

Environment and Sustainable Transport Committee

12th February 2019

Planned Highway Maintenance Programme 2018/19 and 2019/20

Report by Director, Communities

Call-in deadline: 5pm on Tuesday 26 February 2019

Purpose

To detail highway (carriageway and footway) maintenance works carried out during 2018/19 and present a proposed planned highway maintenance programme for 2019/20.

Recommendations of the Portfolio Holder for Environment and Sustainable Transport

To **resolve** that -

1. The current status of schemes from the 2018/19 planned highway maintenance programme as detailed in **Annex 1**, be noted;
2. The prioritised planned highway maintenance programme for 2019/20, as detailed in **Annex 2**, be approved, with Officers delegated to deal with any in-year changes that may prove necessary.

Key Points

- A. Following the review of the Council's governance arrangements in 2018, the Environment and Sustainable Transport Committee is now responsible for making decisions on borough-wide highway matters.
- B. Valued at over £800m, Kingston Council's highway network (comprising both carriageways and footways) is the most visible, well used and valuable physical asset which the Council is responsible for. To meet the Council's corporate objective of providing a safe and sustainable highway network for businesses, residents and visitors, will require considerable investment in the heavily used highway assets to maintain them in a serviceable condition. The highway maintenance needs have been reviewed, as set out in **Annex 2**, and prioritised on a Borough-wide basis.
- C. The Annual Highway Investment Programme has traditionally been made up of Council's capital funding to deliver the planned maintenance programme for non-principal roads, and funding from Transport for London (TfL) for maintenance of principal roads. In 2018 TfL suspended funding for strategic and principal road maintenance as part of the Local Improvement Plan (LIP) settlement to authorities for two years due to TfL's constrained budgetary position. The planned maintenance programme for this year is, therefore, funded entirely from council capital which will only apply to non-principal roads.
- D. The Committee is asked to approve the proposed £1.75m that has been included in the draft capital budget for 2019/20 for highways and footways planned maintenance. This sum matches the sum for 2018/19. The 2019/20 budget and

the Medium Term Finance Strategy (MTFS) is due to be considered at the Finance and Contracts Committee and Budget Council in February.

- E. The allocation for 2018/19 was £1.75m, and £100,000 was secured from TfL for the most essential maintenance of principal roads. An additional £396,000 was provided directly by the Department for Transport (DfT) in November 2018 for delivery in the same financial year. An update on the progress of 2018/19 schemes is provided in **Annex 1**.

Context

1. The funding for the management of highway assets is under continuous scrutiny, with increasing pressure from government and the public for transparency, accountability and more efficient use of the limited resources available.
2. It is important to ensure borough roads remain watertight and that the highway drainage system works efficiently to protect the asset and minimise the risk of flooding. Highway maintenance work is also necessary to reduce the Council's exposure, as Highway Authority, of the risk of claims for personal injury and damage. The need for maintenance is identified through a combination of structural assessment and visual inspection. This work needs to cover both carriageways and footways as it is important that both are properly maintained.
3. Effective capital investment in planned maintenance by means of a rolling programme is vital for ensuring the effective management of the assets. It also ensures that the reactive maintenance revenue budget can be properly managed - if capital funding is reduced, there will be a deterioration in the condition of the assets. Given the Council's statutory duty to maintain a safe highway, this would then increase pressure on revenue budgets as the number of short term reactive 'fix' repairs increases.
4. Kingston's annual highway investment programme consists of Kingston capital funding, which is used to fund the planned highway maintenance programme for local roads, and until 2018, external capital funding provided by TfL through the LIP programme was used to deliver principal road maintenance. The TfL external capital funding is not available for 2018/19 or 2019/20 due to TfL budgetary constraints although a small sum has been held back London-wide for urgent maintenance pressures. In 2018 the Council submitted a bid to TfL for the most essential maintenance on the principal network and secured £100,000 for the busy A307 Cromwell Road.
5. Progress on the delivery of the £1.75m 2018/19 planned highway maintenance programme is provided in Annex 1. In November 2018 DfT as part of a nation-wide funding boost provided the Council with an additional £396,000. This funding will be used to resurface Fair Oak Lane, St Marks Hill and South Lane in March 2019.

6. Under current Council governance arrangements, the Environment and Sustainable Transport Committee decides on borough-wide highway matters such as this programme.

