


<p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">CABINET</p> <p style="text-align: center;">8 MAY 2017</p>	
<p style="text-align: center;">APPROVAL OF THE 2017/18 HIGHWAY MAINTENANCE WORK PROGRAMME</p>	
<p>Report of the Cabinet Member for Environment, Transport & Resident Services - Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification - For Decision Key Decision: Yes</p>	
<p>Wards Affected: All</p>	
<p>Accountable Executive Director: Mahmood Siddiqi, Director for Transport and Highways</p>	
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1. EXECUTIVE SUMMARY

- 1.1. This report seeks approval of the annual highway maintenance work programme for 2017-2018.

2. RECOMMENDATIONS

- 2.1. That the programme in Appendix B of the report be approved, with provision to make adjustments during the year as necessary.
- 2.2. That authority be delegated to the Director for Transport and Highways, in consultation with the Cabinet Member for Environment, Transport and Residents 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. 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 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 £1,259,000. 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 2017-2018, is £450,000. This is capital expenditure only and supplements Council's capital budget of £1,880,000, making the total capital budget of £2,330,000.
- 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 2017-2018 for planned and reactive highway maintenance work, including the LIP funding allocation are shown below;

Budget	2016-17	2017-18
Carriageways - Reactive	£295,000	£307,000
Carriageways- Planned	£1,579,000	£1,279,000
Carriageway - Total	£1,874,000	£1,586,000

Footways – Reactive	£934,000	£952,000
Footways - Planned	£751,000	£1,051,000
Footway - Total	£1,685,000	£2,003,000

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 Shared 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 2017/18.

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. Parking Suspension will be returned to use if works are finished early.

10.2 FM Conways have confirmed their commitment in the contract to when selecting suppliers, that their selection process takes into consideration local suppliers, support of the local economy, local needs and contract specific requirements. By doing this they are able to and deliver value to the contract by retaining local knowledge and driving employment opportunities. They have established an apprenticeship scheme that is open to local schools in the area. They have confirmed a commitment to actively seek recruits from the boroughs young people on to their apprenticeships.

Mahmood Siddiqi
Director for Transport and Highways

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

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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 2017-2018

Borough Roads

No.	Road Name	Location	Estimate	Cumulative £
1	WALHAM GROVE	All	£33,600	£33,600
2	ONGAR ROAD	Lillie Road to Seddlescombe Road	£28,800	£62,400
3	PARSONS GRN EAST + WEST	All	£48,000	£110,400
4	WATERFORD ROAD	Fulham Rd -Kings Rd	£35,200	£145,600
5	HAZLITT RD	All	£24,000	£169,600
6	FITZNEAL STREET	All	£51,200	£220,800
7	LUXEMBOURG GARDENS	All	£22,400	£243,200
8	WELTJE ROAD SOUTH	River to A4	£12,800	£256,000
9	RIVERCOURT ROAD SOUTH	A4 to River	£11,520	£267,520
10	VERA ROAD	All	£35,200	£302,720
11	MANBRE ROAD	All	£16,000	£318,720
12	MARGRAVINE GARDENS	Part	£25,600	£344,320
13	CORTAYNE ROAD	All	£24,000	£368,320
14	ALDERVILLE ROAD	All	£24,000	£392,320
15	BUTE GARDENS	All	£44,800	£437,120
16	WULFSTAN STREET	Erconwald St to Old Oak Common	£52,800	£489,920
17	GREYHOUND ROAD	Margravine Rd – Fulham Palace Rd	£17,000	£506,920
18	BLOOM PARK ROAD	All	£20,800	£527,720
19	BROUGHTON ROAD	All	£51,200	£578,920
20	KELVEDON ROAD	All	£32,000	£610,920
21	GIRONDE ROAD	All	£19,200	£630,120
22	BARTON RODD	All	£24,000	£654,120
23	WENDELL ROAD	Emlyn Rd to o/s Wendell Park	£40,000	£694,120
24	PEARSCROFT ROAD	All	£15,000	£709,920
25	RYLSTON ROAD	All	£64,000	£773,120
26	BRYONY ROAD	Outside School	£24,000	£797,920
27	DAVISVILLE ROAD	Askew Rd to Batson St	£24,000	£821,920
28	SINCLAIR ROAD	All	£55,000	£876,920
29	SINCLAIR GARDENS	All	£12,000	£888,920
30	COBBOLD ROAD	Askew Rd to Gayford Rd	£43,200	£932,120
31	BLOEMFONTEIN RD	South Africa Road to A40	£72,000	£1,004,120
32	SOUTH AFRICA ROAD	Bloemfontein to the Bend by the Pub	£48,000	£1,052,120
33	ASHCHURCH PARK VILLAS	Ashchurch Trc - Goldhawk Rd	£32,000	£1,084,120
34	BASSEIN PARK ROAD	All	£40,000	£1,124,120
35	FOLIOT STREET	Old Oak Common Lane to Fitzneal St	£16,000	£1,140,120
36	CONINGHAM ROAD	Scotts to Goldhawk	£43,200	£1,183,320
37	HARTISMERE ROAD	Dawes Road to Shorrelts Rd	£21,120	£1,204,440

