

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 18 March 2010	<b>Decision Taker:</b> Executive Member for Environment
<b>Report title:</b>		Highways Capital Investment Programme	
<b>Ward(s) or groups affected:</b>		Borough-Wide	
<b>From:</b>		Strategic Director of Environment and Housing	

## RECOMMENDATIONS

1. That the Executive Member for Environment agrees the Highways and lighting investment programme for 2010 / 2011 as set out below and in the attached appendices.
2. That the Executive Member for Environment agrees the allocation of funding as set out in paragraphs 43 to 45.
3. That the Executive member for Environment agrees the allocation of £0.8m and £0.6m to Community Councils for Highways and Lighting improvements respectively.
4. That the Executive member for Environment agrees the method of prioritising investment for 2010 / 2011 as set out in Appendix 3.

## BACKGROUND INFORMATION

5. In February 2007 as part of the Medium Term Financial Strategy, the Executive approved an annual £5m provision for highways and street lighting capital improvements. As part of the governance arrangements the Executive also agreed that the annual programme of works (highways and street lighting) should be approved in consultation with the Executive Member for Environment. This report has been produced to meet this requirement.

### Highway Assets

6. The London Borough of Southwark (LBS) is the Highway Authority for the Borough road network. This comprises of 34km of roads maintained by Transport for London (TfL), 17km of Principal Roads and 323km of non principal roads as well as service/access roads, footways and associated highway infrastructure. Elements such as highway structures, drainage, ironworks, bridges, river walls and non illuminated street furniture such as signs, posts and guard rails are also managed and maintained.
7. Southwark also has over 16,000 lamp columns on the public highway and in parks. In addition, it has over 6,000 pieces of other illuminated street furniture such as bollards and flashing beacons.

## **Routine Inspection and Management**

### **Footways and Carriageways**

8. General inspections are carried out by the Council's highway term contractor, FM Conway, to identify all defects that are likely to create danger or serious inconvenience to users of the network. All carriageways and footways are inspected as well as footpaths, road markings, traffic signs, non-illuminated bollards, safety fencing, benches, walls and miscellaneous items of street furniture. This is completed at least 6 monthly more for areas of frequent use and heavy pedestrian volumes.

### **Lighting and Illuminated Street Furniture**

9. The scouting programme ensures all columns and illuminated street furniture are visited, at night, at least once every ten working days to certify lighting operation. This is coupled with a combination of annual inspection and electrical and structural safety testing in accordance with guidance.

### **Structures**

10. All structures which include, road bridges, foot bridges, retaining and river walls, are examined in accordance with guidance for general, principal and special inspection regimes.

## **Reactive Maintenance and Management**

### **Footway and Carriageway**

11. Maintenance work covers all highway surfaces, ironwork, kerbs as well as the winter maintenance programme for treating ice affected roads. Defects are prioritised in accordance with the intervention levels recommended in the Code of Practice for Highway Maintenance Management published by UK Roads board part of the Roads Liaison Group.
12. Defects, which exceed the intervention levels, are made safe within 24 hours; other defects are prioritised separately and are logged as repairs to be carried out within twenty-eight days.

### **Street Lighting and Illuminated Street Furniture**

13. Street Lighting is managed and maintained in accordance with the Code of Practice - Well lit highways published by the UK Lighting Board, part of the Roads Liaison Group.

### **Structures**

14. Structures such as bridges and river walls are maintained in line with the Code of Practice for the management of Highways structures published by the UK Bridges Board, part of the Roads Liaison Group.

## Asset Condition

### Footways and Carriageways

15. The Council currently uses a combination of routine inspection and annual surveys to establish the condition of carriageways and footways assets.
16. The annual survey United Kingdom Pavement Management System (UKPMS) is the standard system for the assessment of UK local road network conditions and for the planning of investment and maintenance on paved carriageways, kerbs, footways and cycle-tracks within the UK. Endorsed and promoted by the UK Roads Board, it is required by the government in England for the production of National Indicators and Performance Indicators on local roads, and its use is recommended as best practice for local road maintenance in the Code of Good Practice for Highway Maintenance Management. The last survey was undertaken in June 2009 and reported on road condition for the FY 2008/9.

