Local Highways Maintenance Transparency Report

June 2025

h&f
hammersmith & fulham

Contents

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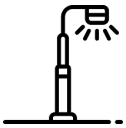
0.1	June 2025	First Draft	NA		

Our Highway Network

Hammersmith and Fulham Council has a statutory duty under Section 41 of the Highways Act 1980 to manage and maintain the Public Highway. Table 1 shows a breakdown of the highway infrastructure managed by the Council:

Table 1: Highway Inventory

Roads	Footways	Street Furniture
		
A Roads: 26.8 km **B/C Roads: 16.7 km** **U Roads: 159.3 km** **Total: 202.6 km**	**Footways: 381.0 km**	**6,887 bollards** **2,773 Cycle Stands** **8.2 km Pedestrian Guardrails**
Structures	**Street Lighting**	**Gullies**
		
8 Bridges & Highway Structures	**8,594 Lamp Columns**	**10,029 Gullies**

A Roads carry most bus routes, vehicular traffic and cyclists across the Borough. B and C roads serve as the main links between the A roads and the unclassified U Roads, which are mostly residential quieter roads.

To manage the assets, the Council sets an annual budget for planned and reactive maintenance activities. In recent years, Hammersmith & Fulham has also received additional funding from the Department for Transport (DfT). Table 1 below provides a breakdown of the highway maintenance spending over the last 5 years, and the projected budget for 2025/26:

Table 2: Highway Maintenance Spending Breakdown

Highway Maintenance Spending						
Year	Capital Allocated by DfT (£,000s)	Capital Spend (£,000s)	Revenue Spend (£,000s)	Estimate of % Spent on Preventative Maintenance	Resurfacing Work Done (km)	Estimate of % Spent on Reactive Maintenance
2025/26 (projected)	£356	£1,880	£1,610	54%	5.4	46%
2024/25	£109	£2,254	£1,649	58%	5.3	42%
2023/24	£109	£2,653	£1,586	63%	7.5	37%
2022/23	-	£1,899	£1,407	57%	8.4	43%
2021/22	-	£1,785	£939	66%	4.3	34%
2020/21	-	£985	£1,456	40%	5.0	60%

The maintenance budget is split between planned (or preventative) and reactive maintenance and has remained unchanged for the past 5 years.

Additional funding is made available on an annual basis by Transport for London. TfL make between £1.7M - £2M available for London boroughs, with each borough able to bid for a maximum of £200k per year. This money is only available for the Borough Principle Road Network (BPRN) and must be targeted on routes in the poorest condition.

The additional funding from both the DfT and TfL help to maintain and improve the boroughs busiest routes which can deteriorate faster than local or residential roads.

Planned maintenance activities also include:

- Resurfacing and reconstruction of footways
- Planned repairs and upgrades to bridges and highway structures
- Replacing streetlights and columns

We aim to keep our network safe by reacting as fast as possible to potholes and other defects endangering the public and their properties. In the last 5 years, we have filled around 1,500 potholes, with a peak of 676 potholes throughout 2023/24, as seen in Table 2. We expect to fill between 300 – 400 potholes this year, in line with historic trends.

Table 3: Estimated number of potholes filled over the past 5 years

Estimate Number of Potholes Filled			
2021/22	2022/23	2023/24	2024/25
201	274	676	314

We recently undertook an investment modelling exercise to review our highway maintenance spending against deterioration trends on the network and the challenges our roads and footways will face over the next 10 years. As a result, we are requesting additional capital funds to increase

our planned maintenance activities and reduce the need for costlier reactive maintenance activities.

Condition of Local Roads

Principle (A) Roads in Hammersmith & Fulham are surveyed yearly as part of the London Highway Engineering Group (LoHEG) surveys of the Borough Principal Road Network (BPRN) across London. The data is collected through driven surveys, where defects are identified using a trained AI model, processed and displayed on a dashboard for monitoring and visualisation purposes.

A number of parameters are measured in the road condition surveys to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Minor deterioration, maintenance may be required soon
- Red – Major deterioration, maintenance should be considered.

