

Report for:
ACTION

Item Number: 10

Contains Confidential or Exempt Information	NO
Title	Road and Footway Infrastructure Improvement Programme 2021-22
Responsible Officer(s)	Dipti Patel, Director of Place Delivery
Author(s)	Tony Singh, Head of Highways Richard Stiles, Infrastructure Renewal Team Manager
Portfolio(s)	Leader of the Council and Cabinet Member for Regeneration & Transport, Cllr Julian Bell Cabinet Member for Environment and Climate Action Councillor Jasbir Anand
For Consideration By	Cabinet
Date to be considered	16th March 2021
Implementation Date if Not Called In	29th March 2021
Affected Wards	All
Keywords/Index	Investment, Access, Roads, Footways, Bridges, Drainage, Road Markings, Highway Infrastructure

Purpose of Report:

This report gives information about the annual condition assessment of highway infrastructure and the prioritised listing of roads and footways and seeks approval for the programme of works in 2021-22.

1. Recommendations

It is recommended that the Portfolio holder:

- 1.1 Notes the 2021-22 allocation of **£5.100m** mainstream borrowing capital growth approved for Footway and Carriageway improvement at February 2021 Cabinet and authorises this growth budget to be incepted into the 2021-22 Highways capital programme as outlined in Table 1, Table 2 and Section 18 of the report and detailed in Appendices 1 and 2.
- 1.2 Delegates authority to the Director of Place Delivery to carry out the infrastructure improvement works in accordance with the approved programme for non-principal roads set out in Appendices 1 and 2 below subject to consideration of responses to any statutory consultation required.
- 1.3 Authorises the Director of Place Delivery following consultation with the Portfolio holder for Environment and Climate Action, to amend the programme within available funding should any of the proposed projects not be possible to be implemented.

- 1.4 Delegates authority to the Director of Place Delivery following consultation with Chief Finance Officer (CFO) to enter into any agreements with Transport for London and take any necessary steps to implement the TfL Principal Road Renewal Programme should the Council's bid be successful, and if applicable to increase the Highways capital programme budget, noting the potential allocations outlined in 3.3 being considered at the time of writing this report.

2. Reason for Decision and Options Considered

- 2.1 To allow the Council's 2021-22 Infrastructure Renewal Programme to commence and to ensure the effective management of the Council's capital budget.

3. Key Implications

- 3.1 This report confirms the funding available in the budget for footways and carriageway renewals, the methodology for the technical assessment and also proposals for the allocation of these funds. It also confirms the funding available in the budget for structures, drainage and signs & lines programme.
- 3.2 It should be noted that funding for highway maintenance is capital funded; Table 1 below sets out the capital funding that has been approved for this area of work. It should also be noted that funding from TfL can only be used on principal roads and cannot therefore be allocated against any of the schemes listed in the attached Appendices 1 and 2.

Table 1: Capital Budgets for Road, Footway Infrastructure Improvement, and the Structures, Drainage and Signs & Lines Programme

Financial Year	Capital	
	LBE £m	Total £m
2021-22	5.100	5.100

- 3.3 In 2020/21 TfL awarded £0.200 for Principal Road resurfacing. At the time of writing this report, TfL were considering budget allocations for 2021/22 with two funding scenarios being considered. If £15m is divided amongst London Boroughs, Ealing could receive £0.551m, or if £30m is divided amongst London Boroughs and an allocation of £1,130m. An announcement was awaited at the time of writing this report.

4. Revenue Funded Maintenance

- 4.1 In addition to the annual condition survey, safety inspections of footways and carriageways are regularly carried out (currently every month for main roads and every three months for other roads which are the responsibility of London Borough of Ealing). At these safety inspections note is taken of specific defects meeting well-defined criteria (e.g. depth of hole, height of trip etc.) and such reactive works are ordered to rectify the noted defect.

