



City of Westminster

# Cabinet Member Report

<b>Meeting or Decision Maker:</b>	Cabinet Member for City Management – Councillor Paul Dimoldenberg
<b>Date:</b>	1 <sup>st</sup> December 2023
<b>Classification:</b>	General Release
<b>Title:</b>	Planned Preventative Maintenance (PPM) programme for 2024/25 in respect of Highways, Public Lighting & Bridges and Structures
<b>Wards Affected:</b>	All
<b>Fairer Westminster/Policy Context:</b>	A Fairer Westminster is one in which our residents are at the heart of our decision- making and help to determine the city's future. By working with you, we can build a more inclusive city that celebrates our diverse communities, and where residents, workers and visitors from all backgrounds will feel welcome and safe.
<b>Key Decision:</b>	Yes
<b>Financial Summary:</b>	<p>The overall gross expenditure in respect of the proposed PPM work contained in this report is £14,840,000 for which financial approval is sought.</p> <p>The net expenditure is £13,511,000 and is fully contained within the council's approved capital programme for 2024/25.</p> <p>Income totalling £1,329,000 is made up from Contributions from Statutory</p>

Undertakers in respect of work on the pipe subway network.

**Report of:** Acting Director of City Highways

## **1. Executive Summary**

- 1.1 This report seeks approval for the proposed 2024/25 annual programme of Planned Preventative Maintenance (PPM) work in respect of Highways, Public Lighting & Bridges and Structures.
- 1.2 The report also seeks approval to undertake all the initial designs and approximately 50% of the detailed design of the schemes in the 2025/26 programme.

## **2. Recommendations**

- 2.1 That the Cabinet Member for City Management approves the following recommendations.
- 2.2 That the detailed proposals for the **Highways PPM programme** for 2024/25 at an estimated gross cost of **£9,644,000** as detailed in Section 5.1 and Appendix A be approved.
- 2.3 That the detailed proposals for **Public Lighting PPM programme** for 2024/25 at an estimated gross cost of **£ 2,952,000**, as detailed in Section 5.3 and Appendix D, be approved.
- 2.4 That the detailed proposals for the **Bridges and Structures PPM** programme for 2024/25 at an estimated gross cost of **£2,244,000**, as detailed in Section 5.2 be approved.
- 2.5 That the gross capital expenditure of **£14,840,000 (net capital expenditure of £13,511,000)** for 2024/25.
- 2.6 That the Cabinet Member for City Management delegates to the Acting Director for City Highways the authority to make changes to the programmes agreed in recommendations 2.1 to 2.4, subject to the proviso that the overall budget is not exceeded and that the Cabinet Member is consulted on any significant changes.

## **3. Reasons for Decision**

- 3.1 All assets deteriorate over time and any work aimed at maintaining the durability of the asset is classed as programmed maintenance. Such work prolongs the life of the asset and/or maintains structural capacity and is therefore considered as capital expenditure.

- 3.2 Each year the City Council's regular inspection and testing programmes determine the current condition of the various highway assets (Carriageways, Footways, Lighting and Bridges & Structures) and identifies the forward investment needs that will keep the highway network in a safe and reliable condition.
- 3.3 Provision has been made in the capital programme for this expenditure to enable these programmes of work to be implemented together with preparation of forward programmes of work for 2024/25.
- 3.4 The proposed Planned Preventative Maintenance programme set out in this report will ensure that the City Council's highway assets remain safe and effective.

#### **4. Background, including Policy Context**

- 4.1 The transport infrastructure in the City of Westminster is of local and national importance and in order to fulfil its potential, it is crucial that the highway network is adequately maintained. This includes not just carriageways and footways, but also bridges, street lighting, drainage, signage and other highway infrastructure assets.
- 4.2 To ensure that the City Council's highway network is efficiently maintained it is applying asset management principles and techniques adopting the standards set out in the National Codes of Practice – Well Managed Highway Infrastructure – which provides guidance on the efficient, effective and economic delivery of highway maintenance services and include advice on all new and emerging issues and technical developments.
- 4.3 The work needed to ensure effective maintenance can be split into three general headings:
- **Inspection and Testing** – Information gathering to determine asset condition and performance.
  - **Routine and Reactive (ad-hoc) Maintenance** – Routine maintenance comprises of cyclic maintenance activities such as gully cleansing, bulk lamp change and clean etc. Reactive (ad-hoc) maintenance usually arises from the identification of defects from the inspection regime.
  - **Programmed Maintenance** – Programmed maintenance is planned preventative maintenance which prolongs the life of an asset or maintains structural capacity and is therefore considered to be capital maintenance.
- 4.4 The Planned Preventative Maintenance (PPM) programmes identified in this report are classified as programmed maintenance and therefore funded from capital expenditure. The proposed programmes of work for Highways, Public Lighting and Bridges & Structures are set out in Section 5 below.