Figure 1 shows the evolution of the condition of A roads in the Borough over the past five years. As seen in Figure 1, the proportion of poor condition on A roads has reduced over the last 3 years with maintenance works being carried out. However, more investment is needed to bring the overall Borough Principal Road Network up to the set level of service of 5% disrepair. Note, no condition surveys were undertaken in 2020 and 2021 due to the Covid-19 pandemic.

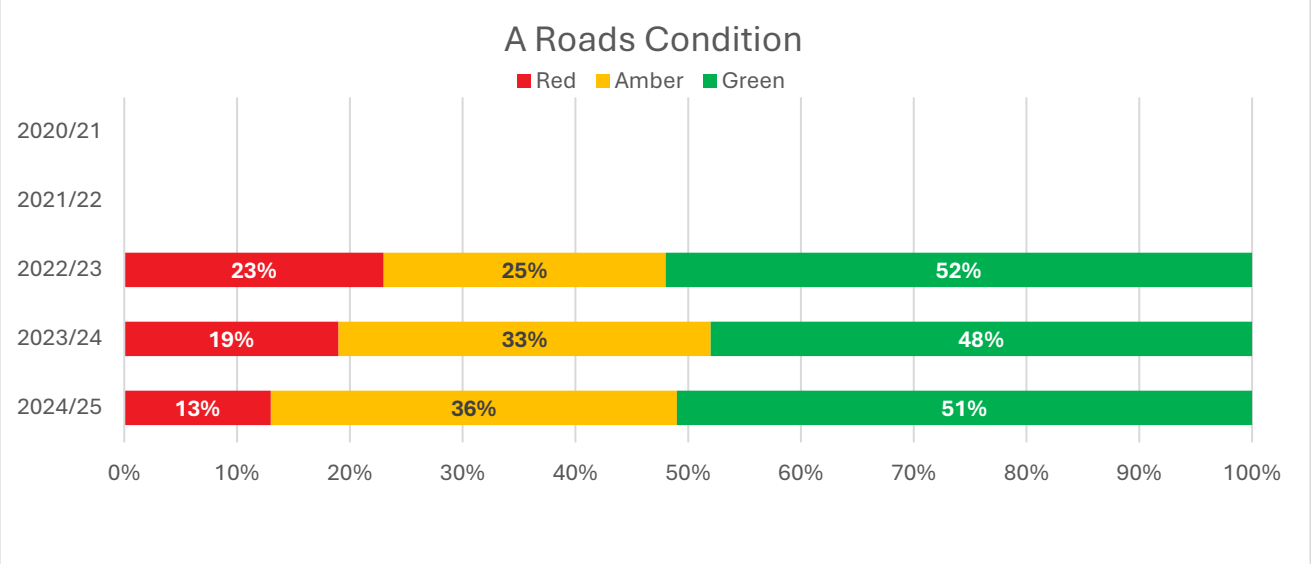


Figure 1: A Roads Condition Over the Last 3 Years

Classified non-principal (B&C) and unclassified (U) roads are also surveyed annually using AI surveys, and the data collected is processed following the LoHEG methodology. This gives decision-makers a consistent, comprehensive view of the whole highway network, allowing them to develop a works programme that is balanced and targeted towards the wider benefit of the community. Before 2023/24, the condition surveys were completed internally by inspectors and thus cannot be compared with condition surveys done since. Figures 2 and 3 show the condition

of BC and U roads over the past 2 years. Works carried out on the network have resulted in the overall improvement of the BC and U networks.