- 4.2 This reactive work arising from the safety inspections could escalate if the deterioration of the highway occurs at a faster rate than repairs or renewals, and when the life of the highway is approaching or indeed past the designed or expected life. Reactive patch and repair work, which is funded from revenue budgets, is intended to maintain the highway in a safe condition, seldom do reactive works extend the life of the road before other patch repairs are required.

5. Capital Funded Renewal

- 5.1 It is now generally accepted that major items of infrastructure require regular investment and renewal to ensure sustainable availability and to avoid unplanned failure with unforeseen major expenditure. Both footways and carriageways form part of the nation's major infrastructure, all of which needs regular renewal through appropriate investment. Carriageway works will include gully repairs and line marking refresh, together with ad-hoc kerb or footway repairs where necessary.
- 5.2 To enable effective targeting of such investment a condition survey of footways and carriageways is carried out each year throughout the borough. This survey objectively assesses each section of road (generally junction to junction, such that a long length of the same road is separated and assessed in several sections) by site surveyors, observing, measuring and noting defects in the footways and carriageways of each section of road a 'defect value' is calculated.
- 5.3 Appendices 1 and 2 show the 'condition rating' for the worst condition (highest defect value) in the most recent Condition Survey undertaken in 2020-21 for sections of non-principal footways and carriageways (non 'A' class roads). This prioritised listing of the condition of footways and carriageways is carried out by an independent specialist surveyor and passed to the London Borough of Ealing. The survey process has been updated and whilst considering structural condition it now also provides more emphasis on value for money with more emphasis on the road or footway within its environment. Together with this prioritised listing indicative costs and proposed type of renewal work for each section of road are prepared. The Council is then able to decide (consistent with its statutory duties and within the priorities and available budgets) on which sections of roads should receive renewal works. The carriageways in Appendix 1 highlighted in bold are roads with a high condition which need to be re-sealed to prevent water ingress and structural failure of the foundation. The existing surface has started to reach the end of its life but resealing with micro-surfacing will extend the life of the road.
- 5.4 In selecting the type of work required for carriageways the most sustainable solution has been chosen. The work will involve renewal of whole lengths or large sections of roads to bring them up to the required standard.
- 5.5 Appendices 1 and 2 show the prioritised listing in order of condition rating of non-principal road carriageways and footways together with the proposed highway renewal schemes. The schemes to be actually carried out will be those at the top of the list (i.e. having the 'worst' condition rating). In order to ensure that there is no conflict between any proposed highway investment schemes

and potential statutory undertaker works some proposed schemes might have to be deferred and replaced with the next scheme in the list. Any scheme deferred will be carried out at the first subsequent opportunity.

- 5.6 The ride quality of the roads is essential for cycles. An uneven road surface causes discomfort and hazards for cyclists which discourages the use of certain routes or cycling altogether. Therefore, this programme will enhance the ride quality for cyclists. This is particularly important for Ealing who are working towards becoming an exemplary cycling borough.
- 5.7 Prior to Covid 19, the network was being placed under more pressure than ever before from increased traffic volumes, larger and heavier vehicles, combined with increasing frequencies of extreme weather and future budgets must make allowance for these impacts. With the impact of Covid 19, traffic volumes have altered, and there is now more emphasis on home delivery and freight.
- 5.8 Greater emphasis is being placed on footway schemes through this year's programme. There are two types of footway paving currently used, paving slabs (artificial stone paving ASP) or tarmac (dense bitumen macadam DBM). Tree root damage, increased wear and tear from vehicles over-riding the footway, footway parking, damage by developers and ad-hoc maintenance repairs can lead to a mixture of paving types. Changes to the planting policy now allows for trees that are unlikely to cause root damage to footways. For some schemes the specification will be changed from ASP to DBM to future proof the footway against damage from increasing wear and tear, and in particular tree root damage. DBM laid around trees enables a larger tree pit to be created, putting the tree under less strain as its roots press against the paving looking for water and nutrients. Appendix 2 indicates the paving material proposed to be used.

