


<p>London Borough of Hammersmith & Fulham</p> <p>CABINET</p> <p>16 APRIL 2018</p>		
<p>APPROVAL OF THE HIGHWAY MAINTENANCE WORK PROGRAMME 2018/19</p>		
<p>Report of the Cabinet Member for Environment, Transport and Residents' Services - Councillor Wesley Harcourt</p>		
<p>Open Report</p>		
<p>Classification: For Decision</p> <p>Key Decision: Yes</p>		
<p>Wards Affected: All</p>		
<p>Accountable Director: Mahmood Siddiqi – Bi-borough Director Highways & Parks</p>		
<p>Report Author: Ian Hawthorn Head of Highways and Projects</p>		<p>Contact Details: Tel: 020 8753 3058 E-mail: ian.hawthorn@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report seeks approval of the annual highway maintenance work programme for 2018-2019.
- 1.2. Transport for London (TfL) provides funds for the structural maintenance of the Council's principal roads. TfL has advised the Council that this funding has been withdrawn for next two years. Therefore, only the essential maintenance for these roads will be carried out this year and that will now be financed from Council's existing carriageway budget.

2. RECOMMENDATIONS

- 2.1. To approve the programme in Appendix B.
- 2.2. That authority be delegated to the Bi-borough Director Highways & Parks, 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.
- 2.4. To note that in order to avoid the need for repeated authorising reports, the programme needs to be managed as a whole. On this basis, officers are seeking exception from the normal key decision process of obtaining approval on a scheme by scheme basis noting that some schemes will exceed £100,000, the key decision threshold.

3. REASONS FOR DECISION

- 3.1 The council in its capacity as Highway Authority 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 The performance of the highway network affects the lives of everyone who live in or visit the Borough. Being at the heart of London, the highway network and associated infrastructure is of local and national importance. The council has a 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. The Council's 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 the regular inspections to support the preparation of this work programme.

4. BACKGROUND

- 4.3. 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 Council recognises 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.
 - Currently, our highway works contractor, F M Conway are trialling an electric 3.5 tonne pickup trucks in the Borough. If it proves successful, then the existing diesel trucks will gradually be replaced with the electric versions.

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 The current programme is generated based on the results of an independent Annual Condition Survey (ACS), a visual survey that confirms to national standards known as the United Kingdom Pavement Management System (UKPMS), with the results ranked according to the worst structural condition index.
- 5.3 Officers have further enhanced the Council's ranking system for the 2018/19 programme of works that 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.
- 5.4 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.
- 5.5 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 streets are further validated taking account of other factors, such as programmed utility road works.
- 5.6 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. However, regular inspections will continue and any essential localised repair and maintenance will be given priority in order to maintain the highway in a safe condition.
- 5.7 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. FINANCIAL IMPLICATIONS

- 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 £1,496,000. From the revenue budget £180,000 has been allocated to winter maintenance, (road gritting) and the remaining £1,316,000 is allocated to reactive maintenance.

- 6.2 In addition to the Council's own maintenance budget, Transport for London (TfL) also provides funds for the structural maintenance of the Council's principal roads.
However, the Council has been advised by TfL that as of 2018/19 this funding has been withdrawn for the next two years.
- 6.3 The Council's TfL funding allocation for principal road maintenance for 2017-2018 was £356,000. This represented 27.8% of the planned carriageway work budget. As this will not be available this year, only the essential maintenance for these roads will be carried out and that will now be financed from Council's existing carriageway budget. This would mean a reduction in funding available for non-principal roads. Therefore, carriageway maintenance of both principal and non-principal roads will be negatively affected.
- 6.4 The draft estimates for 2018-2019 for planned and reactive highway maintenance works are shown below:

Budget	Budget Source	2017-18	2018-19
Carriageways - Reactive	Revenue Budget	£307,000	£342,000
Carriageways- Planned	Capital Budget	£1,279,000	£829,000
Carriageway - Total		£1,586,000	£1,171,000
Footways – Reactive	Revenue Budget	£952,000	£974,000
Footways - Planned	Capital Budget	£1,051,000	£1,051,000
Footway - Total		£2,003,000	£2,025,000

- 6.5 Appendix B lists the roads and pavements proposed 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 the maintenance work in some roads will have to be deferred. In these circumstances alternate roads will be substituted from the reserve list of roads in Appendix B. The estimated costs include approximately 10% contingency. The final costs are monitored through the year as the work progresses, if the contingency is not required then additional schemes from the reserve list will be included in the programme.
- 6.7 Last year we had submitted a bid for S106 money for planned highway maintenance and were allocated £727,000. The additional fund was used to include further six footway and carriageway schemes in the work programme as shown in Appendix C. We intend to submit a similar bid for the next year, if

successful then this fund will be used to carry out additional schemes. A separate report will be presented for this work.