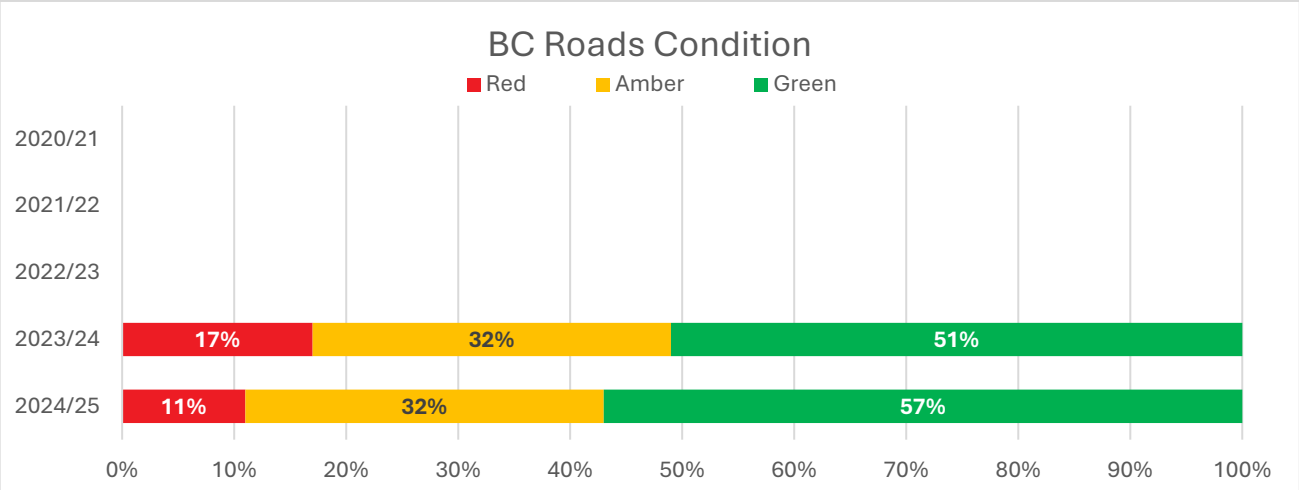


Figure 3: BC Roads Condition Over the Last 2 Years

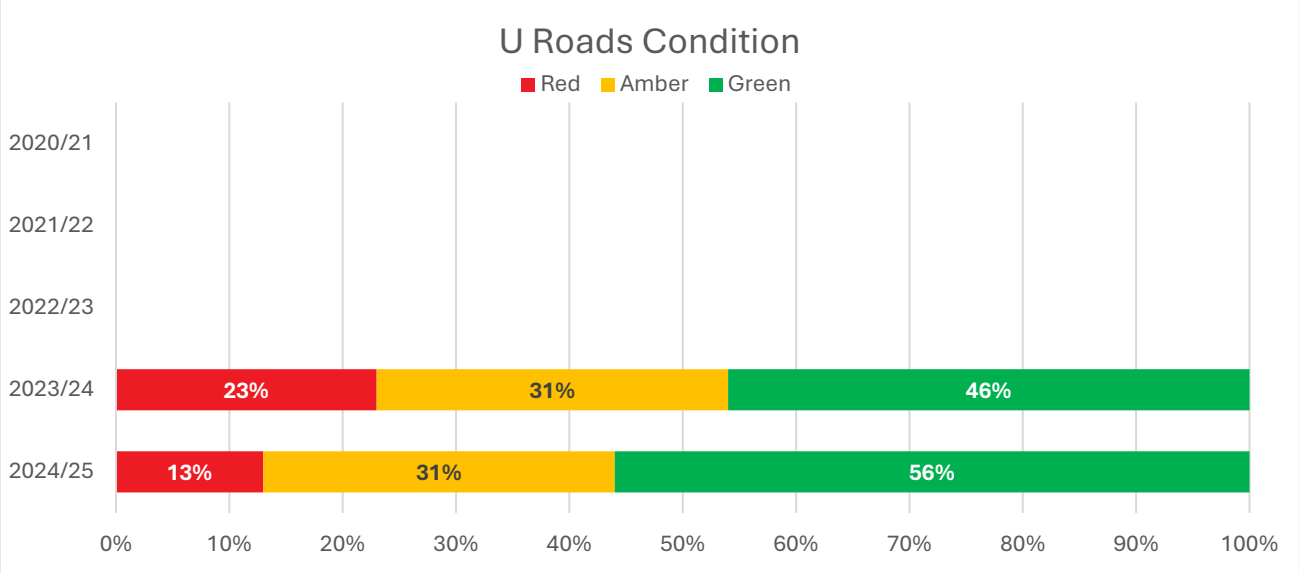


Figure 2: U Roads Condition Over the Last 2 Years

It is worth noting that these results exclude invalid results, where the data couldn't be collected for certain reasons such as poor weather conditions or lighting issues at the time of the survey. The invalid sections amounted to less than 5% of the surveyed network, hence they did not hold a significant impact on the results produced.

