

# ROAD2000

## LONDON'S PRINCIPAL ROAD MILLENNIUM CONDITION SURVEY

### A BRIEF BACKGROUND.....

April 1986, on the abolition of the Greater London Council, the management of London's metropolitan roads was handed over to the London boroughs and the Highways Agency.

The majority of these metropolitan roads managed by the boroughs are now designated as principal roads. Funding for the structural maintenance of these roads has been allocated through the annual Transport Policy and Plan (TPP) submission with routine maintenance funded through the borough's Standard Spending Assessments (SSA).

Whilst there was an initial lack of London-wide strategic co-ordination for the borough's principal road network following the abolition of the GLC, this void was filled by the package bid and lead borough approach initiated by the London Technical Advisors Group (LoTAG). This ensured consistent London-wide standards and best practice with LoTAG formulating priorities and making recommendations to government in respect of funding. Notable examples of this approach have been with the London bridge strengthening package (Westminster), the bus priority network (Bromley) and strategic cycle network (Kingston upon Thames).



to head the Greater London Authority (GLA). The incoming Mayor will take authority in July and will have, amongst many other powers, responsibility for a new Strategic Road Network (SRN). The SRN will be made up of all of London's trunk roads, currently managed by the Highways Agency and the more important principal roads, approximately 18% of existing borough principal roads.

### THE NEXT STEP.....

The Government Office for London (GOL), on LoTAG's recommendation, have appointed Hammersmith and Fulham, as the lead borough to carry out a structural condition survey of London's principal road network. The main purposes of the survey are to:

- ✓ establish maintenance and funding requirements both for those principal roads that will form part of the new Mayor's Strategic Road Network and for the principal roads remaining with the London boroughs
- ✓ enable the Mayor to make judgements based on factual data over the maintenance financial allocations for these principal roads
- ✓ produce the Audit Commission Performance Indicators for each borough

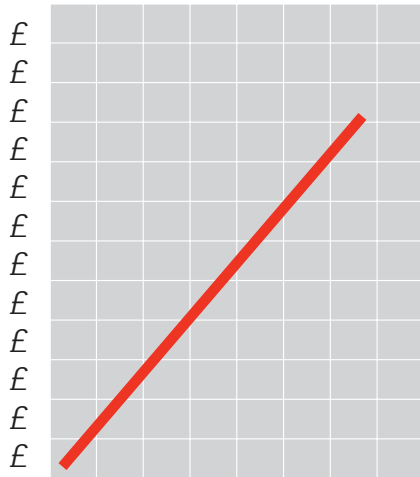
- ✓ help in the development of consistent principal road condition data across London
- ✓ develop Best Value across London

### A NEW STRATEGIC ROAD NETWORK.....

In May 2000, London will be electing a new Mayor



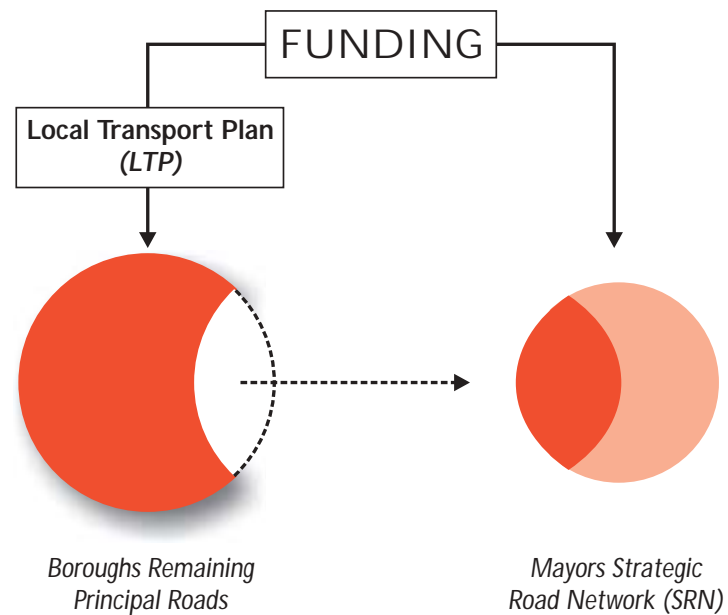
## WHAT ABOUT FUNDING?



Funding for the maintenance of the SRN and the remaining borough's principal roads will be allocated by the Mayor. The Figure (shown below) illustrates the likely funding arrangements. The old TPP bidding process is to be replaced, this year, by an Interim Transport Plan and, on the appointment of the Mayor, by a new Local Transport Plan (LTP).