## **5. Proposed Planned Preventative Maintenance (PPM) Programme**

### **5.1 Highways**

- 5.1.1 The City Council's annual prioritised PPM programme for footways and carriageways is developed using its Value Management (VM) process which assess scheme priorities using the following weighted criteria - engineering condition; defect history; visual appearance and network hierarchy. The Highway Inspectors make an assessment of the engineering condition and visual condition of all Westminster's footways and carriageways at least once a year as part of their routine inspection regime. Each street has its own network hierarchy category assigned to it and data on the defect history of a street is taken from the CONFIRM asset management system.
- 5.1.2 To support the inspectors in this process we also utilise independent third-party surveys to validate the scores provided. For carriageways we use an artificial intelligence product and for footways we use manual condition surveys carried out by a third-party provider.
- 5.1.2 The proposed 2024/25 PPM programmes contained at the back of this report have been developed with the application of the VM process described above, along with the results of the extensive consultation undertaken with Ward Members, Amenity Societies, highway inspectors and key stakeholders through the annual 'Highway Nominations' process.
- 5.1.3 Officers will arrange for a response to all nominees in January 2024 so that they know the outcome of the nominations they have submitted and will at that point open up nominations for the 2025/26 PPM programme.
- 5.1.4 The Footway and Carriageway programmes contained in this report in Appendix A are the proposed programmes for 2024/25 and the provisional programme for 2025/26. The 2025/26 programme will also be used as the reserve list for the 2024/25 programme.
- 5.1.5 The Minor Works programme in the PPM programme for footways and carriageways is to allow early intervention to areas of defective carriageway and footway which are in poor condition but over a relatively small area and would therefore not normally qualify for the main PPM programme. Targeting early intervention of some defects should result in a reduction of the number of reactive jobs that are currently being found on the network and produce an overall improvement in network condition. It is proposed to continue with the Minor Works programme line in 2024/25.
- 5.1.6 The Highways Review Panel (HRP) set up in in 2017 comprising of councillors, officers, representatives from the council's Service Provider and a number of 'lay members' from various amenity societies across Westminster met in November of 2023. The purpose of the HRP is for officers to communicate to Members and the lay members of the panel the process officers apply to develop the programme of PPM schemes and any changes

being proposed. The primary remit of the lay members of the panel is to scrutinise these processes, particularly the Value Management scoring prioritisation and provide feedback.

5.1.7 The Lay Panel meeting took place on the 22<sup>nd</sup> of November 2023 and the lay panel statement will follow.

5.1.8 The 2024/25 list of schemes has been checked on site for rigour and cross checked with planned utility works and major public realm schemes to avoid any potential conflicts for network space. We continue to work closely with teams across the council to ensure co-ordination with other activities and in some cases that may mean in-year changes to the programme. Early consultation and co-ordination with key stakeholders is in place to ensure that the proposed programmes are deliverable as part of the approval process.

5.1.9 The following table sets out the proposed PPM expenditure for Highways for 2024/25. Appendix A provides the detailed list and includes the source designation. There are numerous data sources which have been included as part of the programme development such as the value management score and nominations received from stakeholders e.g. Amenity Societies.

5.1.10 The proposed PPM expenditure for Highways, including the 2024/25 and initial designs for the 2025/26 programme is summarised in the following table.