Plans

Overall Strategy

Our asset management approach looks at transport issues with a long-term, collective view rather than individual schemes. It constitutes a data-driven, risk-based approach to highway assets in line with the Code of Practice: Well-managed Highway Infrastructure (2016) and industry best practice.

Maintenance activities are broken down into three categories: routine (cyclic), reactive and preventative (planned) maintenance. Each of these activities is prioritised on a series of asset-specific, risk-based factors which consider:

- Safety criticality
- Level of associated risk
- Poor condition or level of service
- Customer interest/community benefit
- Corporate transport objectives and vision

We have developed a risk-based Network Hierarchy in line with the London Technical Advisors Group (LoTAG) guidance to highlight the levels of risk and criticality. This hierarchy sets out the functionality and usage of every street in the Borough, enabling the Council to implement an evidence-backed approach to subsequent highway maintenance activities. It also determines the frequency of safety inspections to ensure that the roads with the highest risk are adequately inspected, and lower risk roads are not over inspected.

Inspectors identify defects and raise repair orders with specific response times, as detailed in the Highways Maintenance Management Plan (HMMP). Reactive maintenance ensures serviceability and safety of the assets in line with our statutory duty to maintain the public highway under Section 41 of the Highways Act 1980 and all jobs are recorded in an Asset Management System to allow the Council to monitor the works carried out and understand maintenance needs.

To identify sites for planned maintenance, we give each section a priority score that considers the following factors:

- Road Condition: Road condition data is collected using innovative AI technologies that allow the streamlining of the surveys. This data is then processed, and each section is given a condition score.
- Hierarchy: We consider the hierarchy to ensure higher risk roads are prioritised.
- Public Claims and Enquiries: We incorporate our residents' claims and enquiries to ensure spending is focused in areas of public interest
- History of reactive maintenance: We aim to eliminate the need for repetitive reactive works by considering a treatment that provides a long-term solution to the problems observed.

A works programme is then formed of the sections with the highest priority scores to ensure that funding is spent efficiently in areas of greatest need.

To assist informed decision-making practices our network condition and works completed/forecasted are displayed in dashboards and interactive webmaps to allow decision makers to have an overall view of the network, identify trends, determine hotspots and understand how previous treatments are performing.

Routine (cyclic) programmes are employed to keep assets in a safe and serviceable condition, from drainage gully cleansing to electrical and structural testing of lamp columns. To align to a risk-

based approach the gully cleansing programme has been prioritised on flooding risk and asset criticality, with silt levels monitored to understand the effectiveness and continuously improve the regime going forward.

Our Plans for 2025/26

During this financial year 2025/26, we plan on resurfacing 5.4 km of carriageways. The works will cover, in full or in part, 17 roads distributed across our different wards. Figure 4 shows the overview of the works taking place. The streets in green are where works have been completed this financial year, the roads in orange are the reserve schemes on hold, and those in red are schemes where treatment is going to happen later this year:

The roads targeted this year are across the three main town centres of the Borough, carrying a significant number of buses and vehicles. Maintenance on Fulham Palace Road near the Charing Cross Hospital will improve access to and from the Hospital, and cyclists will benefit from planned treatments where there are non-segregated cycle routes, such as on Brackenbury Road.

