

Date: 13 March 2013

Item 15: **Transport for London Road Network Capital Renewals  
2013/14**

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**This paper will be considered in public**

**1 Summary**

- 1.1 This paper provides an overview of the 2013/14 capital renewals programme for the Transport for London Road Network (TLRN). This is a mature business-as-usual programme.
- 1.2 At its meeting on 26 February 2013, the Projects and Planning Panel noted the proposals in this paper and supported the recommendations to the Committee.

**2 Recommendations**

**2.1 The Committee is asked to:**

**(a) note the paper; and**

**(b) approve Project Authority of £54.9m in financial year 2013/14 to deliver the Transport for London Road Network Capital Renewals Programme.**

**3 Background**

- 3.1 The TLRN is 580km long, constituting approximately five per cent of London's roads but carrying around one third of London's traffic. The TLRN consists of 2,554km lane of carriageway; 1,100km of footway; approximately 1,800 structures; 12 road tunnels; over 40,000 lit assets; as well as traffic signs, drainage, street furniture, vehicle restraint barriers (VRS) and green estate.
- 3.2 Capital Renewals is business-as-usual planned maintenance that lengthens the useful life of an asset, either by replacing it with a new one, typically like for like, or with a modern equivalent. Examples of capital renewals on the TLRN include carriageway resurfacing, relaying footways, component repairs and replacement for bridges and tunnels, replacing street lighting, drainage repairs and re-planting trees.

**4 Strategic Alignment**

- 4.1 TLRN Capital Renewals supports and aligns with TfL's duty under the Highways Act (1980) and supports the Mayor's Transport Strategy goal of 'bringing and maintaining all assets to a State of Good Repair'. The programme also supports one of the key themes of the TfL Business Plan: 'maintain underlying infrastructure so that it is fit for purpose'.

4.2 Table 1 summarises how TLRN Capital Renewals support the legal duty and above objectives.

**Table 1 – Alignment to Strategic Objectives**

<b>Source</b>	<b>Duty, Goals and Outcomes</b>	<b>How this is supported by the TLRN Capital Renewals Programme</b>
The Highways Act (1980)	Maintain the public highway	This programme directly supports this duty through the timely and appropriate renewal of assets.
Mayor's Transport Strategy	Bringing and maintaining all assets to a State of Good Repair	Capital renewals are essential for achieving and maintaining a State of Good Repair, this cannot be achieved through routine and reactive maintenance alone.
TfL Business Plan	Maintain underlying infrastructure so that it is fit for purpose	The primary role of the programme is to maintain TLRN infrastructure (roads, footways, bridges, tunnels etc) to the appropriate level of safety and reliability.

## **5 Options Considered**

- 5.1 The programme is developed in accordance with latest asset management standards and guidance: British Standards Institution's Publicly Available Specification 55 (BSi PAS 55) and the draft International Standards Organisation 55000 (ISO 55000). Some of the practices are recognised as Best Practice and were commended by the Programme Management Office (PMO) and the Independent Investment Programme Advisory Group (IIPAG) Gate P Review.
- 5.2 Embedded asset management practices include Asset Investment Modelling and Value Management, which are used to determine the optimum investment levels and how it is allocated. These techniques were used to analyse a wide range of investment scenarios and assumptions, including severe weather, for 2013/14.
- 5.3 The proposed 2013/14 programme represents the optimum allocation of resources. This will improve the State of Good Repair (SOGR) of the carriageway from 90 per cent to 91 per cent and maintain footway at 93 per cent; this aligns with lower and upper bounds of 90 and 95 per cent for SOGR that have been set using:
- (a) Customers Surveys – 90 per cent represents the lower level of condition that motorists are willing to accept; a survey of cyclists undertaken in November 2012 indicates their lower bound is slightly higher at 91 per cent (this data is currently being validated). Improving/maintaining condition towards the upper bound (95 per cent) will improve customer satisfaction levels.
  - (b) Whole Life Costs – long-term deterioration modelling (20 years plus) for carriageway and footway has demonstrated that maintaining condition towards the upper bound level (95 per cent) reduces whole life costs by (i) allowing timely and proactive intervention; (ii) reducing the impact of winter

damage because there are fewer defects/weaknesses that can be exploited by the weather; and (iii) reducing the number of reactive defects and therefore the associated risk of liability claims.

- 5.4 The Project Authority being sought is £54.9m in financial year 2013/14 to deliver the TLRN Capital Renewals Programme. This figure has been budgeted in the TfL Business Plan. The £54.9m includes the transfer of £0.317m from the TLRN Capital Development Programme to deliver 40 accessible bus stops on the TLRN.

## **6 Programme Deliverables**

- 6.1 A summary of the key 2013/14 deliverables is provided in Table 2.
- 6.2 The programme will be delivered through the new London Highways Alliance Contracts (LoHAC) which will commence on 1 April 2013. LoHAC will deliver approximately 15 per cent savings compared to 2012/13.
- 6.3 There will be close management of the new LoHAC contracts to deliver best value and continuous improvement. The organisational structure to manage the LoHAC is in place, this contains strong commercial and performance audit capability to maximise value. LoHAC awareness and training sessions are being delivered in February/March 2013 for all relevant staff.
- 6.4 Benchmarking metrics (performance and cost) for the four LoHAC areas and London boroughs will support comparison and inform improvement actions. Where appropriate, LoHAC will also be benchmarked against other highway maintenance contracts. Opportunities for using LoHAC elsewhere in TfL are being identified; early examples are London Underground bridge parapets and some bus infrastructure projects. A dedicated role has been established (LoHAC Framework Manager) to maximise utilisation of the contracts in TfL and across London.

**Table 2 – 2013/14 Programme Outputs**

<b>Asset</b>	<b>Output measure</b>	<b>Budget (£'m)</b>	<b>Output Targets</b>	<b>Comments</b>
Carriageways	m <sup>2</sup>	23.33	650,000	Primarily carriageway resurfacing
Structures	Projects	13.40	30	Includes expansion joint replacement, bearing replacement, waterproofing, concrete repairs, metalwork repairs, and painting
Footways	m <sup>2</sup>	5.31	58,000	Primarily footway relaying
Lighting	No. of columns	4.47	900	Also includes the replacement of a separate 1800 life-expired lanterns
Tunnels	Projects	2.66	10	Includes repair to tunnel structures and renewal of Mechanical & Electrical equipment
Vehicle Restraint System	km	3.07	5	Assessed to current standards to verify their need and the level of containment required
Drainage	No. of PSU	1.56	7	PSU - Pumping Station Upgrades. Also includes works on highway drainage, e.g. gully renewals and upgrades
Landscape	No. of trees	0.40	600	The programme includes a mix of hard and soft planting
Furniture	km of PGR	0.31	n/a	PGR – Pedestrian Guard Rail High cost and high complexity schemes which will be assessed on a case-by-case basis.
Asset Management System	N/A	0.39	n/a	Fixed service costs
<b>Total</b>		<b>54.90</b>		

## **7 Views of the Projects and Planning Panel**

7.1 At its meeting on 26 February 2013, the Projects and Planning Panel noted this programme and supported the recommendations to the Committee. The Panel was provided with details of recommendations and findings by the PMO and the IIPAG and was satisfied with the management responses to the findings.

### **List of appendices to this report:**

None

### **List of Background Papers:**

None

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