6. Financial Implications

- 6.1 Mainstream borrowing capital growth budget of £5.1m has been approved at February 2021 Cabinet to fund road carriageway and footway re-surfacing in 2021-22. The £5.1m is to be allocated as detailed in Table 2 overleaf:

Table 2. Road Carriageway and Footway Re-Surfacing

Project	Budget £m
Proposed carriageway resurfacing works prioritised in order of condition rating	3.250
Proposed footway renewal works prioritised in order of condition rating	1.500
Structures	0.050
Drainage	0.150
Signs and Lines	0.150
Total	5.100

- 6.2 TfL has not currently provided any funding to maintain the Principal Road network. A bid submitted to TfL in February 2020 for a grant by London Borough of Ealing to carry out re-surfacing works on the Council's Principal Roads resulted in an allocation of £0.200m. This amount is well below the level required to keep the main roads in good condition and unless sufficient funding is provided principal roads will enter a state of managed decline. An announcement regarding funding was awaited from TfL at the time of writing this report, as outlined in paragraph 3.3. Table 3 below shows options for anticipated funding to be provided.

Table 3. Capital Budgets for TfL Principal Road resurfacing, subject to confirmation*

Financial Year	Capital	
	TfL PRR £m	Total £m
2021-22	0.551 or 1.130	0.551 or 1.130

**Any TfL Principal Road funding can only be used on the TfL Principal Road Network*

7 Legal

- 7.1 The Highways Act 1980 places a duty on highway authorities to maintain the highway asset or network and a Code of Practice for Maintenance Management (Delivering Best Value in Highway Maintenance) gives information about the standards to be achieved. There are various Audit Commission Performance Indicators that give monitoring information of highway conditions.
- 7.2 The Highways Act 1980 also places a duty on highways authorities to improve highway safety, and the Greater London Authority Act 1999 requires authorities to implement projects and programmes that contribute to the Mayor's Transport Strategy. The Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 give powers and duties on the Public Highway to manage traffic (including pedestrians and cycles) to secure that safe and expeditious movement of traffic.
- 7.3 Under S159 of the Greater London Authority Act 1999, TfL may give financial assistance to the Council where they consider it would be conducive to the provision of safe, integrated, efficient and economic transport facilities or service to, from or within Greater London.

8 Value For Money

- 8.1 The Council's framework consultants and term contractors, who were engaged on the basis of competitive tendering, would carry out the implementation works.
- 8.2 To ensure the most efficient use of funds officers strongly recommend that selection of roads be based on the prioritised condition rating as set out within the Appendices 1 & 2. This will represent good value for money, as it will mean

that only roads that are in most need of urgent repair are being renewed. This sequentially will remove the need to carry out regular patching works to these roads thus reducing demand on already limited revenue budget for this area.

9 Risk Management

- 9.1 Such operations have been carried out annually and it is not expected that there are any potential major risks associated with the options and the proposed course of action. The priorities identified are consistent with the Council's statutory duties as highway authority to maintain the highway network. The main risk to the schemes arises from formal objections received at the statutory consultation stage that cannot be justifiably overturned, delays preventing implementation during the time frame of available funding and unforeseen problems on site. Processes are in place to minimise the impact of any such eventualities. Non-delivery of schemes may result in loss of funding.

10 Community Safety

- 10.1 Roads and Footway Infrastructure Improvement works will enhance community safety by eliminating potential hazards to improve footway and carriageway conditions.

11 Links to the 3 Priorities for the Borough

- 11.1 *Good, genuinely affordable homes all developments to facilitate healthy and sustainable transport.* Transport links throughout the Borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access jobs and services more effectively.
- 11.2 *A healthy and great place.* As part of all transport schemes the Council will ensure that road safety and personal security issues are investigated and addressed. The Local Implementation Plan (LIP) will manage traffic by supporting and promoting sustainable modes. This will manage emissions of carbon and other pollutants. Appropriate maintenance and improving the quality of the street environment are key components of schemes to encourage walking and cycling. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes (walking, cycling and public transport) and orbital journeys. This will help people access jobs and services more effectively.
- 11.3 A reduction of carbon emissions is possible by changing the way in which the network is managed strategically. Micro-surfacing is more environmentally friendly than plane and lay surfacing which uses more natural resources and also energy to produce surfacing materials. Micro-surfacing can prolong the life of a road before it finally requires energy intensive plane and lay resurfacing.