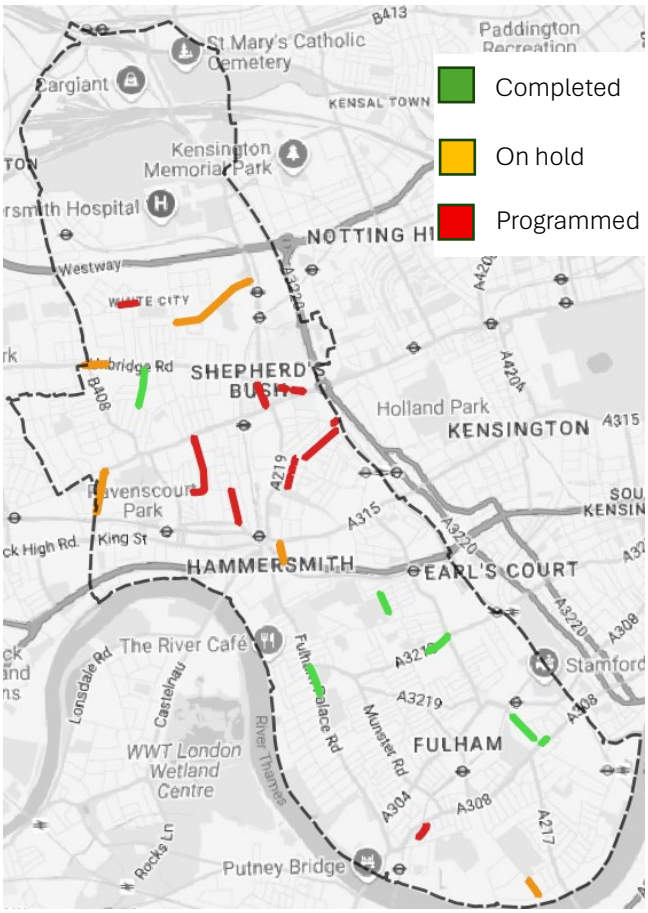


Figure 4: Map Overview of carriageway resurfacing in H&F in 2025/26

Street works

We aim to minimise disruption caused by the maintenance works by increasing collaboration between different departments undertaking works on our streets.

We operate a permit scheme, where utility companies and contractors must apply for a permit before carrying out any works. The permits are granted with conditions to control timing, duration, location and methods used and all works are logged on Street Manager for coordination and visibility. This helps avoid clashing roadworks and limits unnecessary disruption.

We plan to implement a lane rental scheme, starting in April 2026. Several London boroughs plan to implement their own lane rental schemes, in line with the overall London strategy to reduce roadworks during sensitive periods. We will charge utility companies and other contractors daily

fees for occupying the road space, encouraging them to work outside of peak hours and complete works faster.

Climate Change, Resilience and Adaptation

In recent years, climate change has caused harsher winters and warmer summers, with increased short, extreme rainfall events as opposed to prolonged periods of moderate rain.

H&F Council declared a climate and ecological emergency in 2019, subsequently adopting a "2030 Climate and Ecology Strategy" with a commitment to be a Net Zero Borough by 2030. With regards to highway maintenance, H&F ensure that all works maximise value to the community, utilise financial resources efficiently and have positive environmental impacts. Decision makers in the Council consider the following three actions as illustrated in the PAS2080 guidance, as part of a 'Carbon Reduction Hierarchy':

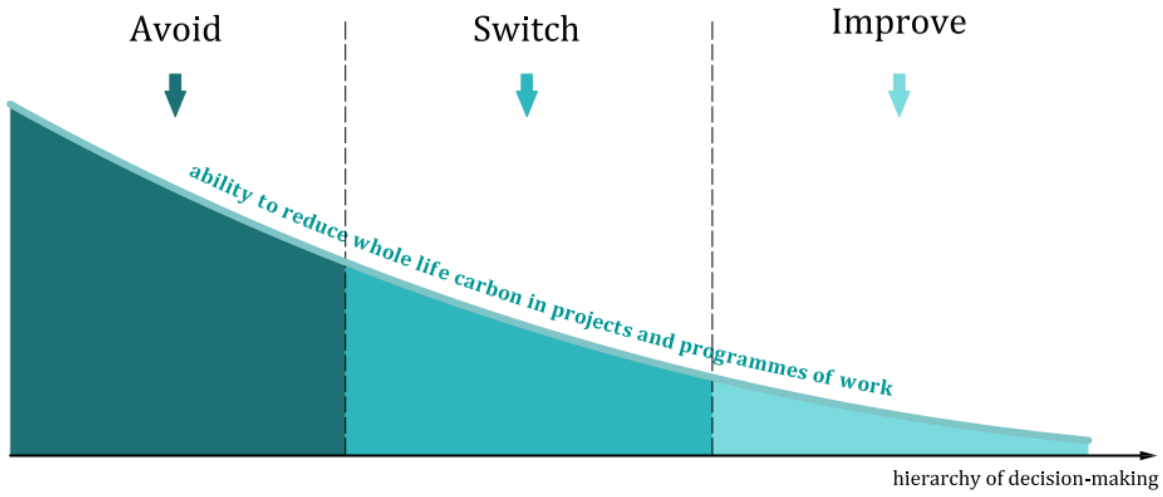


Figure 5: Carbon Reduction Hierarchy from PAS 2080 (2023)