Proposal

7. The £1.75m proposed highway maintenance programme covers both footways and carriageways and is presented in **Annex 2**.
8. The carriageway resurfacing programme has been prioritised according to the extent of the deterioration and classification of the network, with heavier traffic levels being a higher priority in order to keep them in a safe condition. These schemes typically cost between £20 and £100 per m².
9. The footways identified have been assessed and prioritised where the risk of trips and falls due to the uneven surfaces or broken and rocking slab paving is considered greatest, and insurance claim data is used to corroborate this. Some of the longer footways can cost between £120,000 and £200,000 to resurface. A large part of the cost is reconstructing concrete vehicular crossovers.
10. The replacement of 'rigid' artificial stone paving (ASP) slabs with 'flexible' bitumen macadam surfacing (DBM) is recommended where there is considerable evidence of tree root damage and/or continuous footway overrun, which results in ASP slab damage, trips and safety hazards. To retain ASP at these locations may require the new paving to be reinforced by laying the new slabs on concrete or installing bollards to minimise the risk of further damage. DBM surfaces are generally preferred by mobility impaired people using wheelchairs or mobility vehicles due to a better ride quality.
11. It should also be noted that lifetime maintenance costs for DBM are approximately 20% less than ASP, as there is a reduction in the frequency of necessary repairs due to their flexible construction.
12. The approved programme will be reviewed during the year to allow for any unexpected changes and to ensure that it can be delivered within budget.

Consultations

13. Letter drops to all affected residents/businesses will be carried out by the Council Contractor 10 working days in advance of the works commencing, advising them of the arrangements and timescales. Copies are also sent to ward councillors. Customer satisfaction surveys will be undertaken by our Contractor following completion of the works for quality assurance purposes. The results will be used to identify and implement any service improvements.
14. Prior to footway schemes commencing, residents will be given the opportunity to apply for a new vehicle crossover or extend an existing one, and these works will be undertaken during the footway improvement scheme. This approach has

proved beneficial in the past to all parties and is critical to ensure the integrity of the new footway is protected and avoids vehicles crossing the footway without a crossover to access properties.

Timescale

15. The works for 2018/19 are nearing completion and the works funded by the additional DfT monies will be implemented in March 2019. For the 2019/20 programme, works will be scheduled to commence as early in the new financial year as possible. The actual timing of scheme works will be determined and coordinated with other activities, such as statutory undertakers' planned works, school holidays and other relevant events as part of the Council's network management duties. The programme of schemes will be regularly updated on the Council's website.
16. Prolonged periods of very wet, cold or hot weather can have a significant influence on the works programme and priorities. Additionally, emergency works by statutory undertakers may result in some schemes being delayed to a later year. In this event, it is proposed that the next road(s) on the prioritised list would be brought forward for implementation.

Resource Implications

17. The capital funding proposal includes £1.75m in 2019/20 for schemes listed in **Annex 2** and one deferred scheme from 2018/19. The works will be undertaken through the Council's approved contractor, Kier Highways, as part of the wider London Highways Alliance Contract (LoHAC).

Legal Implications

18. The Council is the Highway Authority for its administrative area and has a duty under Section 41 of the Highways Act 1980 (the 1980 Act) to maintain the highways for which they are responsible.
19. If a person believes he/she has suffered damage as a result of a failure to maintain the highway, the Highways Authority has a defence under Section 58 of the 1980 Act if it proves that it "had taken such care as in all the circumstances was reasonably required to secure that the part of the highway to which the action relates was not dangerous for traffic".
20. In order to avoid the risk of damage and resultant claims the Council must continue to maintain the highways for which it is responsible to ensure they remain reasonably safe and are not dangerous for traffic or pedestrians.

Risk Assessment

21. The Shared Risk Register for the LoHAC contractor will be reviewed at regular contract management meetings.

Equalities Impact Assessment

22. Highway maintenance schemes are designed to provide safe usage for all types of road users, including those with mobility difficulties and visual impairments.

Health Implications

23. As stated in the TfL's "Healthy Streets" document "at a street level, direct investment in our walking, cycling and public transport infrastructure is vital to providing a safer, easier, cleaner and more appealing environment for everyone to enjoy".

Road Network Implications

24. If the highway network is allowed to deteriorate, there will be considerable congestion caused by increased amounts of responsive maintenance. Officers give careful attention to the planning and coordination of all highways works to minimise disruption and congestion.
25. Maintenance of the Council's highway assets inevitably entails some impact to the network and all efforts will be made to give advance notification of implications for local residents, businesses and the general public where their travel arrangements may be disrupted.

Environmental & Air Quality Implications

26. None

Background papers -

- None other than those referred to in this report.

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Annex 1

Current status of the 2018/19 planned highway maintenance programme - The list of carriageway works complete or in progress.