Principal Roads

1	DAWES ROAD	Rylston Road - North End Road	£102,000	£102,000
2	GOLDHAWK ROAD	King Street to Ravenscourt Gardens	£84,000	£186,000
3	KING STREET 1	Goldhawk Road to Black Lion Lane	£75,000	£261,000
4	KING STREET 2	Ravenscourt Park to Dalling Road	£120,000	£381,000
5	LILLIE ROAD	Munster Road to Fulham Palace Rd	£96,000	£477,000
6	FULHAM PALACE ROAD	Ellerby Street to Fulham Road	£180,000	£657,000
7	FULHAM ROAD	Boro Bndary with K & C – Holmead Road	£72,000	£729,000
8	NEW KING'S ROAD	Parsons Green Lane – Perrymead Street	£132,000	£861,000

Planned Maintenance Footway 2017 - 2018

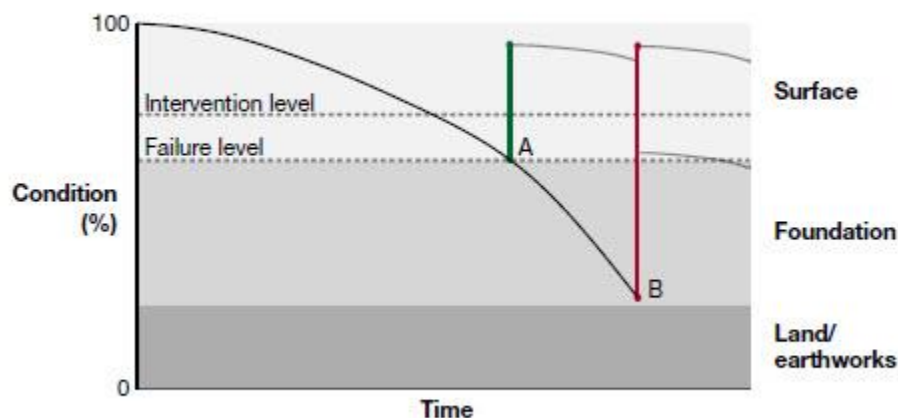
Borough Roads

No	Road	Location	Estimate	Cumulative £
1	WULFSTAN STREET	Erconwald Street Old Oak Common	£96,900	£96,900
2	PALLISER ROAD	East Side Only	£34,770	£131,670
3	WYFOLD ROAD	All	£62,700	£194,370
4	DONNERAILE STREET	All	£85,500	£279,870
5	ELLERBY STREET	All	£85,500	£365,370
6	BISHOPS PARK ROAD	All	£85,500	£450,870
7	CASTLETOWN ROAD	North End Rd to Vereker Rd	£34,200	£485,070
8	COBBOLD ROAD	Askew Rd to Gayford Rd	£79,800	£564,870
9	BUTE GARDENS	All	£79,800	£644,670
10	BASSEIN PARK ROAD	All	£68,400	£713,070
11	STEVENTON ROAD	All	£125,000	£838,070
12	CHARLEVILLE ROAD	North End Rd to Vereker Rd	£34,200	£872,270
13	CHALLONER STREET	All	£57,000	£929,270
14	PERHAM ROAD	North End Rd To Vereker Rd	£34,200	£963,470
15	SCOTTS ROAD	All	£68,400	£1,031,870
16	ALDBOURNE ROAD	All	£74,100	£1,105,970

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