6.8 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.

6.9 Implications verified/completed by Prakash Patel, Special Projects Manager – Finance, tel. 020 7341 5776.

8. EQUALITY IMPLICATIONS

8.1 The Council has had due regard to its Public Sector Equality Duty contained in Section 149 of the Equality Act 2010.

8.2 There is a requirement on contractors to ensure that access to thoroughfares and services is maintained during any highway maintenance works. It is not anticipated, therefore, that there will be any negative impact on protected groups as a result of this highways maintenance programme.

8.3 Implications completed by Peter Smith, Head of Policy and Strategy, tel. 020 8753 2206.

9. LEGAL IMPLICATIONS

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

9.2 Implications verified/completed by Horatio Chance, Senior Solicitor and Deputy Team Leader, tel. 020 8753 1863.

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. The commissioning and contract managers will work with Economic Development Team colleagues to explore any opportunities for local SMEs to be engaged into this activity.

10.2 It should be explored how local businesses could be engaged in some aspects of the programme. Highways and Transport relevant officers will work with Economic Development colleagues to identify any business, employment and skills opportunities for local residents and SMEs.

10.3 Implications verified/completed by Albena Karameros, Economic Development Team, tel. 020 7938 8583.

11. COMMERCIAL IMPLICATIONS

11.1 Existing highway maintenance contracts will be used to carry out the proposed works explained in the report.

- 11.2 However, the contracts must be periodically reviewed and properly managed to ensure they still provide best value for the Council.
- 11.3 There should be a clear and consistent view of what the contract is producing, the type of commercial relationship desired, the basic contract structure and how it will be continuously managed.
- 11.4 A commercial strategy should be in place; the commercial strategy must be based upon the assessment of strategic drivers and the internal and external environment.
- 11.5 Services must be provided in accordance to the KPIs set up in the contracts and these should be continuously monitored.
- 11.6 Implications completed by Andra Ulianov, Procurement Consultant, tel. 0208 753 2284, verified by Simon Davis, Head of Commercial Management, tel. 0208 753 7181.

12. IT IMPLICATIONS

- 12.1 No impact for ICT, existing IT systems will be used.
- 12.2 Any existing IT contracts used by third party suppliers need to be reviewed to ensure they include LBHF's new data protection clauses available from capitalEsourcing as these are compliant with the General Data Protection Regulation (GDPR) in force from May 2018.
- 12.3 Implications verified/completed by Kevin Rainsbury, IT Strategic Relationship Manager, tel. 020 7641 5995.

13. RISK MANAGEMENT

- 13.1 Local authorities have a duty to keep Highways well-maintained as recognised in the Council's risk register, risk number 8, Managing Statutory Duties. Well-managed highways play a central role in the lives of the communities they serve, and are essential for economic growth. The Well-Managed Highways Infrastructure Code of Practice 2016 advocates a risk-based approach to all aspects of highway maintenance. The Annual Local Authority Road Maintenance Survey (ALARM) aims to take a snapshot of the general condition of the local road network, providing a means of tracking any improvement or deterioration. At the same time, questions are asked related to funding, the type of maintenance carried out and the issue affecting maintenance service levels, to help provide context to the results. Contract payments are made on completion of the work, no advance payment is made, mitigating financial risk exposure to the Council.
- 13.2 Implications verified/completed by Michael Sloniowski, Risk Manager, tel. 020 8753 2587.

14. SOCIAL VALUES

- 14.1 The Contractor is required to run apprenticeship schemes. The Council's current term contractor has annual company targets to fulfil for recruiting apprentices. Typically, apprenticeships last between 2 and 4 years leading to a recognised and accredited qualification.
- 14.2 Apprenticeships are advertised widely, potentially to reach applicants who are not in education, employment or training, or who are ex-offenders looking for an opportunity to gain training. Contractor also supports Women in construction initiative through work placement and apprenticeships.

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

None.

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. Currently, the highway maintenance contractor is trialling an electric 3.5t pick-up trucks and electric vans to use on the contract.
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.

