

# ROAD2000

## LONDON'S PRINCIPAL ROAD MILLENNIUM CONDITION SURVEY

### INTRODUCTION

This bulletin supplements News Sheet Number 1, published in October 1999 and sets out the background and progress with London's principal road condition survey.

In May 1999 the Government Office for London (GOL), on LoTAG's recommendation, commissioned Hammersmith and Fulham to survey the condition of London's principal road network. The survey is intended to enable the Mayor for the new Greater London Authority (GLA) to make judgements over the maintenance requirements and funding needs for London's principal road network based on factual data for these roads. The new Mayor will have responsibility for funding the principal roads that will transfer from the boroughs to the GLA as part of the new Greater London Road Network and for those principal roads that will remain with the boroughs, based on their Local Transport Plans.

As a spin off the data will provide the Audit Commission Performance Indicators for each borough as well as establishing useful consistent base data on highway condition needed in the development of Best Value.

As the capital's trunk road network will also be transferring across to the Mayor, the Highway Agency are similarly currently carrying out condition surveys on their road network. The Mayor will consequently have condition information available for all of the Greater London Road Network and the remaining borough's principal roads.

### THE CONDITION SURVEY

As previously reported, Hammersmith & Fulham Council awarded the competitive tender to undertake the condition surveys to JMP Consultants who in turn used survey companies Barretts Consultants and Data Collection Limited to undertake the site work.

Survey work has progressed very well with all the site work substantially complete before Christmas and on programme, subject only to a few days lost due to bad weather. Whilst a third of the survey data has been received already the remaining data will be provided in the first week of January 2000.

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### NEXT ISSUE.....

- ✓ Liaison with UKPMS on Highway Maintenance Best Value in London
- ✓ Presentation of result to LoTAG
- ✓ Frequently asked questions
- ✓ CVI/DVI correlation



## AUDIT COMMISSION UKPMS PERFORMANCE INDICATORS

The Detailed Visual Inspection (DVI) surveys provide the most useful data for condition assessment purposes in London because the surveys are carried out on foot. As the production of the UKPMS Audit Commission Performance Indicators currently require Coarse Visual Inspection (CVI) data, which is carried out from a vehicle, a correlation exercise to try and convert DVI to CVI data is being carried out. To achieve this 10% of the network was also surveyed using CVI. The Chris Britton Consultancy is carrying out

the correlation exercise by comparing corresponding data sets. These will initially be at 100m lengths but may be refined into shorter sections until a robust correlation can be established.

Boroughs will need the UKPMS indicators to bid for their principal road structural maintenance funding in their Local Transport Plan to be submitted to the Mayor in 2000 for structural maintenance in 2001/2002.

## CONDITION ASSESSMENT SOFTWARE

The second stage of the procurement has been to purchase UKPMS Tranche 2 accredited survey analysis software that can produce both maintenance treatment recommendations and the Audit Commission UKPMS performance indicators. Three companies were invited to demonstrate their systems and submit detailed proposals to the council. The final selection was however delayed because the prospective suppliers were also asked to validate a proportion of survey data. The choice of the correct system is a key and pivotal part of this project. In terms of the successful delivery of the project to the Mayor, the data processing and analysis software capabilities is arguably one of the important parts

of the project.

In view of the large expenditure on surveys Hammersmith & Fulham have elected to hire both the MARCH and Symology packages. The MARCH system, which has a broad user base in London, was user friendly, inexpensive and robust whilst Symology was versatile and had significant mapping capabilities. Whilst the decision to hire two packages is unusual, it was felt that the benefit of using both systems for their individual merits and for audit checking purposes weighed against the overall package hire costs warranted this decision. This arrangement will be reviewed when each system comes up for renewal on March 31 2000.

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## THE NEXT STEPS

|  |          |    |          |
|--|----------|----|----------|
| Assessment and interpretation of results | Jan 2000 | to | Feb 2000 |
| Liaison with the boroughs                | Feb 2000 | to | Apr 2000 |
| Preparation of maps and draft report     | Mar 2000 | to | May 2000 |
| Finalise report                          | May 2000 |    |          |
| Presentation to LoTAG                    | May 2000 |    |          |
| Report to the Mayor                      | May 2000 |    |          |

## BID TO GOL FOR 2000/2001

Hammersmith and Fulham have successfully bid in their ITP for 2000/2001, to carry out DVI surveys over 50% of the network, machine surveys to include a full SCRIM survey, deflectograph surveys on flexible carriageways only, high speed road survey on 50% of the network together with selective ground radar and coring.

## CONTACTS

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