### Street Lighting and Illuminated Street Furniture

17. The condition of street lighting is assessed by the Asset Management Business Unit using a combination of night time scout, annual visual inspections, programmed structural inspections and six yearly electrical testing. All in line with guidelines set out by the Institutes of Electrical and Lighting Engineers.

### Structures

18. An ongoing structures inspection programme is carried out by FM. Conway as the Council's term contractor from this programme condition assessment, levels of required intervention and associated costs will be ascertained.

## Performance Indicators

### Footways and Carriageways

19. The following performance indicators are used to measure service performance
  - National Indicator (NI) 168. Percentage of Principal roads where maintenance should be considered.
  - NI 169 Percentage of Non Principal roads where maintenance should be considered.
  - Local Performance Indicator (LPI) 165. Percentage of pedestrian crossings with facilities for disabled people
  - LPI 187. Percentage of category 1, 1a and 2 footways where maintenance should be considered.
  - LPI 224b Percentage of unclassified roads where structural maintenance should be considered.

Indicator	Southwark June 2007	Southwark June 2008	Southwark June 2009	London LA's standing.
NI 168	17	5	10	Bottom quartile
NI 169	20	8	12	Bottom quartile
LPI 165	37.4	53.3	67.6	Median
LPI 187	18	15	14	Median
LPI 224b	8	10	15	Median

## Street Lighting and Illuminated Street Furniture

20. The following performance indicators are used to measure service performance.

- LPI 215a (was BVPI 215a) The average number of days taken to repair a street lighting fault, which is under the control of the local authority
- LPI (was BVPI 215b) The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO (Distribution Network Operator – EDF in the case of Southwark)
- LPI LH20. Average percentage of street lights working as planned

Indicator	Southwark 06-07	Southwark 07-08	Southwark 08-09	London LA's standing
<b>215a</b>	4.09	2.79	2.58	Median
<b>215b</b>	20.25	13.42	17	Median
<b>LH20</b>	99.66	99.69	99.56	Upper quartile

## Structures

21. At present there is no comparable performance indicator for structures within London, due to the condition ratings of bridges etc. being measured on individual components not the overall asset.

## Statutory Utility and Energy Supplies

22. At present Southwark are limited to EDF (formerly 24/7 and London Electricity) for the control and management of cabling and associated works. Relating performance is measured through a newly agreed service level agreement.

23. Energy supply is via the Local Authority Purchasing consortium LASER and the supplier is EDF.

## **Key Issues for Consideration**

### **The need for Capital Investment**

#### **Footways and Carriageways**

24. The last available measure for Non Principal roads indicated that 15% of the boroughs road network and 14% of the category 1&2 footways should be considered for maintenance intervention. Improvements to these areas would effectively return the boroughs carriageways and footways to an overall condition where none meet the renewal criteria.
25. To maintain the highway in a steady state would require an ongoing annual investment of in the region of £8m which would manage the expected deterioration and replacement, based on a twenty-five year life span of the asset.
26. In 2009/2010, the revenue budget for maintenance of the borough roads was £3.2m. Since December 2007 the demand for reactive maintenance has meant that the maintenance service has predominately resourced defects failing into the 1 hour and 24-hour response category as these presented the greatest risk to highway users and pedestrians. With this restriction on planned reactive maintenance the Street care service budget is projecting a balanced budget. However, there is currently (November '09) a backlog of reactive highway maintenance repairs and minor capital works for the highway network, in the asset management database.
27. Recent weather occurrences have also impacted on the levels of repairs and investment needs. Whilst the numbers of potholes which reach the intervention criteria are increasing, temporary make safes are manageable with existing resources. However the numbers of those which don't meet the intervention criteria are increasing at a greater rate. The result of the accumulation of temporarily treated and untreated carriageway defects is a decrease in the quality of highways.
28. To increase the ability for footpath clearance and treatment during winter weather periods it is proposed that the number of grit bins made available is increased. With a 20k provision it is estimated that we will be able to double our current provision.