Highways	
Description	Estimated Cost
<b>Carriageway Improvements</b>	
Core carriageway schemes (incl. cycle friendly gullies)	£2,850,000
CCTV on drainage	£160,000
Capitalisation of CAT 2 repairs	£205,000
Client fees (Inc. Compliance and Audit)	£244,000
Design (incl. TTO's)	£370,000
Topo, Coring, Cellar Surveys for 24/25 programme	£175,000
<b>SUB-TOTAL</b>	<b>£4,004,000</b>
<b>Minor Works Programme</b>	
Carriageway & Footway works	£500,000
Client fees (Inc. Compliance and Audit)	£30,000
Design (incl Technical Analysis of ACS)	£75,000
<b>SUB-TOTAL</b>	<b>£605,000</b>
<b>Footway Improvements</b>	
Footway Improvement Programme (includes footway strengthening, mastic asphalt conversion & Damaged Paving)	£1,895,000
Capitalisation of CAT 1 repairs	£155,000

Client fees (Inc. Compliance and Audit)	£140,000
Design	£140,000
Topo, Coring, Cellar Surveys for 24/25 programme	£230,000
<b>SUB-TOTAL</b>	<b>£2,560,000</b>
<b>Surface Water Management Programme</b>	
Drainage Improvement Sites including Deep Drainage and Standing Water defects	£1,100,000
Client Fees (Inc. Compliance and Audit)	£100,000
<b>SUB-TOTAL</b>	<b>£1,200,000</b>
<b>Street Nameplates Programme</b>	
Street nameplates	£50,000
Client Fees (Inc. Compliance and Audit)	£6,000
<b>SUB-TOTAL</b>	<b>£56,000</b>
<b>Asset Management</b>	
Asset Management consultation	£90,000
Value Management for 2025/26 programme development	£29,000
Annual Condition Surveys for 25/26 programme	£90,000
Network Condition Assessment/Analysis for 25/26 programme	£80,000
<b>SUB-TOTAL</b>	<b>£289,000</b>
<b>Voids In Public Highway</b>	
Investigation, inspection, and remedial works	<b>£250,000</b>
<b>Flooding - Reducing impact of Surface Water flooding</b>	
SUDs programme in development with WSP	<b>£700,000</b>
<b>Highways Total</b>	<b>£9,664,000</b>

5.1.11 The total (gross) costs of the Highways PPM programmes in the table above is **£9,664,000** for which financial approval is sought. The current Highways budget provision in the approved capital programme is **£9,664,000**.

### **Surface Water Management Programme**

5.1.11 The surface water management programme is made up of the following areas of work and following the flood events of July 2021 the budget for these elements was increased to accelerate the council's programme to make repairs to the drainage system.

- **Drainage Improvement Sites** – A long list of prioritised drainage improvement sites has been provided in Appendix D. This programme line mainly covers work to reconstruct gullies because they are in need of repair. Some schemes will necessitate large scale excavations because pipe connections between a gully and the main sewer have collapsed and need replacing. A number of sites across the city suffer from standing water after heavy rainfall. This can be due to incorrect pavement levels in the carriageway or footway or the need to provide

extra gullies. Increased expenditure in drainage infrastructure has meant that we have introduced a Value Management approach to identify high risk areas and action accordingly.

- **Drainage Strategy & Inventory** – Long term plans and improvements to the drainage service rely on having an accurate inventory and condition data which can be used to inform and validate strategies to improve the service.

5.1.12 FM Conway are currently carrying out CCTV surveys of the whole drainage system and this work is continuing next year with a view to this being completed in June 24. The repairs identified through the process will form part of the drainage improvements programme as well as issues discovered when carrying out routine/ reactive maintenance.

5.1.13 The council will also CCTV survey all gullies in roads that we plan to resurface to ensure that any drainage repairs are carried out ahead of resurfacing works to minimise future disruption and asset deterioration associated with return visits.

## 5.2 Bridges and Structures

5.2.1 The maintenance identified in this section of the report refers to the City Council's stock of highway structures – bridges, footbridges, tunnels etc. The work identified has been derived by prioritising the outstanding items of work in the current structures 'Workbank'. The Workbank holds a forward plan of capital schemes for delivery over the next 5 to 10 years through either the annual rolling programme of PPM covered by this report, or through other sources of funding such as the City Council's wider Capital Programme or grant funding from Transport for London.

5.2.2 The Workbank and prioritisation process assimilates information and trends from a number of different sources such as the results from the annual inspection programmes, life cycle planning outputs and the general day to day knowledge and understanding of needs associated with managing the highway structures stock.

5.2.3 The annual programme of Planned Preventative Maintenance for Bridges & Structures can be divided into two broad headings:

**Structural** - This is essential to ensure the integrity and load carrying capacity of the Bridge/Structure is maintained.

