROAD	Lillie Road - Vanston Place
ORMISTON GROVE	Halsbury Road to Dunraven Road
PADDENSWICK ROAD	Whole Road
PARSONS GREEN	East arm only
PERCY ROAD	Askew Road to Vespan Road
RAVENSCOURT ROAD	Whole Road
SAWLEY ROAD	Whole Road
STARFIELD ROAD	Whole Road
WELLS ROAD	Whole Road
WELTJE ROAD	King Street to A4
WHITECITY ROAD	HOUSING?
WOODGER ROAD	Whole Road
WORMHOLT ROAD	Whole Road

FOOTWAYS

Road Name	Section
PRINCIPAL FOOTWAYS	
HOPGOOD STREET	Uxbridge Road - MacFarlane Road
MACFARLANE ROAD	Hopgood Street - Wood Lane
SCRUBS LANE	Hythe Road to Bridge
WANDSWORTH BRIDGE RD	Bovingdon Road to New Kings Road
NON - PRINCIPAL FOOTWAYS	
ADELAIDE GROVE	Whole Road
ASHCHURCH TERRACE	Whole Road
BEAVOR LANE	Whole Road
BICHOPS AVENUE	From Fulham Palace Rd
BRAYBROOK STREET	Whole Road
BROOK GREEN	South Arm
BROOMHOUSE LANE	Daisy Lane to Sullivan Rd
CRABTREE LANE	Whole Road
DEVONPORT ROAD	Goldhawk Rd to Uxbridge Rd
DU CANE ROAD	Wulfstan Street to Wood Lane
FOLIOT STREET	Whole Road
GALLOWAY ROAD	Whole Road
GLENROY STREET	Whole Road
GRAVESEND ROAD	Whole Road
HOLCOMBE STREET	Whole Road
LETTICE STREET	Parsons Grn to Whittingstall
LISGAR TERRACE	Whole Road

MITRE WAY	Whole Road
PALLISER ROAD	Whole Road
PERCY ROAD	Askew Rd to Uxbridge Rd
RIVERCOURT ROAD	King St to Upper Mall
ST PETERS GROVE	Whole Road
ST PETERS ROAD	Whole Road
ST PETERS SQUARE	King St to End
WALHAM GROVE	Whole Road
WELTJE ROAD	King St to A4
WULFSTAN STREET	Du Cane Rd to Erconwald Street

Appendix C – Highway Condition Assessment

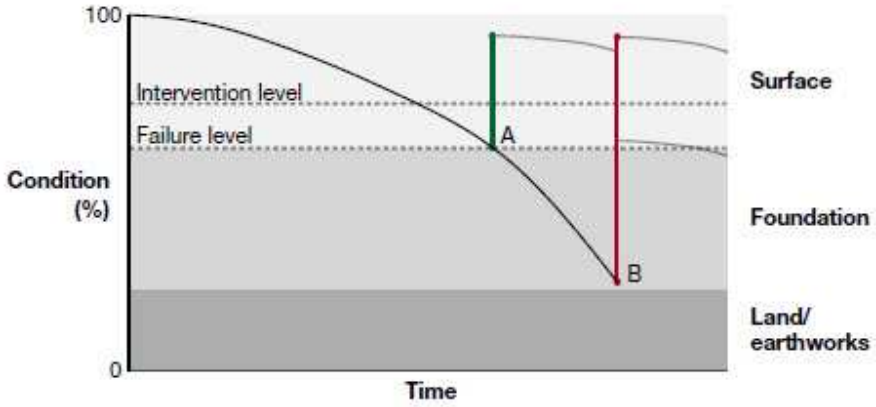
1. Our assessment of the condition of the highway may not accord with the public perception of a highway in need of maintenance, (an example of a case is shown below). Visual defects such as potholes and surface cracking can often be addressed by a minor localised repair rather than extensive carriageway resurfacing. However widespread wheel-track deformation or cracking in a road may not appear to be serious, but if left unchecked the road will quickly deteriorate requiring far more extensive remedial work in the future.

2. Getting the balance right between the volumes of work undertaken as planned maintenance and that undertaken as reactive maintenance will deliver the most cost effective service. For example, undertaking too little work through the planned maintenance programme will, over time, lead to an increase in more expensive reactive safety "patchwork" repairs.

3. Our approach to highway maintenance is to carry out the optimum amount of planned maintenance to minimise the need for more expensive reactive repairs. This makes the best use of our resources and our objective is always to maintain our pavements at the minimum "whole life" cost.

4. The chart below is an extract taken from a report produced by the Audit Commission in 2011 entitled "Going the Distance: Achieving better value for money in road maintenance". It illustrates the benefit of carrying out maintenance at the critical stage of deterioration in the condition of a road. A road can be economically restored by suitable intervention at Point A on the chart. If that point is missed and the condition allowed to deteriorate further, then a more expensive intervention may be required below the failure threshold (shown at Point B on the chart) to bring it back to standard

Figure 7: **Failure to intervene at the right time and with the most appropriate treatment will result in poor roads and represents poor value for money**



Source: Professor Martin Snaith, University of Birmingham

Case Study - A typical footway identified for repaving.

Note:
At a glance the footway in the above photograph may appear to be in a reasonable condition and not to require much work. However a detailed survey reveals a number of defects including trip hazards and subsidence causing drainage problems, shown below. Water puddles in these circumstances can be dangerous for pedestrians, especially during freezing conditions. Such defects also expose the Council to increased risk from footway accident claims. Planned maintenance at the right time will avoid the need for more expensive full reconstruction later.


05/11/2012


05/11/2012