#### **Street Lighting**

29. The latest structural testing report indicates there are 94 roads in the Borough that have at least 15% of their existing lighting columns showing a level of corrosion.
30. Within the ninety-four roads there are forty roads that have over 25% of the existing lighting columns showing a level of corrosion.
31. To replace the lighting columns in the ninety-four roads the estimated cost will be £3.6m. The estimated cost of replacement for the forty roads would be £1.5m.
32. To measure the speed of corrosion, risk and investment timings a new structural testing programme will be taking place in 2010 with a detailed investment programme following to inform on future capital requirements.

33. All new installations are completed with the use of white light source lantern .The investment requirements for using white light as a generic standard would be £14m. This would entail replacement lanterns to approx 85% of the borough. It is not engineers intention to suggest this, but serves as an example of differing standards in the borough due technological improvements.
34. With the phasing out of tungsten lamps there is a known requirement of 343 zebra crossing units which will require replacement. It is estimated that replacement of these units will cost approximately £130k

### **Structures**

35. There are no calculations for the level of overall intervention required for Highways structure replacement and refurbishment although best estimates are a minimum of 25% of the £80m assets value.
36. The known immediate financial intervention is 225k to deal with the Thames River Walls. This will include 4km of river wall joint, concrete face and parapet replacement and repair.
37. This necessary investment is essential to prolong the asset life, to meet our statutory requirements as the highway authority and our responsibility to the Port of London Authority.

### **Previous and Current Investment Programmes**

#### **Footways and Carriageways**

38. Since 07-08, £15m has been committed to renewal programmes. Of this £14.45m is projected to be spent by the end of this FY. The spend has resulted in 42 roads having major works carried out. These works have included the replacement of over 40,000 square metres of footpaths and over 60,000 square metres of carriageways. Works have also included new and realigned kerbs, improved drainage, additional dropped kerbs for access and street furniture clutter reduction.
39. Additionally remedial works to sixteen roads selected by Community Councils will be completed in this FY.

#### **Lighting Investment Programme**

40. The replacement of concrete lighting columns is now complete. These works have seen the replacement of over 1500 Concrete columns with new steel columns and modern lighting sources to all current standards.
41. In addition to this, from the outset of this programme in 2007/08, 2621 units have been replaced with new steel columns and / or modern lighting.

#### **Structures Investment Programme**

42. There is current programmed investment to Farquhar Road Bridge of 175k which has led to a successful bid for support funding from the London Bridge Engineering Group (LoBEG). Works are programmed for completion in March 2010.

## Funding Allocations

43. It is proposed that the £5m Highways and lighting capital allocation for 2010-2011 be split as listed

Lighting Improvements	£1.00m
Non Principal Road resurfacing	£3.775m
River wall improvements	£0.225m

44. The Non principal road resurfacing allocation will be split further as listed

Improvements work based on condition surveys	£2.955m
Improvement work based on community selections	£0.80m
Investment in salt bins across the borough	£20k

45. The lighting improvements allocation will be split further as listed

Improvements work based on condition surveys	£0.270m
Improvements made due to technical changes	£0.130m
Improvement work based on community selections	£0.600m

46. This will allow for a total allocated amount of £175k per community council area for highways and lighting investment.

47. The spend on each individual element or scheme will be on the basis of

- Cost of works using term contract rates
- Plus 2.5% design
- Plus 5.0% supervision and contract management

## Selection Criteria

### Resurfacing – Asset Management Investment

48. The results of the annual condition survey are the primary factor in deciding which roads receive investment as part of the Highways Capital programme. In addition to the survey results we have also taken into account the number and value of emergency works carried out during the previous twelve months and engineers visual assessments. This is then compared with additional information regarding known planned works and functions within the area of works. The criteria used for establishing the programme for major footway and carriageway works is set out in Appendix 3.
49. The programme for Non principal Road Capital Improvements repairs for 2010/11 is shown in Appendix 2 and indicates those roads which are considered a priority in terms of condition. This is not an exhaustive list as many roads in similar condition are excluded due to conflict with other works that prevent major road resurfacing during 2010/11. There may also be some variation to the final programme should emergency utility works or the availability of external funding necessitate.
50. The final cost of each scheme will depend upon the extent of works to be undertaken. The full extent of works required can only be determined once a full topographical survey has been completed, this will allow the engineer to make a decision on the best design for the road and fully specify the works.