**Non-Structural** - such work includes:

- Renewal of Mechanical and Electrical equipment
- Renewal of Lighting
- Major Repainting / Corrosion Protection
- Renewal / Replacement of drainage systems etc.

5.2.1 The programme of prioritised Programmed Maintenance for Bridges & Structures in 2024/25 for which financial approval is sought is as follows:

<b>Bridges and Structures PPM 2024/25</b>	
<b>Description</b>	<b>Estimated Cost</b>
<b>Structural</b>	
Pipe Subway – Brickwork Repairs Phase 1 of 5	£250,000
Pipe Subway - Access Improvements - CARBON EFFICIENT SCHEME	£45,100
Pipe Subway – Victoria Embankment Cross Passage Infill	£180,100
Pipe Subway – Charing Cross Access Improvements - CARBON EFFICIENT SCHEME	£109,500
Pipe Subway – Cranbourn Deep Level Access Upgrades and Victoria Embankment	£92,200
Harrow Road Retaining Walls and Arches Phase 2 of 2	£55,400
Canal Bridge Fenders – Locks Bridge	£88,300
Golden Jubilee Footbridges Various works	£79,300
Canal Bridge Fenders – Carlton Bridge	£86,000
Canal Bridge Fenders – Warwick Avenue	£105,300
Harrow Road Underpass Edge Protection	£97,500
Minor Works for Voids	£100,000
<b>Sub-Total</b>	<b>£1,288,700</b>
<b>Non-Structural</b>	
Pipe Subway – LED Lighting Upgrade - Phase 6 of 6	£102,600
Pipe Subway – Utilities Tray Improvements – Immediate Works – Phase 1 of 4	£80,700
Porteous Subway stair treads, drainage and lighting	£84,900
Waterloo Bridge Pump and Fender Replacement	£84,900
Statues and Monuments Inspection Priority Listing	£15,500
Pipe Subway – Ventilation Improvements Trial	£20,100
Pipe Subway – Kingsway Steel carriageway troughs and beam anti corrosion and water management injection Phase 3 of 3	£196,200
Pipe Subway – Handrails and Hop Overs	£35,600
Marble Arch Fountain Optional Study	£6,000
<b>Sub-Total</b>	<b>£541,500</b>
<b>Other costs (split between lines as detailed below)</b>	
Client Costs (including Compliance & Audit costs)	£92,300
Design & Management Costs	£53,300
Risk & Contingency	£131,200



Asset Management – Improvements to BridgeStation	£32,000
Assets of Unknown Origin	£105,000
<b>Sub-Total</b>	<b>£413,800</b>
<b>Bridges and structures Total</b>	<b>2,244,000</b>

5.2.2 The total (gross) costs for the above proposed programmes of work is estimated at **£2,144,000** for which financial approval is sought.

5.2.3 The costs associated with the Pipe Subway Network total **£1,329,000**(including all fees and risk & contingency). All these costs are fully funded by the Utility Companies who house their plant and equipment in the Pipe Subways. The City Council is able to recharge their costs to maintain the Pipe Subway network to the utility companies under the London County Council General Powers Act 1958.

5.2.4 The total income in 2024/25 is expected to be **£1,329,000**, the overall net cost to the city council is therefore **£815,000** for which provision of **£815,000** exists within the current capital programme.

5.2.5 A simple narrative of the requirements of each scheme in the programme of work is provided below.

### **Pipe Subway Works – Various Works**

5.2.6 Westminster is responsible for maintaining a 4.5mile network of underground tunnels in the borough which contain various utility services e.g. gas, water, electricity, communications cables etc. As mentioned in 5.2.6 above, the costs to maintain the pipe subway network is fully recoverable from the utility services. In 2023/24 financial approval is sought of **£1,329,000** (Inclusive of risk and contingency etc. The works required are described in more detail in the narrative below.

5.2.7 These costs are fully rechargeable to the utility companies with equipment in the affected pipe subway.

5.2.8 Work proposed in the Pipe Subway Network in 2024/25 is as follows:

- Brickwork repairs throughout the pipe subway network and further investigations into causes of cracking in the brickwork to develop the most cost-effective repair methodology. The works will be undertaken in highest priority order.
- Deep level access improvements consisting of the replacement of corroded access ladders. Works also include installation of new security doors.
- Anti-corrosion painting to the steel troughs and beams and water management measures in the Kingsway Pipe Subway.

