


Decision maker and the earliest date the decision will be taken	<p>Councillor Wesley Harcourt Cabinet Member for Environment, Transport and Residents Services</p> <p>Date of decision (i.e. not before): 28 March 2016</p> <p>Forward Plan reference:</p>	
Report title (decision subject)	APPROVAL OF THE 2016/17 HIGHWAY MAINTENANCE WORK PROGRAMME	
Reporting officer	Mahmood Siddiqi - Director for Transport and Highways	
Key decision	Yes	
Access to information classification	Public	

AUTHORISED BY:
**The Cabinet Member for Environment,
 Transport & Residents Service has
 signed the report**

DATE: ...**21 March 2016**.....

1. EXECUTIVE SUMMARY

- 1.1. I seek your approval of the annual highway maintenance work programme for 2016-2017.

2. RECOMMENDATIONS

- 2.1. I recommend that you approve the programme in Appendix B, with provision to make adjustments during the year as necessary.
- 2.2. That authority is delegated to the Cabinet Member for Environment, Transport and Residents 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 Environment, Transport and Residents Services.

3. REASONS FOR DECISION

- 3.3. We have a statutory duty to maintain the highways that are maintainable at the public expense under Section 41 of the Highways Act 1980.
- 3.4. Our records of inspections along with any remedial action we have taken are valuable tools in defending claims made against the Council for accidents and personal injuries. We also use the information from our regular inspections to support the preparation of this work programme.
- 3.5. 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 We are the highway authority for all publicly maintained roads in the borough with the exception of the Transport for London Road Network (TLRN).
- 4.2 Our 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 is 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 We achieve this by carrying out both 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, we 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 (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 £1,221,000. 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 2016-2017, is £450,000. 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 2016-2017 for planned and reactive highway maintenance work, including the LIP funding allocation are shown below;

Budget	2016-17
Carriageways - Reactive	£295,000
Carriageways- Planned	£1,579,000
Carriageway - Total	£1,874,000
Footways – Reactive	£934,000
Footways - Planned	£751,000
Footway - Total	£1,685,000

- 6.5 Appendix B lists the roads and pavements we propose to include in the programme for the coming year. The maintenance programme takes into account any ongoing and proposed utility and TfL works that we 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, 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 we will have to defer the maintenance work in some roads. In these circumstances alternate roads will be substituted from the list of roads in Appendix B.

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 Bi-Borough Director for Finance (ELRS and TTS) comments that the expenditure estimates for Planned and Reactive works across Carriageways and Footways set out in 6.4 will be met from the Capital and revenue budgets and LiP funding for 2016/17.

10. IMPLICATIONS FOR BUSINESS

10.1 The contractors are required to notify by letter drop all the frontagers including businesses affected by the work and wherever possible accommodate their needs during the works.

Mahmood Siddiqi
Director for Transport and Highways

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

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Cleared by Finance (officer's name)	Giles Batchelor
Cleared by Legal (officer's name)	Lindsey Le Masurier

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.
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.