51. The engineers will look at a number of surfacing options. It is anticipated that by varying the specification to suit the specific needs of each individual road and addressing only the most seriously deteriorated sections of the roads identified. This approach should deliver better value for money and maximum benefit from the capital allocation.

### **Devolved Highways budget – Local Repairs programme**

52. The declining quality of public highway has led to further deterioration – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the reactive maintenance programme. The use of the limited revenue budget for such works does not represent good value for money as such emergency repair work is undertaken at a premium of 20% above normal term contract rates
53. Community Council have now successfully managed elements of small scale capital spend relating to the public realm and public highway through the CGS and highway selection programme of 2009. As a result there is a continuing desire to devolve an element of the highways capital to Community Council's for local decision making on highway maintenance. This also continues to be in line with the Council's objectives for encouraging local involvement in decision making and bringing the council's services closer to the people they serve.
54. In recognition of this it is proposed to top slice £0.8m from the Highways capital budget to fund £100k to each Community Council for road surface repairs. The allocation of £100k is for planned improvements at locations identified by Community Council members which will help defer the need for full scale road reconstruction for a longer period.
55. To support this selection process Public Realm engineers will provide to each Community Council a list of known locations where works are required with an indicative cost. Each community council will have an opportunity to select from that list or make an independent proposal. Engineers will also produce a list of criteria for these selections in a similar way to the CGS criteria which allow flexibility for local discretion. There will be few constraints upon the devolved allocation however it is proposed that the following will apply:-
- Specifications, costs and delivery methods will be in line with the standard palette of materials and the current term contract
  - Improvement works selected by the community council must relate to resurfacing. The devolved allocation cannot be spent improving road junctions, implementing traffic safety schemes, controlled parking zones or similar
  - In line with existing objectives any site selected will be inspected not only for the surfacing element improvement but for other elements such as de-cluttering and street furniture improvements
  - In order to meet the Council's requirements under the Disability Discrimination Act and provide access to all members of the community to the highway network where dropped kerbs and access ramps are not adequate it will be included in the scope of the work.

## **Lighting improvements – Asset Management Investment**

56. It is known that a number of roads have columns which although not structurally at risk, do not meet current standards with regard to mounting height, construction, electrical isolation and safety and will require new lighting schemes complete with column replacement.
57. To enable a selection criteria for the roads where lamp columns are to be replaced an exercise of testing for structural integrity has taken place. The results have been combined with lighting standards.
58. Roads where the structural integrity of more than 25% of the columns have been extracted. These have been listed, highest to lowest number of columns requiring attention.
59. An engineer's selection of roads to be re-lit has taken place. See Appendix 2 for road list.
60. With the abolition of the manufacture of tungsten lamps the flashing beacons for pedestrian crossings in the borough will, once stocks are exhausted, become redundant. Aside from the technical need, energy reduction for each of the 343 units will reduce from 100w to 18w through the use of LED's. It is the engineer's intention through this programme to upgrade all flashing beacons in the borough.

## **Devolved Lighting budget – Local repairs programme**

61. In addition to the allocation of highways capital budget set out in paragraph 54 it is proposed to enable Community Council members to identify and propose relighting works by the allocation of £75k to each Community Council area
62. To support this selection process engineers will provide to each CC area with a list of roads where they would consider investment. Each CC area will then have an opportunity to select or make known independent proposals. The process for community selections will be decided through the choice of each community council. Again the constraints on this spend will be minimal and it is proposed that:-
  - The funding available to each Community Council area is for functional highway lighting only. It will not support decorative lighting such as up lighters, tree lighting and multi coloured facade lighting
  - Specifications, costs and delivery methods will be in line with the standard engineers palette of materials, engineers guidance and the current term contract
  - Estimating guidance for the selection process is £2k per existing column e.g. if a nominated road has seven existing columns in it, it will cost 14k to renew lamp columns and lanterns
  - To upgrade the lantern only would be estimated at £800 per existing column e.g. if a nominated road has seven existing columns in it, it will cost £5,600 to renew lanterns only
  - To enable public realm improvements, any site selected will be inspected not only for the lighting improvements but for other elements such as de-cluttering and associated illuminated street furniture improvements.