- Following on from the option study, works to combat the effects of condensation on the steel pipes belonging to the utility companies within the pipe subway in particular gas and water. Install methods to increase ventilation within the network and reduce condensation. Reducing condensation will reduce the risk to the utility assets within the network.
- Continued improvements to lighting and utility trays within the pipe subway network.
- Decommissioning and infill of a structurally defective cross passage, that is a fire and security risk

### **Harrow Road Retaining Walls and Arches**

- 5.2.9 Following on from vegetation clearance works undertaken this year, crack and brickwork repairs to be carried out to the retaining walls and arches along Harrow Road
- 5.2.10 Financial approval of **£55,440** (inclusive of all fees, risk & contingency etc.) is sought in 2024/25 to implement this scheme.

### **Canal Bridges Fender Installation and Masonry Repairs**

- 5.2.11 Installation of timber fenders/rubbing rails and repairs to brickwork. At the following canal bridges Warwick Avenue, Lock Bridge and Carlton Bridge the tow path has experienced structural damage due to the absence of protection from river boats.
- 5.2.12 Financial approval of **£279,630** (inclusive of all fees, risk & contingency etc.) is sought in 2024/25 to implement this scheme.

### **Golden Jubilee Footbridge Deck Feasibility and Pier Access Upgrades**

- 5.2.13 Feasibility study on the bridge paving to reduce the number of ad hoc repairs to the paving. Works to improve the pier access where there is current no access ladders.
- 5.2.14 Financial approval of **£79,226** (inclusive of all fees, risk & contingency etc.) is sought in 2024/25 to implement this scheme.

### **Porteous Subway Stair Tread Replacements and Lighting**

- 5.2.15 Replacement of worn and out of specification stair treads with new AATi nosings. Other works include replacement of defective drainage grating and new bulkhead lighting on the retaining wall along the canal. Brickwork and repointing work to the surrounding retaining walls.
- 5.2.16 Financial approval of **£84,940** (inclusive of all fees, risk & contingency etc.) is sought in 2023/24 to implement this scheme.

### **Waterloo Bridge Pump and Fender Replacement**

- 5.2.17 Works to replace the end of life pumps located within the piers, the new pumps with also include remote monitoring that will be able to detect faults. A facility that does not exist at the moment. Works also include fender replacements to access the pier ladders.
- 5.2.18 Financial approval of **£84,980** (inclusive of all fees, risk & contingency etc.) is sought in 2023/24 to implement this scheme.

### **Harrow Road Underpass Edge Protection**

- 5.2.1 The current edge protection at the top of the retaining wall is unsatisfactory and non-compliant. There is the additional requirement due to the adjacent cycle path.
- 5.2.20 Financial approval of **£97,450** (inclusive of all fees, risk & contingency etc.) is sought in 2023/24 to implement the scheme.

### **Marble Arch Fountain Optional Study**

- 5.2.20 Study to compare the potential saving the existing maintenance schedule against capital expenditure for the full refurbishment of the fountain. This study will also review potential revenue and grants that maybe available if a full refurbishment is completed.
- 5.2.20 Financial approval of **£6,100** (including all fees and risk & contingency) is sought in 2024/25 to implement this scheme.

### **Statues and Monuments Inspections**

- 5.2.19 We have identified the highest priority statues and monuments that are cleaned regularly but require a more in-depth inspection of the structures. Defect reports and details of the structure will be added to BridgeStation.
- 5.2.20 Financial approval of **£15,470** (inclusive of all fees, risk & contingency etc.) is sought in 2024/25 to implement this scheme.

### **Asset Management**

- 5.2.26 Financial approval of **£ 37,700** (including all fees and risk & contingency) is sought in 2024/25 to make improvements and implement initiatives that help with planning the capital investment programmes for PPM. These initiatives are essential if the council is to undertake maintenance optimally and achieve value for money. These initiatives typically involve improvements to the Bridge Management System (Bridgestation) and updating Life Cycle Plans etc. the results help inform the forward programme of capital maintenance.