12. Equalities and Community Cohesion

- 12.1 An Equality Impact Assessment has been undertaken on the proposed programme of works. In addition, all schemes detailed in this report will be designed in accordance with current disability and equality guidelines.

13. Staffing/Workforce and Accommodation implications

- 13.1 There are no staffing/workforce and accommodation issues as the design and works involved are carried out by consultant and contractors employed by the Council.
- 13.2 Although Covid 19 has changed the way staff from Ealing Council and its contractors work, it has not adversely affected scheme delivery.

14. Property and Assets

- 14.1 This Report is concerned with the refurbishment enhancement and improvement of footways, carriageways and parks in the Borough, which are a key asset of the Council.

15. Any other implications

- 15.1 By investing in the infrastructure will ensure that footways and carriageways are fit for purpose in the future and lead to a reduced need for reactive maintenance of those items.

16. Consultation

- 16.1 There are three usual stages of consultation for schemes of the type detailed in this report. These are:
- (i) Consultation with residents and businesses in the scheme area by way of posted letter drop;
 - (ii) Statutory advertising of any necessary Traffic Management Orders, using on-street notice boards, information in the London Gazette and in the local newspaper, prior to implementing a scheme. Any formal objection received at the statutory consultation stage that cannot be justifiably overturned could delay the implementation of the scheme. There is no other known potential risk at present.
 - (iii) Publishing of Notices under Section 58 of the New Roads and Street Works Act which places certain restrictions upon statutory undertakers in excavating new surfaces.

In addition, the emergency services and bus operators are consulted where appropriate during scheme development.

17. Timetable for Implementation

- 17.1 The Infrastructure Renewal Programme is as follows:

Item	Date
Approval	March 2021
Detailed design commencement	March 2021
Section 58 Notice	June 2021 onwards
Works commencement on site	June 2021 onwards
Overall completion	March 2022

18. Conclusion

18.1 The budgets for highway maintenance work are under significant pressure and for many years have not matched the preferred investment levels. In this situation it is essential that the most cost-effective solution is adopted and budgets are allocated on the basis of condition survey information, which ensures that the streets or sections of streets with the worst defects are prioritised for improvement works.

The funds available in the budget for Borough roads are £5.100m. Officers recommend that the budgets be allocated as follows:

- £3.250m – 2021-22 carriageway resurfacing prioritised in order of condition rating – Appendix 1
- £1.500m – 2021-22 footway renewal works prioritised in order of condition rating – Appendix 2
- £0.050 - structures
- £0.150 - drainage
- £0.150 - signs and lines

19. Appendices

Attached below are the following Appendices.

- Appendix 1 Proposed Carriageway Resurfacing Schemes
- Appendix 2 Proposed Footway Schemes

20. Background Information

1. Highways Act 1980
2. Delivering Best Value in Highway Maintenance – Code of Practice for Highway Maintenance Management (July 2001).
3. Annual Condition Surveys
4. State of the Highway Report: Ealing's Highways 2020

21. Report Consultation

Name of consultee	Post Held	Date sent to consultee	Response received from consultee	Comments appear in report para:
Internal				
Councillor Julian Bell	Leader of the Council and Executive Member for Regeneration and Transport			
Councillor Anand	Portfolio Holder for Environment and Highways	15/2/21		
Dipti Patel	Director of Place Delivery	9/2/21	16/2/21	Throughout
Gary Alderson	Interim Executive Director of Place	17/2/21	18/2/21	Throughout
Jackie Adams	Head of Legal (Commercial)	4/2/21	8/2/21	Throughout
Liz Blackburn	Finance Manager Capital & Projects	5/2/21		Throughout
Chris Neale	Principal Accountant Environment	4/2/21	8/2/21	Throughout
Yalini Gunarajah	Finance Manager Place	4/2/21	8/2/21	1-3, 6
External				
None				