Planned Maintenance Carriageways 2016-2017

Borough Roads

No.	Road Name	Location	Estimate	Cumulative £
1	BLYTHE ROAD	Hammersmith Rd to Dewhurst Rd	£127,500	£127,500
2	MUNSTER ROAD	Bronsart Rd to Fulham Rd	£120,000	£247,500
3	LUXEMBURG GARDENS	All	£21,000	£268,500
4	LARDEN ROAD	Boro boundary to Cobbold Rd	£28,500	£297,000
5	ANGEL WALK	King Street to End	£10,800	£307,800
6	DAVISVILLE ROAD	Askew Road to Batson Street	£36,000	£343,800
7	JEDDO ROAD	St Elmo Rd to Lefroy Rd	£48,000	£391,800
8	WATERFORD ROAD	Fulham Road - Kings Road	£33,000	£424,800
9	ARGON MEWS	Cul de Sac	£2,700	£427,500
10	PARSONS GREEN EAST	New Kings Road to St Dionis St	£13,500	£441,000
11	PARSONS GREEN WEST	Whole Road	£27,000	£468,000
12	BROOK GREEN	North Arm	£54,000	£522,000
13	NORTH END ROAD	Fitz-George Ave to Hammersmith Rd	£33,000	£555,000
14	WELTJE ROAD	River to A4	£10,875	£565,875
15	RIVERCOURT ROAD	A4 to river	£10,500	£576,375
16	GREYHOUND ROAD	St Andrews Road to Field road	£27,000	£603,375
17	OAKLANDS GROVE	Uxbridge Rd to Dunraven Rd	£43,500	£646,875
18	BLOEMFONTEIN AVENUE	Ellerslie Rd to Bloemfontein Rd	£27,000	£673,875
19	ASHCHURCH PK VILLAS	Ashchurch Terr to Goldhawk Rd	£30,000	£703,875
20	ADELAIDE GROVE	Uxbridge Rd to Dunraven Rd	£42,000	£745,875
21	ROCKLEY ROAD	Width Restriction	£8,400	£754,275
22	HAMLET GARDENS	King Street Headway to Corner	£2,250	£756,525
23	WULFSTAN STREET	Erconwald St to Old Oak Common	£49,500	£806,025
24	WALHAM GROVE	Whole Road	£31,500	£837,525
25	CLANCARTY ROAD	Settrington Road to around cushions	£18,000	£855,525
26	PEARSCROFT ROAD	Whole Road	£27,000	£882,525
27	NORTH END ROAD	Shorrolds Road to Dawes	£12,000	£894,525
28	HARTISMERE ROAD	Dawes Road to Shorrolds Road	£19,800	£914,325
29	ONGAR ROAD	Lillie Road to Seddlescombe Road	£27,000	£941,325
30	VANSTON PLACE	Walham Grove to Farm Lane	£7,500	£948,825
31	MAY STREET	All	£2,400	£951,225
32	VERA ROAD	Munster Road to Colehill Lane	£33,000	£984,225
33	SOUTH AFRICA ROAD	Bloemfontein to the bend by the Pub	£45,000	£1,029,225
34	PENNARD ROAD	Goldhawk Rd to Uxbridge Rd	£36,000	£1,065,225
35	FITZNEAL STREET	All	£48,000	£1,113,225
36	CONNINGHAM ROAD	Goldhawk Rd to Uxbridge Rd	£78,000	£1,191,225
37	GREENSIDE ROAD	Goldhawk Rd to Batson Street	£37,500	£1,228,725
38	TOWNMEAD ROAD	WBR to De Morgan Road	£16,500	£1,245,225
39	BROOK GREEN	South Arm	£54,000	£1,299,225
40	MINFORD GARDENS	Shepherds Bush Rd to Richmond Wy	£40,500	£1,339,725
41	PALLISER ROAD	Barons Court Road to Queens Club	£29,175	£1,368,900
42	FOLIOT STREET	Old Oak Cmn Lane to Fitzneal St	£15,000	£1,383,900
43	COBBOLD ROAD	Askew Rd to Gayford Rd	£36,000	£1,419,900
44	WENDELL ROAD	Emlyn Rd to Hartswood Road	£18,000	£1,437,900
45	MOORE PARK ROAD	Harwood Road to Musgrave Crescent	£13,500	£1,451,400
46	STAR ROAD	Whole Road	£32,010	£1,483,410
47	RYLSTON ROAD	Whole Road	£60,000	£1,543,410