## **Assets of Unknown Origin**

- 5.2.27 Every year the City Council has to deal with assets that are either within the public highway or adjacent to the public highway which have no known ownership. Often these assets have been neglected and require work to repair or make safe. It is usually the City Council that has to step in and deal with these assets as part of its obligation under the Highways Act 1980 to maintain a network which is in safe operating condition.
- 5.2.28 Typical examples of such assets recently have been the Lancaster Gate Memorial and the Police Call Box in Piccadilly etc. These assets are often legacy structures which still remain after adjacent buildings have long since been demolished and no clear ownership remains, or the time taken to establish ownership is likely to be lengthy and work is required urgently.
- 5.2.29 Financial approval of **£105,000** is sought in 2024/25 to deal with these assets of unknown origin and where necessary make safe and repair if it is deemed appropriate for public safety reasons.
- 5.2.30 Financial approval of **£100,000** is sought for Minor Works. This is for assets of poor condition but over a relatively small amount and would therefore not normally qualify for the main PPM programme.

## **5.3 Public Lighting**

- 5.1.1 In developing the annual programme of Planned Preventive Maintenance (PPM) for Public Lighting, recognised and established Asset Management principles and techniques have been applied with a view to prolonging the life of the asset and/or maintaining structural capacity and meet the city for all objectives ensuring that public lighting is efficiently managed and that its residents and visitors can enjoy safe and well-lit streets.
- 5.1.2 The programme of proposed schemes, which is presented in more detail in **Appendix D**, has been through a prioritisation process using the City Council's Lighting Value Management Model (LVMM). This process considers a range of factors e.g. structural integrity, lighting efficiency and performance, social locations and road hierarchy. Improvements to the data calculating these factors has been undertaken to further align with the Fairer Westminster pillars.
- 5.1.3 The following table summarises the proposed 2024/25 annual programme of PPM for Public Lighting together with the estimated costs against each budget heading of the overall programme.

<b>Lighting</b>	
<b>Description</b>	<b>Estimated Cost</b>
Lighting Improvements	£1,649,000
Aged Expired Equipment	£385,000
Cherished Columns	£82,000
Load Testing	£150,000
Structurally Critical Columns	£636,000
Illuminated Sign Replacement	£50,000
<b>Lighting PPM Total</b>	<b>£2,952,000</b>

- 5.1.4 The total cost for the above proposed PPM programmes of work is estimated at **£2,952,000** (Inclusive of all fees, risk and contingency and design costs), for which financial approval is sought. Provision for this expenditure exists within the approved capital programme for 2024/25.

### **Lighting Improvements**

- 5.1.5 A works programme that comprises of 'whole street' improvements to meet the Westminster Lighting Standard requiring replacement of all Columns and/or Lanterns. A 'Value Management' prioritisation process is used based on an aggregated score of structural risk, lighting deficiency, and visual condition of the column, lantern and electrics. In addition, the process takes account of other 'Local' factors including, accident black-spots, low lighting levels, high crime area, prime site/important streets, area of significant pedestrian use and complaints.
- 5.1.6 The Value Management process has been revised to include the recent visual inspection Guidance Note 22 Asset Management Toolkit: Minor Structures (GN22), providing street and asset level column condition. This aligns with the risk-based approach of Well Managed Highway infrastructure.
- 5.1.7 The councils LED/CMS rollout in 2019-2022 has greatly reduced energy consumption and carbon emissions. And the budgets usage has reflected this with a greater amount of column replacements and re-use of existing LED lanterns.
- 5.1.8 2021/22's asset inventory update has provided improvements to our asset locations and their current attachments to improve our knowledge of our columns remaining useful life, improving our future LVMM process.
- 5.1.9 As part of future proofing, the use of our columns for other uses beyond its primary function of providing light to the highway, for attachments such as EV chargers, Wi-Fi/4G, CCTV cameras, and smart sensors, has resulted in trials

of double door columns for our standard column type as well as the Small Grey Wornums to allow adequate room for their equipment. This report requests the acceptance of double door columns as normal use going forward for these types of columns when replaced.

- 5.1.10 For Large Grey Wornums double door trials on residential roads, they produced issues with the height of the relocated parking signage being high and aesthetic considerations, hence recommendation is that single door Large Grey Wornum columns adjacent to parking bays in residential roads are used then these types of columns are replaced.

### **Age Expired**

- 5.1.11 A key part of the annual PPM programme is 'Age Expired Equipment'. It is essential to replace equipment that has become 'age expired' or beyond economical repair. The current approach is to replace assets in line with asset life included within 'life cycle' planning. So, as an example: for an asset that has an 'asset life' of say 40 years this would assume a replacement programme of 2.5% of the stock each year. Similarly, for an 'asset life' of say 20 years this would assume a replacement programme of 5% of the stock each year.