## **Structure safety improvements**

63. Inspections have identified a works requirement to 4km of river wall as set out in paragraph 38.

## **Design and supervision costs**

64. For these works funded by this capital programme, professional fees are charged to the project. As a consequence there is an allowance within the £5.0m capital allocation for 2010/11 of £375k (7.5%) to cover professional fees.

## **Other Highways Capital Investment**

### **Principal Roads improvements**

65. The council has also received a capital allocation of £387k from TfL for the maintenance of specific principal classified roads (both carriageway and associated footways) in 2010/11. These works must be carried out in accordance with the prioritisation previously agreed with TfL through the annual progress report and Local Implementation Plan.

66. The Principal roads for which funding has been received for 2010/11 are:

- Borough Road £207k
- Champion Park £180k

67. A further £1.615m has also been received for pedestrian, cycling and traffic management infrastructure improvements. These improvements will serve to improve the built infrastructure of the highway and its assets.

## **Policy Implications**

### **Asset Management Plan**

68. Through the London Mayor's Transport Strategy, the Local Implementation Plan requires all London Boroughs to preparing five-year asset management plans. To accomplish this, the Council will need to complete a valuation of their highways infrastructure asset. This will also provide a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.
69. In 2008/09 a review and desk top assessment was undertaken of the Council's highway assets, their condition and their values. The final asset management plan will be completed in 2010 for assisting service delivery in 2010/11.

## **Design Impact**

70. Well-designed and un-cluttered streets are the basis to creating a safe and pleasant environment. In turn, this can act as a preventative measure against littering; fly tipping and other enviro-crime, whilst encouraging pride in the local area. All highway and lighting investment schemes will be designed to meet the Council's street design code.

## **Human Resources Impact**

71. The planning, programming supervision and payment of all the maintenance programmes in this report will be managed by the Public Realm Division in conjunction with our partners, FM Conway and Mouchel.

## **Customer Impact**

72. Results of the last MORI poll indicated that satisfaction with lighting was 74%, a reduction of 4%. There are no equivalent figures for satisfaction with footways and carriageways. During the implementation of the capital programme, pre and post works customer opinion surveys will be undertaken and the results reported next year.
73. Site notices and works notification will take place at each road and surrounding area. Notices will include the web address and appropriate contact details. In addition as part of the delivery programme pre and post works project information will be posted to the Councils web pages.

## **Equalities Impact**

74. There is no specific programme for the installation of dropped kerbs / tactile paving and thus the capital programme is the main funding source for such improvements. Each scheme will be accessed for accessibility and compliance. Additional crossing ramps and tactile paving will be installed as necessary to assist the disabled and parents with wheelchairs.

## **Sustainability Impact**

75. All materials excavated from the highway are sent for recycling and footway sub-base and base course incorporate recycled planning. An analysis of recycled materials used from 1<sup>st</sup> July 2008 to 30<sup>th</sup> June 2009 indicates that over 23,000 tonnes of recycled materials were used on Southwark highway schemes. Also over 25,000 tonnes of waste material was removed for recycling. Over 94 % of all materials removed from Southwark were replaced with recycled materials.
76. Every attempt is made to minimize noise and disruption with night work only used as a last resort in consultation with the noise team.
77. All lighting designs consider lighting pollution both upwards and backwards. A full cut off lantern is always used to minimise any effect on 'Night Glow' and upwards-light pollution. Due to escalating energy costs, designs are produced with a view to reducing consumption through the use of lower lamp sizes, the use of electronic control gear or a combination of both. This is except where lanterns have been recycled from existing installations for use elsewhere.
78. In a move to reduce energy consumption without reducing standards, the new Cosmopolitan lamp will be utilised in place of High Pressure Sodium (SON), giving a more natural 'white' light, better colour rendition and a brighter perspective. As a comparison, 70W SON has been replaced by 60W Cosmo and 150W SON has been replaced by 140W Cosmo, with the added benefit that the Cosmo lamp only runs on Highly efficient electronic control gear.
79. All newly installed lanterns will be fitted with Photo Cells set to switch on and off earlier given a saving in energy use of approximately 30 minutes per day. Renewing 500 columns in this programme will see an approximate 91,000 hours of energy use, saved. Recognition by members of the public of the 15 minute evening and morning change in switching times cannot be expected.