Report History

Decision type:	Urgency item?
Key decision	Yes
Report no.:	Report author and contact for queries:
	Richard Stiles, Infrastructure Renewal Manager
Authorised by Cabinet member:	Date report drafted: Report deadline: Date report sent:

Infrastructure Renewal Programme: Appendix 1

2021-22 Proposed Carriageway Resurfacing Works - Prioritised in Order of Condition Rating

Road Name	From	To	Ward	Condition Rating	Budget Allocation £'m
Old Oak Common Lane (section)	Wells House Road	Depot Entrance	East Acton	100	145.61
Oldfield Lane North (section)	Bridge	Currey Road	Greenford Green	98	126.27
Havelock Road (section)	Merrick Road	Hunt Road	Norwood Green	98	128.99
The Avenue	Southfield Road	South Parade	Southfield	98	148.66
Warple Way (section)	Uxbridge Road	Canham Road	Southfield	98	160.23
Eaton Rise	Montpelier Road Roundabout	Montpelier Road Roundabout	Ealing Broadway	97	81.91
Western Road, (section)	Featherstone Road	King Street	Southall Green	97	155.84
Hamilton Road	South Road	Avenue Road	Southall Broadway	95	58.48
Limes Walk	Chestnut Grove	To End	Ealing Common	95	10.20
West End Road	Beaconsfield Road	Southall Broadway	Southall Broadway	94	110.67
Airedale Road	South Ealing Road	Weymouth Avenue	Northfields	93	84.36
Highview Road	Cleveland Road	Courtfield Gardens	Cleveland	93	81.26
Costons Lane	Greenford Road	Ruislip Road East	Greenford Broadway	92	167.20
South Ealing Road (section)	Lothair Road	Ranelagh Road	Walpole / Ealing Common	91	87.75
Laburnum Grove	Lady Margaret Road	To end	Lady Margaret	91	36.74
Lower Boston Road (section)	Boston Road	Uxbridge Road	Elthorne	91	145.55
St Leonard's Road (section)	Uxbridge Road	Gordon Road	Ealing Broadway	91	135.54
Amherst Road (section)	Castlebar Road	28 Amherst Road	Ealing Broadway	91	96.46
A40 Eastbound Slip Road	A40	Ealing Road	Northolt Mandeville	91	80.03
Whiteoaks Lane	Cowgate Road	Pennifather Lane	Greenford Green	91	22.82
Penifather Lane	Pennifather Lane	Cowgate Road	Greenford Green	91	24.34

Sandown Way (section)	Wilsmere Drive	Newbury Way	Northolt Mandeville	90	95.88
Eskdale Avenue	Church Road	To end	Northolt Mandeville	88	60.97
Devonshire Road	Windemere Road	Bycroft Road	Lady Margaret	88	44.11
Dormers Wells Lane	Uxbridge Road	North Road	Dormers Wells	88	150.73
Damsonwood Road	Havelock Road	To End	Norwood Green	87	29.06
Castle Road	Ribblesdale Avenue	The Fairway	Northolt Mandeville / Greenford Green	86	113.30
Golden Manor	Church Road	Station Road	Hobbayne	85	68.80
Rosecroft Road	Westbury Avenue	Allenby Road	Lady Margaret	85	63.26
Bernard Avenue	Northcroft Road	Northfield Avenue	Walpole	85	33.31
St Helens Road	Dane Road	To End	Walpole	85	16.09
Ascott Avenue	Elderberry Road	Warwick Road	Ealing Common	85	57.34
Darwin Road	Windmill Road	South Ealing Road	Northfields	85	79.41
Wood End Way	Wood End Gardens	Lillian Board Way	North Greenford	84	44.46
Hillcroft Crescent	Woodville Road	To End	Ealing Broadway	84	84.38
Broomfield Road	Mattock Lane	Uxbridge Road	Walpole	83	23.55
Dane Road	Mattock Lane	Uxbridge Road	Walpole	82	30.42
Little Ealing Lane, (section)	Weymouth Avenue	South Ealing Road	Northfields	82	63.18
Twickenham Gardens	Sudbury Heights Avenue	To End	North Greenford	82	21.64
Waverley Road	Burns Avenue	Kenton Avenue	Dormers Wells	82	28.58
Eaton Rise (section)	Montpelier Road	Marchwood Crescent	Ealing Broadway	82	52.65