The Mayor will need to have consistent condition data for all of the SRN not only for those principal roads transferring but also for all trunk roads that will go to make up the bulk of the SRN. Additionally the boroughs will need to have accurate data, not only for their LTP submissions for funding to the Mayor but also to produce the new Audit Commission Performance Indicators for determining the road structural condition. These indicators use the United Kingdom Pavement Management System (UKPMS) methodology for determining objective and consistent condition data. The timing of the introduction of these Best Value indicators fits in neatly with the formation of the SRN and the introduction of the new funding arrangements.

## FORMATION OF LONDON'S STRATEGIC ROAD NETWORK



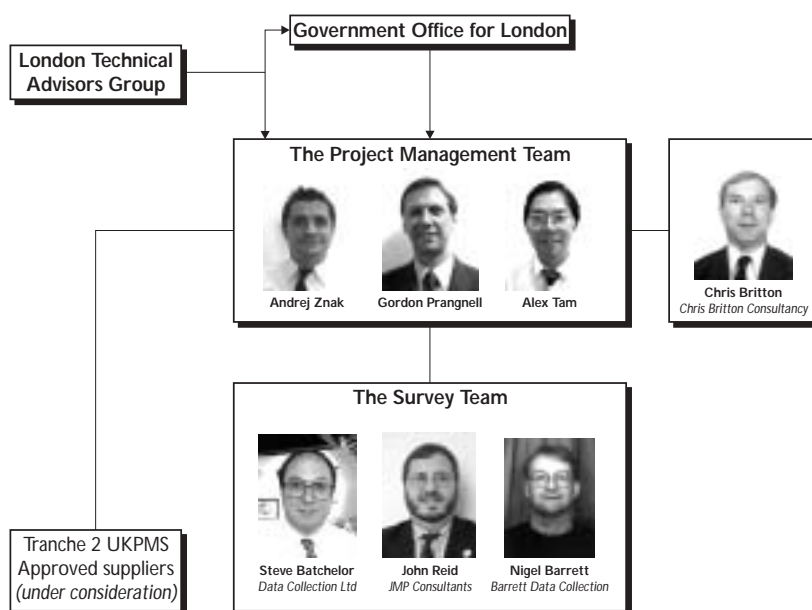
■ London's Principal Roads     
 ■ London's Highways Agency - Trunk Roads

## TECHNICAL REQUIREMENTS AND SURVEY METHODOLOGY



For London's principal roads, a UKPMS Detailed Visual Inspection (DVI) was considered to be the most practicable and useful survey method. However, the Audit Commission Performance Indicators are formulated with UKPMS Coarse Visual Inspection (CVI) data. As the type of moving vehicle survey, normally required for the CVI's, is not really appropriate for London, it has been necessary to collect both CVI and DVI data over 10% of the network in order to establish a correlation between them and to determine whether the DVI can be used independent of the CVI to calculate the Performance Indicators. Chris Britton Consultancy has been appointed to advise on the correlation exercise, the outcome of which could have a significant impact on PI reporting in London. More to come in the next issue. The DVI data will be used to establish structural condition and provide advice to the Mayor and London boroughs. Data interpretation, including recommended treatment selection, will be processed by a Tranche 2 UKPMS approved software. The project team is currently evaluating these systems for use on the project.

## HAMMERSMITH MANAGEMENT TEAM



## WORKS PROGRAMME

	Status	Target start date	Target completion date
Network definition	Complete		
Survey contract	On-going	September 1999	December 1999
Liaison with boroughs		February 2000	March 2000
Draft report		March 2000	April 2000
Final report			May 2000

## BOROUGH BY BOROUGH SURVEY PROGRAMME

Survey Tranche	Borough name	LoTAG Sector	Programmd survey duration
1	Barnet Brent (*) Hillingdon Kensington & Chelsea (*)	North West North West North West Central	September/October
2	Ealing Harrow (*) Hounslow Richmond-Upon-Thames Hammersmith & Fulham (*)	North West North West North West North West Central	September/October
3	Lambeth Southwark Greenwich Lewisham Bexley Sutton	Central Central South South South South	October/November
4	Wandsworth Bromley Croydon Kingston-Upon-Thames Merton	Central South South South South	October/November
5	City of London Islington Westminster Enfield Haringey Redbridge	Central Central Central North East North East North East	November/December
6	Camden Hackney Tower Hamlets Barking & Dagenham Havering Newham Waltham Forest	Central Central Central North East North East North East North East	November/December

(\*) CVI/DVI correlation exercise boroughs

### NEXT ISSUE.....

- ✓ progress on CVI and DVI correlation
- ✓ frequently asked questions
- ✓ Borough by borough progress
- ✓ Details of the proposed roads hierarchy and network
- ✓ Those confusing acronyms explained

### CONTACTS

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