- **Avoid:** Minimise maintenance need through optimised regimes, reducing service level targets and designing for long-term performance.
- **Switch:** Identify alternative, sustainable solutions to maintain and replace assets while reducing maintenance whole-life embodied carbon and increasing the longevity of assets. (e.g. LED replacement programme reducing energy costs and carbon by ~60%, warm mix asphalt on roads)
- **Improve:** Identify opportunities to improve the way in which works are constructed and used, while also identifying opportunities to reuse and recycle (rather than send to landfill). Examples here include adding trees, green spaces and Sustainable Drainage Systems (SuDS) as part of maintenance schemes to enhance biodiversity and conserve wildlife within our public realm.

Going forward, H&F Council will develop a carbon baseline for its entire highway service area. Once this baseline has been established, H&F Council will work with its contractors to set carbon reduction targets and KPIs which align with its 2030 Net Zero target. To help reach these targets,

carbon reduction and innovation is at the heart of the new Public Realm contracts which are currently being drafted.

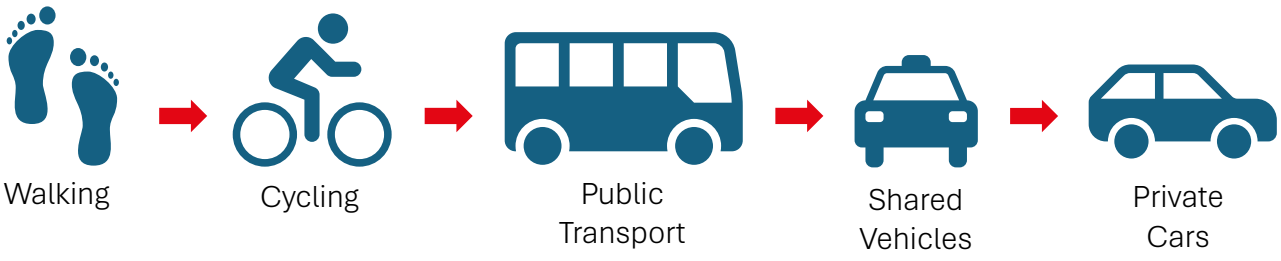
To ensure the network is resilient in the face of extreme weather conditions, we have defined a risk-based “Resilience+ Network” of roads which must be kept open to maintain minimum economic activity and access to key services. This Resilience+ Network also doubles as the primary Winter Maintenance network to ensure that our key roads are gritted in times of extreme cold and avoid network disruption.

Our Emergency Planning team deal with all-weather emergencies with a bespoke, approach dependent on the scale and impact of the event building on in-depth knowledge of staff working both within the Highways and Emergency Planning teams. This includes extreme heat events, where high temperatures affect the strength and integrity of the carriageway layers.

As the Lead Local Flood Authority (LLFA), we are responsible for assessing and managing flood risks from extreme rainfall events that are becoming more frequent. To help address these challenges, we are incorporating SuDS schemes where appropriate to better manage surface water and reduce the strain on existing drainage infrastructure.

Additional Information

Our transport policy is based around a Travel Mode Hierarchy that underpins the strategic approach to manage and maintain our Borough’s most valuable assets. Our investment priorities are based around improving walking and cycling infrastructure and make the public realm a safe and inclusive shared space for all residents and visitors of Hammersmith & Fulham. Our focus is also on maintaining an efficient and reliable public transport system. The Travel Mode Hierarchy is outlined below:



The Council has a target that by 2041, 90% of the borough population will live within 400m of the strategic cycle network. Most recent data (2024) indicates that 30% of the population currently do. The Council is developing its transport strategy, which will include an outline plan for growing the cycle network and will also review the Council's preferred approach to cycle segregation. We are working to ensure we have a safe, comprehensive and continuous active travel network which includes cycle routes that helps ensure that active travel is the default mode of travel for our

residents and workers in the borough. We aim to be in the top three of London Boroughs for active travel by 2035.