* ***Bold text indicates microsurfacing***

Total: £ 3.250

Infrastructure Renewal Programme: Appendix 1 Reserve Schemes

2020-21 Proposed Carriageway Resurfacing Works - Prioritised in Order of Condition Rating

Road Name	From	To	Ward	Condition Rating	Budget Allocation £'m
Cleveland Road	Castlebar Hill	Argyle Road	Cleveland	81	0
Kings Road	Park Hill	Hillcroft Crescent	Ealing Broadway	80	0
Moat Farm Road	Eastcote Lane	Mandeville Road	Northolt Mandeville	80	0
Lily Gardens	Manor Farm	Pleasant Way	Perivale	78	0

** Bold text indicates microsurfacing*

Total: 0.000

Infrastructure Renewal Programme: Appendix 2

2020-21 Proposed Footway Renewal Works- Prioritised in Order of Condition Rating

Road Name	From	To	Ward	L/R	Condition Rating	Budget Allocation £'m
Court Farm Road	Ealing Road	Fort Road	Northolt Mandeville	L/R	99	114.34
Norman Way	Noel Road	To end	Acton Central	R	97	27.33
Orchard Gate (section)	Greengate	Crossgate (Station)	North Greenford	L/R	97	76.58
Park Avenue (section)	Argyll Avenue	Barratt Industrial Estate	Southall Broadway	L/R	97	131.23
Cranborne Avenue	Wimborne Avenue	To end	Norwood Green	L/R	97	32.10
Gordon Road (section)	Carlton Gardens	Longfield Avenue	Ealing Broadway	L/R	87	28.52
Carlton Gardens	Gordon Road	Carlton Road	Ealing Broadway	L/R	86	71.51
The Green (section)	Western Road	Featherstone Road	Southall Green / Norwood Green	L/R	85	83.61
Lyncroft Gardens	Carew Road	Waldemar Avenue	Walpole	L/R	83	66.19
Bilton Road (section)	Horsenden Lane North	Aintree Road	Perivale	L/R	82	130.21
Mansell Road (section)	Ruislip Road	Ellesmere Road	Greenford Broadway / Lady Margaret	L/R	82	85.62
Walton Way	Saxon Drive	Westfields Road	Acton Central	L/R	82	64.56

Little Ealing Lane (section)	Weymouth Avenue	South Ealing Road	Northfields	L/R	81	98.70
Elveden Road	Twyford Abbey Road	To end	Hanger Hill	L	80	59.38
Lexden Road (section)	Barlow Road	Steyne Road	South Acton	L	80	88.36
Barlow Road	Lexden Road	Chatsworth Gardens	South Acton	L/R	80	58.05
The Rise	Whitton Avenue E	Borough Boundary	North Greenford	L/R	80	82.20
Killowen Avenue	Russell Road	Halsbury Road East	North Greenford	R	80	88.23
Almond Avenue (section)	Rose Gardens	Knights Avenue	Ealing Common	L/R	80	113.28

Total: 1.500

**** Bold text indicates the material proposed is Dense Bitumen Macadam (DBM tarmac) footway, if not in bold it will be Artificial Stone Paving (ASP paving slabs)***