Carriageway name	Location	Neighbourhood	Status
Tudor Drive	Latchmere Road to 171 Tudor Drive 147 to Richmond Road	Kingston	Complete
High Street	Whole Road	M&C	Complete
Highbury Close	Whole Road	M&C	Complete
Clarence Avenue	Whole Road	M&C	Complete
Ashby Avenue	Whole Road	SoB	Removed after review of priorities
Tudor Close	Whole Road	SoB	Delayed-planned Summer 2019
Hook Road	Ditton Road to Just past Maypole Garage	Surbiton	Complete
A307 Cromwell Road	Bus Station to Queen Elizabeth Road	Kingston	Complete
Clayton Road	Service Road	SoB	Ongoing
Fairoak lane	Whole Road	SoB	Planned-March 2019
St Mark's Hill	Whole Road	Surbiton	Planned-March 2019
South Lane	Thetford Road to Nelson Road	M&C	Planned-March 2019

Where SoB stands for South of the Borough Neighbourhood, M&C - Maldens and Coombe Neighbourhood.

Current status of the 2018/19 planned highway maintenance programme - The list of footway works complete or in progress.

Footway Name	Location	Neighbourhood	Recommended treatment	Status
Chessington Hill Park	Whole Road	SoB	Recon Bitmac	Complete
Thrigby Road	Whole Road	SoB	ASP to Bitmac	Complete
Grayham Crescent	Whole Road	M&C	ASP to Bitmac	Planned March-2019
Ernest Road	Whole Road	Kingston	ASP to Bitmac	Complete
Porchester Road	Whole Road	Kingston	Recon Bitmac	Complete
Rosebery Road	Whole Road	Kingston	ASP to Bitmac	Complete
Endway	Endway from Northcote (No 58 & 44) to Southcote (No 27 & 24)	Surbiton	ASP to Bitmac	Ongoing

Where SoB stands for South of the Borough Neighbourhood, M&C - Maldens and Coombe Neighbourhood, ASP stands for artificial stone paving, Bitmac for bitumen macadam, Recon for reconstruction.

Annex 2

Prioritised planned highway maintenance programme for 2019/20 - Carriageway schemes

Carriageway name	Location	Neighbourhood
Warren Drive South	Whole Road	Surbiton
Endway	Whole Road	Surbiton
Southcote Avenue	Whole Road	Surbiton
Hereford Way	Whole Road	SoB
Voewood Close	Whole Road	M&C
Chilmark Gardens	Whole Road	M&C
Grosvenor Gardens	Whole Road	Kingston
School Passage	Whole Road	Kingston
Station Approach	Whole Road	Kingston
Norbiton Avenue	Coombe Road to Homersham Road	Kingston
Kingsnympton Park	Whole Road	M&C
Palace Road	Whole Road	Kingston
Park Road	Kelvedon Grove to Tudor Drive	Kingston
South Lane (NM)	Selwyn Road to Potters Grove	M&C
Ernest Road	Whole Road	Kingston
Tudor Close	Whole Road	SoB
Bockhampton Road	Whole Road	Kingston
Rosebery Square	Whole Road	Kingston
Ernest Square	Whole Road	Kingston
Dinton Road	Whole Road	Kingston

Where SoB stands for South of the Borough Neighbourhood, M&C - Maldens and Coombe Neighbourhood.

Prioritised planned highway maintenance programme for 2019/20 - Footway schemes

Footway Name	Location	Neighbourhood	Recommended treatment
Filby Road	Whole Road	SoB	ASP to Bitmac, existing grass verge. Reconstruct concrete crossovers
Nelson Road	Whole Road	M&C	ASP to Bitmac. Reconstruct concrete crossovers
The Manor Drive	Highdown to Church Road	M&C	ASP to Bitmac, existing grass verge. Reconstruct concrete crossovers
King Henrys Road	Whole Road	Kingston	ASP to Bitmac, existing grass verge. Reconstruct concrete crossovers
Ruston Avenue	Whole Road	Surbiton	ASP to Bitmac, existing grass verge. Reconstruct concrete crossovers
Fullers Avenue	Whole Road	SoB	Reconstruct Bitmac footway and concrete crossovers
Carnegie Close	Whole Road	SoB	Reconstruct Bitmac footway and concrete crossovers
Romney Road	Whole Road	M&C	ASP to Bitmac. Reconstruct concrete crossovers

Where SoB stands for South of the Borough Neighbourhood, M&C - Maldens and Coombe Neighbourhood, ASP stands for artificial stone paving, Bitmac for bitumen macadam.