## Risk Assessment

80. The programme of highways works is based on the condition and usage of the carriageways and footways and is an effective way of controlling the risk of third party insurance claims against the Council.
81. The table below indicates the number of claims and the cost paid out for highway insurance claims over the past seven years:

Year	Claim Count	Total Incurred (£)	No Paid	Net Paid (£)	Open Claims	Open Claim Total Cost (£)	Open Claims Partial Cost Made/Paid	Closed Claims
2009/10 (to Sept)	28	124,920	0	0	28	124,920	0	0
2008/09	139	741,389	17	35,551	88	705,838	7,796	51
2007/08	147	472,348	26	87,046	30	385,302	4,835	117
2006/07	117	510,788	45	243,400	15	267,388	44,612	102
2005/06	160	678,483	56	483,834	11	194,649	67,212	149
2004/05	160	488,183	58	422,791	3	65,391	2,959	157
2003/04	171	386,296	55	385,157	1	1,139	11,941	170
<b>Total</b>	<b>922</b>	<b>3,402,407</b>	<b>257</b>	<b>1,657,779</b>	<b>176</b>	<b>1,744,628</b>	<b>139,354</b>	<b>746</b>

82. The settlements and cost incurred are directly funded by the Council. Southwark's current insurance policy allows for payment by the insurers only where the settlement is in excess of £100k. There have not been any settled claims in excess of £100k in the period set out above.

## Consultation

83. Where appropriate, stakeholder consultation will take place prior, during and on completion for schemes contained in this report.

## Financial Considerations:

### Financial Summary

84. The 2010/11 £5.0m Capital Allocation and £387k TfL Principal Road allocation is to be spent across Community Council areas in the Borough as outlined in the following table.

	Berm £,000	B & B £,000	Camb £,000	Dulw £,000	N& PR £,000	Peck £,000	Roth £,000	Walw £,000	Total £,000
Non-principal roads:	533	65	449.5	712	107.5	1088	0	0	<b>2955</b>
Salt Bins	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	<b>20</b>
NPR Community Selections	- 100	100	100	100	100	100	100	100	<b>800</b>
Lighting:	188	0	0	59	28	0	4	0	<b>279</b>
Pedestrian crossing upgrades	22	9	7	33.5	19	7	10.5	13	<b>121</b>
Lighting: Community Selections	75	75	75	75	75	75	75	75	<b>600</b>

Principal Roads (TfL funded)	0	207	180	0	0	0	0	0	<b>387</b>
Structures investment	75	75	0	0	0	0	75	0	<b>225</b>
<b>Total</b>	<b>995.5</b>	<b>533.5</b>	<b>814</b>	<b>982</b>	<b>332</b>	<b>1272.5</b>	<b>267</b>	<b>190.5</b>	<b>5387</b>

### Capital Allocation

85. On the proposals contained in this report, the allocation of the Councils capital budget of £5m in 2009/10 for highways and lighting renewal is as follows:

Local Repairs Programme	£1,400,000
NPR resurfacing	£2,955,000
Salt bins	£20,000
Structures Investment	£225,000
Lighting - replacement programme	£279,000
Lighting – Pedestrian Crossings	£121,000
<b>Total</b>	<b>£5,000,000</b>

86. In addition, £387,000 was allocated by Transport for London (TfL) under their Local implementation plan (Lip) funding in 2010/11 for Principal Road Renewals at Champion Park and Borough Roads. This gives the total resources available as £5,387,000.