Principal Roads

1	WANDSWORTH BR RD	Bovingdon Rd to Oakbury Road	£225,000	£225,000
2	GOLDHAWK ROAD	Junc of Stamford Brook Road	£71,750	£296,750
3	HAMMERSMITH BR RD	Queen Caroline St to A4 W/B	£135,000	£431,750
4	NEW KING'S ROAD	Parsons Grn Ln to Perrymead St	£70,876	£502,626
5	LILLIE ROAD	Rylston Road to Tilton Street	£26,500	£529,126
6	SCRUBS LANE 1	Hythe Road to Railway Bridge	£166,500	£695,626
7	FULHAM ROAD	Boro Boundary with K & C to– Holmead Rd	£59,625	£755,251
8	SCRUBS LANE 2	Railway Bridge to North Pole Rd	£382,500	£1,137,751
9	NEW KINGS ROAD	Perrymede St to Harwood Rd	£50,000	£1,187,751
10	UXBRIDGE ROAD	Wormholt Rd to Boro Boundary (additional Coningham Rd to Bloemfontein Ave)	£220,500	£1,408,251
11	SHEPHERDS BUSH RD	Brook Green to Netherwood Rd	£238,500	£1,646,751
12	DAWES ROAD	Rylston Road to North End Rd	£202,500	£1,849,251
13	FULHAM PALACE ROAD	Ellerby Street to Fulham Road	£270,000	£2,119,251

Planned Maintenance Footway 2016 - 2017

Borough Roads

No	Road	Location	Estimate	Cumulative £
1	ASKEW CRESCENT	All	£78,000	£78,000
2	ERCONWALD STRET	All	£130,000	£208,000
3	BISHOPS ROAD	Clonmel Rd to Dawes Rd	£28,000	£236,000
4	HOMESTEAD ROAD	Whole Road	£76,480	£312,480
5	PALLISER ROAD	Whole Road	£48,800	£361,280
6	WESTVILLE ROAD STH	All	£72,800	£434,080
7	HADYN PARK ROAD	All	£78,000	£512,080
8	BOSCOMBE ROAD	All	£78,000	£590,080
9	PARSONS GREEN EAST	os Lady Margaret School	£76,000	£666,080
10	EPIRUS MEWS	One Side Only	£6,400	£672,480
11	YEW TREE	All	£84,500	£756,980
12	ST PETERS VILLAS	All	£45,500	£802,480
13	BASSEIN PARK ROAD	All	£78,000	£880,480
14	AVONMORE ROAD	All	£65,000	£945,480
15	BLOEMFONTEIN ROAD	Uxbridge Rd to South Africa Rd & A40 to South Africa Rd (part)	£130,000	£1,075,480
16	DUCANE ROAD	Wulfstan St to Hospital	£130,000	£1,205,480
17	LETCHFORD MEWS	All	£32,500	£1,237,980
18	NITON STREET	Whole Road	£65,000	£1,302,980
19	PETLEY ROAD	Whole Road	£52,000	£1,354,980
20	LALOR STREET	Southside	£13,000	£1,367,980
21	BURLINGTON PLACE	Whole Road	£6,500	£1,374,480
22	ROSEDEW ROAD	All	£52,000	£1,426,480
23	CROOKHAM ROAD	Both Sides	£41,600	£1,468,080
24	UPPER MALL	All	£26,000	£1,494,080
25	RYLETT CRESCENT	All	£104,000	£1,598,080
26	RIVERCOURT RD STH	All	£20,800	£1,618,880
27	CLIFTON AVENUE	All	£26,000	£1,644,880
28	WULFSTAN STREET	Erconwald Street Old Oak Cornn	£110,500	£1,755,380
29	PEARSCROFT ROAD	All	£28,000	£1,783,380

