

<p>London Borough of Hammersmith & Fulham</p> <p>ENVIRONMENT, TRANSPORT AND RESIDENTS' SERVICES</p> <p>29 January 2018</p>	
<p>HIGHWAY MAINTENANCE</p>	
<p>Report of the Cabinet Member for Environment, Transport and Residents' Services - Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification - For Information Key Decision: No</p>	
<p>Other services consulted: None</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director: Mahmood Siddiqi, Director for Transport and Highways</p>	
<p>Report Author: Kevin Anderson Highways Planned Maintenance Manager</p>	<p>Contact Details: Tel: 020 73415245 E-mail: kevin.anderson@rbkc.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This paper sets out the statutory duties and requirements that the Council is required to perform to ensure that its highway network is in a safe and reliable condition and the process of compiling a program of planned footway and carriageway maintenance works.

2. RECOMMENDATIONS

- 2.1. The Committee is requested to review and comment on the contents of the report.

3. BACKGROUND

3.1. Introduction

The London Borough of Hammersmith and Fulham considers its highway network to be the largest and most visible asset for which it is responsible. It is used daily by the majority of people and is fundamental to the economic, social and environmental wellbeing of our community. It helps to shape the

character and quality of the local area that it serves and makes an important contribution to wider council priorities, including regeneration, social inclusion, community safety, education and health.

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 statutory 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. To do so the Council has put in place robust technical and management processes/systems to ensure that the highway infrastructure is managed efficiently, effectively and sustainably.

The Council actively engages with key stakeholders, in particular its customers, in deciding the levels of service, asset performance, and customer satisfaction to be achieved.

3.2. Network

The transport infrastructure in LBHF is of local and national importance and in order to fulfil its potential, it is crucial that the highway network is adequately maintained. This includes not just carriageways and footways but also bridges, street lighting, street furniture and drainage assets.

The following table provides a summary of the highway assets that the council owns and maintains.

Asset Type	Quantity
Carriageway	223km
Footway	358km / 920,439m²

3.3. Code of Practice

There is an increasing widespread recognition of the importance of highway maintenance, and the high value placed on it by users and the wider community. Inadequate maintenance only stores up even greater problems for the future.

To ensure that the Council's highway network is efficiently maintained it is applying asset management principles and techniques and has adopted the standards set out in the National Codes of Practise for Highways, Lighting and Bridges and Structures. This document provides guidance on the efficient and economic delivery of highway maintenance services and includes advice on all new and emerging issues and technical developments.

The work needed to ensure effective maintenance can be split into three general headings:

- Inspection

The regular inspection process gathers information in respect of defects and can record deterioration over time.

- Routine and Reactive maintenance

Routine maintenance comprises those items of work, such as cleaning of road gullies, street sweeping and the change and cleaning of lighting units.

Reactive maintenance comprises those repairs that arise from time to time and are necessary to ensure that the public safety is maintained and other ad-hoc maintenance work following damage by vandalism and/or vehicle damage.

- Planned maintenance

Planned maintenance is work that prolongs the life of the asset and/or maintains structural capacity.

3.4. Planned Maintenance

All assets deteriorate over time and any work aimed at maintaining the durability and prolonging the life of the asset is classed as planned maintenance and funded as Capital Expenditure. It is imperative to keep the Councils highways infrastructure assets in a safe and reliable condition through a programme of capital maintenance. Planned maintenance covers these activities resulting from condition surveys and/or where asset improvement is proposed.

Each year the Council's regular inspection programmes determine the current condition of the various highway assets (Carriageways and Footways) and identify the forward investment needed that will keep the highway network in a safe and reliable condition. The regular inspection process gathers information in respect of defects and can record deterioration over time.

The overall purpose of an inspection regime is to check that the physical highway assets are safe for use and fit for purpose and to provide the data required to support the good management practices identified in the codes of practice.

The Council's inspection strategies are designed to

- Provide data on the current condition and performance.
- Inform analysis, assessments and process e.g. change in condition, cause of deterioration, rate of deterioration, maintenance requirements and structural capacity.
- Compile, verify and maintain inventory data
- Meet the other requirements of the guidance in the code of practise

3.5. Annual Condition Surveys

For footways and carriageways, the planned maintenance programme is currently driven by the results of the Annual Condition Survey (ACS), a visual survey that confirms to national standards known as the United Kingdom Pavement Management System (UKPMS).

These results are analysed and ranked according to maximum, minimum and average structural condition index scores. Works programmes are then developed based on the worst structural condition being the highest priority.

The following condition surveys have been undertaken on behalf of the Council by The Highway Surveyors who are UKPMS accredited surveyors.

- Full Carriageway DVI
- Full Footway DVI

3.6. Programme

The current program is generated based on the results of the Annual Condition Survey, with the results ranked according to the worst structural condition index.

A new ranking system is being developed for the 18/19 programme of works and takes into consideration a range of new factors including visual appearance, customer reports and maintenance history in addition to the ACS scores when deciding on how to spend the budget.

A visual appearance survey has been carried out by experienced engineering professionals 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.

3.7. Budget

Description	Budget 17/18
Carriageway Improvements	£829,000
Footway Improvements	£1,051,000
Principal Carriageway Improvements (TFL Funded)	£356,000

4. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/Location