87. The overall programme for the works covered in this report are based on initial estimates that may fluctuate due to varying circumstances such as ground conditions or other adjacent works which may require the work items and estimates to be adjusted. Professional fees of 7.5% will be included in the works cost.

88. This will, however, be undertaken within the current overall budget of £ 5.0m per year for the capital allocation period. All the works are continually monitored so that the maximum amount of work will be completed to achieve the Council's objectives.

### Future Savings / efficiencies

89. Efficiencies are already gained by using the Council's term contract with F.M Conway, which produced a 10% reduction in units costs compared with the previous contract.

### SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

#### Finance Director (Env/ET/200210)

90. The estimated total cost of the proposal is £5.387m of which £5m will be funded from the current approved capital programme and the rest from TfL funds. The expenditure against this allocation will be monitored and reported on as part of the overall Capital Programme

## Strategic Director of Communities, Law & Governance (SB032010)

91. This report seeks the approval of the Executive Member for Environment to a number of recommendations in relation to the highways and lighting capital programme. As noted in paragraph 5, the Executive in February 2007 agreed that the approval of the annual programme of works should be approved in consultation with the Executive Member for Environment.

Recommendation 3 requires the Executive Member to agree the allocation of funds to Community Councils. Part 3 H of the Constitution sets out those decisions which can be made by Community Councils, one of which is to support the cleaner, greener, Safer schemes which are of a local nature.'

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Code of Good Practice for well maintained highways	Environment & Housing Copeland Rd Depot	John Twyman Ext: 52062
Code of Good Practice for Management of Highways structures	Environment & Housing Copeland Rd Depot	John Twyman Ext: 52062
Code of Good Practice for well lit highways	Environment & Housing Copeland Rd Depot	Eddie Henry Ext: 54694
Highway and Lighting Performance Indicators and supporting guidance	Environment & Housing 160 Tooley Street	John Williamson Ext: 52100
Street scape design guide (draft)	Environment & Housing 160 Tooley Street	David Farnham Ext: 52982

## APPENDICES

No.	Title
1	Proposed Non-Principal Road Improvement Sites
2	Proposed Lighting Improvement Sites
3	Works Selection Criteria

## AUDIT TRAIL

<b>Lead Officer</b>	Gill Davies - Strategic Director for Environment & Housing	
<b>Report Author</b>	Des Waters - Head of Public Realm	
<b>Version</b>	Final	
<b>Dated</b>	19 March 2010	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Communities, Law & Governance	Yes	Yes
Finance Director	Yes	Yes
<b>Executive Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Officer</b>		19 March 2010

## Highways and Lighting Capital Programme 2010/2011

### Appendix 1

#### PROPOSED NON-PRINCIPAL ROAD IMPROVEMENT SITES

##### Carriageway only works

LOCATION	Estimated Cost
Bevington St	97,000
Dylways	158,000
Peckham Hill St	255,000
Eynella Rd	133,000
Galleywall Rd	240,000
Ilderton Rd	733,000
Turney Rd (Burbage Rd to Croxted Rd)	245,000
Drummond Rd (Clements Road Junction & adjacent to Layard Square only)	196,000
Adys Road	215,000
Austral Road	65,000
Gordon Road	85,000
Upland Road (Lordship Lane to Mt Adon Park only)	59,000
	<b>2,481,000</b>

##### Footway only works

LOCATION	Estimated Cost
Eynella Rd	275,000
Bassington Way	184,000
Gordon Road (Under bridge and adjacent approach)	15,000
	<b>474,000</b>

##### Structural works

LOCATION	Estimated Cost
Thames River Walls	225,000
	<b>225,000</b>

Selections for the devolved highways element of the budget will be selected by the Community Councils through a consultation process.