30	GOLDHAWK MEWS	Off Devonport Rd	£39,000	£1,822,380
31	DAVISVILLE ROAD	All	£61,750	£1,884,130
32	VESPAN ROAD	All	£84,500	£1,968,630
33	SCOTTS ROAD	All	£78,000	£2,046,630
34	ALDBOURNE ROAD	All	£84,500	£2,131,130
35	BEAVOR LANE	All	£65,000	£2,196,130
36	JEDDO ROAD	All	£84,500	£2,280,630
37	LISGAR TERRACE	All	£41,600	£2,322,230
38	MELLITUS STREET	All	£104,000	£2,426,230
39	LYSIA STREET 11	Woodlawn Rd to Fulham Pal Rd	£65,000	£2,491,230
40	PALLISER ROAD	East Side Only	£69,920	£2,561,150
41	DARLAN ROAD	East Side Only	£18,400	£2,579,550
42	TOWNMEAD ROAD	WBR to De Morgan Road	£68,000	£2,647,550
43	BARCLAY ROAD	Fulham Road to Effie Road	£59,600	£2,707,150
44	EPIRUS ROAD	Epirus Mews to Nth End Road	£41,600	£2,748,750
45	PERHAM ROAD	Vereker Rd to Challoner Rd	£59,600	£2,808,350
46	BROOMHOUSE LANE	Daisy Lane to Sullivan Rd	£27,200	£2,835,550
47	CLEMATIS STREET	All	£52,000	£2,887,550
48	BRYONY ROAD	All	£117,000	£3,004,550
49	DAFFODIL STREET	All	£52,000	£3,056,550
50	COLLINGBOURNE RD	All	£46,800	£3,103,350
51	SPRINGVALE TERRACE	All	£23,400	£3,126,750
52	STANDISH ROAD	All	£57,200	£3,183,950
53	FLANCHFORD ROAD	All	£65,000	£3,248,950
54	COBBOLD ROAD	Askew Road to Gayford Road	£78,000	£3,326,950
55	GAYFORD ROAD	All	£84,500	£3,411,450
56	ASHCHURCH GROVE	All	£65,000	£3,476,450
57	BUTE GARDENS	Hamsmith Rd to Wolverton Gdns	£65,000	£3,541,450
58	DALLING ROAD NTH	Paddenswk Rd to Wellesley Rd	£65,000	£3,606,450
59	PADDENSWICK ROAD	All	£130,000	£3,736,450
60	DORVILLE CRESCENT	All	£39,000	£3,775,450
61	WELTJE ROAD SOUTH	All	£23,400	£3,798,850
62	EYOT GARDENS STH	All	£28,600	£3,827,450
63	RAVENS COURT ROAD	All	£91,000	£3,918,450
64	STOCKESLEY STREET	All	£39,000	£3,957,450
65	NASCOT STREET	All	£28,600	£3,986,050
66	HILARY ROAD STH	All	£65,000	£4,051,050
67	KENMONT GARDENS	All	£39,000	£4,090,050
68	HEATHSTAN ROAD	All	£52,000	£4,142,050
69	CHALDON ROAD	Whole Road	£52,000	£4,194,050
70	KELVEDON ROAD	Fulham Road to Bishops Rd	£36,000	£4,230,050

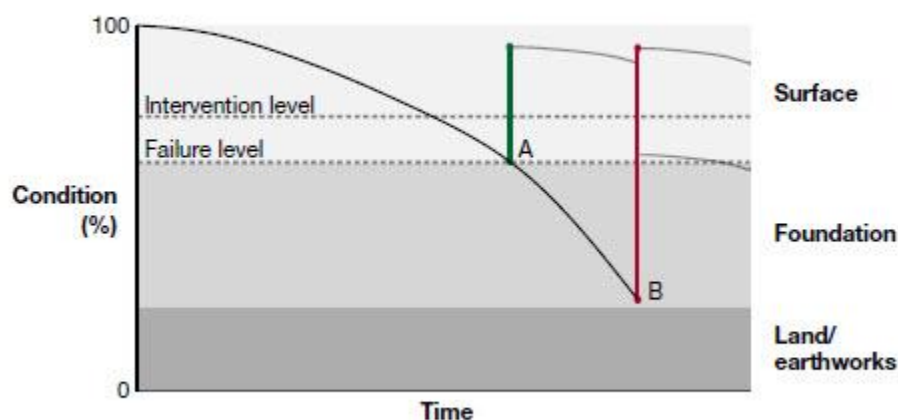
PRINCIPAL ROADS

1	WOOD LANE	North Pole Rd to Ducane Rd	£65,000	£65,000
2	NEW KINGS ROAD	Harwood Rd to Wands Br Rd	£27,200	£92,200
3	WANDSWORTH BR RD	Bovingdon Rd to New Kings Rd	£48,000	£140,200

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 photograph below 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.



Finished Footway