**CARRIGEWAY PLANNED
MAINTENANCE 2018-19**

Street Name	Treatment Areas	Scheme Area	Scheme Cost	Cumulative Cost
North End Road	Charleville Road -Mund Street	3545	£106,350	£106,350
North End Road	Mund to Fane Street	2267	£68,010	£174,360
Fulham Palace Road	Fulham Road to Bishops Park Road	3260	£58,680	£233,040
Peterborough Road	Hugon Road to Clancarty Road	3000	£54,000	£287,040
Bishop's Road	Whole section	2785	£50,130	£337,170
Barons Court Road	Palliser Road to Vereker Road	2365	£42,570	£379,740
Bishop's Road	Whole section	325	£5,850	£385,590
North End Road	Archel Road- Lillie Road	1400	£25,200	£410,790
Coningham Road	Goldhawk Rd To Scotts Rd	2200	£66,000	£476,790
Gowan Avenue	Whole road	3150	£94,500	£571,290
Milson Road	Whole Road	3500	£105,000	£676,290
Bishop's Road	Whole section	1015	£18,270	£694,560
Total				£694,560
Reserves				
Sulgrave Road	Whole Road	4500	£81,000	£775,560
Hazlebury Road	Whole Road	1625	£29,250	£804,810
Goldhawk Road	Askew Road to Ravenscourt Square	2300	£41,400	£846,210
Brook Green	South Arm (Footway Project to be completed first)	3600	£64,800	£911,010
Australia Road	Bloemfontein Road to India Way	2000	£60,000	£971,010
Yew Tree	Whole Road	3000	£54,000	£1,025,010
Cobbold Road	Askew Road To Gayford Road	2400	£43,200	£1,068,210
Friston Street	Whole Road	710	£12,780	£1,080,990
Lillie Road	Munster to Moylan	1950	£35,100	£1,116,090
Ashchurch Park Villas	Whole Road	2200	£39,600	£1,155,690

**FOOTWAY PLANNED
MAINTENANCE 2018-19**

Street Name	Treatment Area	Scheme Area	Scheme Cost	Cumulative Cost
Musgrave Crescent	Moore Park Road to Tyrawley Road	373	£15,293	£15,293
Yew Tree (F/W First)	Bryony Road to Hilary Road	1300	£98,800	£114,093
Hetley Road	Uxbridge Road to Godolphin Road	1116	£45,756	£159,849
Overstone Road	Whole Road	1386	£56,826	£216,675
Bramber Rd (F/W First)	North End Road To Normand Road	600	£24,600	£241,275
Studdridge Street	South Footway	1175	£48,175	£289,450
Chancellors Road	os 14-58 Northside footway	450	£18,450	£307,900
Chipstead Street	Studdridge Street To New Kings Road	1015	£41,615	£349,515
Ceylon Road	Whole Road	400	£30,400	£379,915
Mellitus Street	Wulfstan Street to Stokesley Street	1730	£70,930	£450,845
Hazlitt Road	Blythe Road to Sinclair Road	781	£59,356	£510,201
Sterne Street	Shepherds Bush Place to Caxton Rd	1000	£41,000	£551,201
Margravine Road	From Caxton Grove To Greyhound Rd	1291	£98,116	£649,317
Roxwell Road	Percy Road to Vespan Road	950	£38,950	£688,267
Avonmore Road	Kensington High Street to Lisgar Terr	981	£40,221	£728,488
Gratton Road	Whole Road	546	£22,386	£750,874
Dalling Road	Western Footway (Pub to Wellesley)	490	£37,240	£788,114
Margravine Road	From St Dunstons Road To Caxton Gr	790	£60,040	£848,154
Hildyard Road	Whole Road	380	£28,880	£877,034
Bowerdean Street	Whole Road	315	£12,915	£889,949
Bagleys Lane	Harwood Terr To Peterhouse Gdns	320	£13,120	£903,069
Lisgar Terrace	Whole Road	640	£48,640	£951,709
Total				£951,709
Reserves				
Westville Road South		1120	£85,120	£1,036,829
Stamford Brook Rd	Roundabout to Emlyn Road	1200	£108,000	£1,144,829
Peterborough Road	Daisy Lane To Carnawath Rd	450	£18,450	£1,163,279
Quarrendon Street	Whole Road	530	£21,730	£1,185,009
Kelvedon Road	Both Sides	1151	£87,476	£1,272,485
Rylett Road	Whole Road	800	£60,800	£1,333,285
Tournay Road	Both Sides	845	£64,220	£1,397,505
Pearcroft Road	Bagleys Lane To Sandilands Road	350	£26,600	£1,424,105
Ashcombe Street	Whole Road	420	£17,220	£1,441,325
Barclay Road	Fulham Road To Effie Road	350	£14,350	£1,455,675
Binden Road	Whole Road	685	£28,085	£1,483,760

S106 FUNDED SCHEMES FOR 2017-18

Street Name	Treatment Area	Scheme Area	Estimated Scheme Cost	Cumulative Cost
Gironde Road	Part (carriageway)	432	£44,333	£44,333
Mendora Road	Part (footway)	1200	£70,000	£114,333
Sinclair Road and Sinclair Gardens	Part (footway and Carriageway)	2500	£270,000	£384,333
Bloemfontein Road	Part (footway and Carriageway)	2500	£195,000	£579,333
Ranelagh Gardens	Part (carriageway)	1400	£17,930	£597,263
Steventon Road	All (footway)	2500	£125,000	£722,263