## Highways and Lighting Capital Programme 2010/2011

### Appendix 2

#### PROPOSED LIGHTING IMPROVEMENT SITES

LOCATION	COST
Lanyard Road	14,000
Linsey Street	24,000
Yalding Road	22,000
Kipling Street	26,000
Railway Approach	10,000
Ship and Mermaid Row	10,000
Crimscott Street	20,000
Dunlop Place	8,000
Curtis Street	12,000
Whites Grounds	30,000
Bombay Street	12,000
Pickwick Road	27,000
St Aidans Road	16,000
One Tree Close	12,000
Surrey Canal Road	4,000
South Croxted Road	32,000

**Selections for the devolved lighting element of the budget will be selected by the Community Councils through a consultation process.**

## Highways and Lighting Capital Programme 2010/2011

### Appendix 3

#### WORKS SELECTION CRITERIA

The following criteria and scoring was used to rank the nominated candidate schemes:

##### **UKPMS carriageway condition index.**

The UKPMS [United Kingdom Pavement Management Survey] is the national standard by which all roads in Highway Authorities are assessed for structural integrity. The survey takes two parts, an ultrasound sub-strata survey and a coarse visual inspection [CVI]. The results of these are combined and a condition index is created. These assessments are typically, at 20 metre intervals throughout the length of the road and are useful in determining the condition below ground level, and a good overview of the carriageway condition, however because of the intermittent spacing of individual tests, engineers undertake an on-sight more detailed visual inspection as described below to provide a more comprehensive assessment.

Scoring of this criterion for candidate roads is based on five bands where band one (better condition) = one point up to band five (poorer condition) = five points. The overall band width is determined by the upper and lower indices of the list of roads under consideration limits. The scoring value are then applied to the overall evaluation matrix

##### **Engineers' assessment:**

This based on separate written assessments by two senior maintenance engineers, the findings of which are then compared and consolidated. These assessments are intended to vet the condition indicator assessment derived from the UKPMS output and will consider:

- Longitudinal / transverse and informal cracking of the carriageway
- Rutting
- Aggregate stripping
- Integrity of utility reinstatements
- Tree root deformation of the carriageway
- Depressions possibly indicating sub-base and sub-grade failure
- Differential settlement due to underground obstructions

Scoring of this criterion for candidate roads is based on five bands where band one (better condition) = one point up to band five (poorer condition) = five points. The scoring value are then applied to the overall evaluation matrix

##### **Reactive costs over the past 2 years:**

Costs extracted from the CONFIRM data base (in which all repairs to the highway in the borough registered) for all reactive maintenance carried out in the preceding two years and expressed per 100m. This provides a measure of failing roads, ie the higher the cost of maintenance, the poorer the condition.

Scoring of this criterion is based on five bands where band one (better condition) = one point up to band five (poorer condition) = five points. The overall band width is determined by the upper and lower costs of the list of roads under consideration limits. The scoring value are then applied to the overall evaluation matrix

### **Delivery risk assessment:**

This criterion considers factors which may militate against scheme delivery and considers the probability of constraints which at this stage in selection process cannot be quantified. While it is accepted that the presence of such factors should not in themselves deter selection there inclusion is considered warranted. These factors may include:

- High level underground services
- High density of underground services
- High level of disturbance to residents, businesses and schools
- Problematic trees and roots where their treatment might not be agreed

Scoring of this criterion is based on five bands where band one (lower risk) = one point up to band five (higher risk) = five points. The scored values are then applied to the overall evaluation matrix.

### **Function:**

In this stage the function of the footway or carriageway is assessed and considers factors such as:

- Providing local access to / from various and uses, eg residential, local shopping centre's, educational establishments, transport nodes, clinics, etc
- Roads which have little in the way of the above functions may have high volumes of vehicular traffic because the route is used as a "rat run" during peak traffic times. The damage done to residential roads which are comparatively lightly constructed can be considerable.
- Non-principal roads which have bus lanes or cycle lanes also need special consideration. Bus lanes suffer badly with "lane tracking" while cycle routes need careful inspection since cyclists tend to be more vulnerable than larger multi-wheeled vehicles.

Scoring of this criterion is based on allocating a single point score for each attribute and then assigned, as before, a five banded score, where band one (low score ) = one point up to band five (high score) = five points. The scored values are then applied to the overall evaluation matrix.