- 5.1.12 The 'Lighting Improvement' and 'Age Expired Equipment' programmes are closely aligned to prioritise lighting improvements towards those streets where assets are at or reaching end of life.

### **Cherished Columns**

- 5.1.13 A specific 'Cherished Column' replacement programme, included to deal with 'age expired heritage columns' many of which are protected as 'listed' items of street furniture and therefore protected in law and are of significant historic value.
- 5.1.14 Our historic stock of cast iron columns also requires attention, and now there are companies who can recondition existing stock allowing re-use of assets and not replacement, extending useful life and providing, whilst reducing carbon impact of whole replacement.

### **Load Testing**

- 5.1.15 To ensure that the structural risk is understood and managed an annual programme of load testing was introduced following the catastrophic failure of a lamp column in Cavendish Square on 5 January 1998.
- 5.1.16 Non-destructive load testing is a vital asset management tool to understand the structural condition of columns and their life expectancy. Other, more specialised, testing is also undertaken on some cherished equipment, including magnetic crack detection testing and thickness testing.

- 5.1.17 Records from previous testing programmes help build up ‘deterioration profiles’ of the asset types and life characteristics.
- 5.1.18 The application of GN22 will also include testing and inspections of our flashing beacon and illuminated signposts, to gauge their condition and incorporate into replacement programmes. GN22 provides a step-by-step column assessment as part of a risk-based approach that aligns with the code of practice well-managed highway infrastructure.

### **Structurally Critical Columns**

- 5.1.19 Any column found to be structurally unsafe or at risk, following analytical assessment (load testing) and specialist investigation during the current financial year, is replaced under the budget for ‘Structurally Critical Columns’.
- 5.1.20 The two-year enhanced programme to replace older Large Grey Wornum columns is due for completion by the end of 2023/24.
- 5.1.21 Part of this budget is also to be used to further develop the City Council’s risk management strategy for lighting columns and to develop improved deterioration modelling to ensure that best value is achieved.

### **Illuminated Signs Replacement**

- 5.1.22 The Council has focused on de-illumination of signs as part of the 20mph speed limit put in place in 2020 where road safety audits confirm the de-illumination in line with current traffic sign regulations, reducing energy usage and carbon on an intelligence led approach as part of the Well Managed Highways Code of Practice.
- 5.1.23 Where a sign still needs to be illuminated, we will change to externally illuminated LED signs, rather than internally illuminated. This will allow expected future changes to de-illumination requirements to be implemented easier.
- 5.1.24 Similarly, signs found on plastic bollards, usually on centre islands, will also be de-illuminated in line with the council 20mph speed limit. To improve vehicle headlight reflectance of bollards, standard use of white reflective strips around the bollard base will be used.

### **Gas street lighting electrification programme**

- 5.1.25 Westminster City Council are the custodians of an historic catalogue of Cherished and Listed lighting furniture.
- 5.1.26 Following the engagement review in November 2022, 174 of the gas lights are proposed to remain, with the remaining 94 unlisted assets to be changed to the gas effect LED, along with additional infills to improve lighting levels in roads with moderate and high crime reports. This is subject to the ongoing unlisted asset review by Historic England and council planning department during 2023.

- 5.1.27 Listed gas lit roads will now require infill electric light columns to greatly improve lighting levels to all road users to help reduce fear of crime and the nighttime economy.
- 5.1.28 Financial approval for works in 2024/25 of **£870,000** is required to progress with unlisted Gas electrification and column infill programme. This budget will also enable us to carry out any safety critical works that arise.

### **Isolated Pitches & Market Electrics**

- 5.1.29 With the growth, development and changing nature of markets and isolated pitches, the power demands have also increased beyond the design capabilities of the local network. In addition, it has been sometime since these power facilities have been upgraded to modern standards. Too often in recent years these power sources have failed.
- 5.1.30 The budget is for investigation and improvements to the existing infrastructure only and to bring up to current standards.
- 5.1.31 Financial approval of £1,100,000 was provided in 2019/20 and this work will continue into 2024/25 following surveys during 2022 & 2023. **£50,000** for Market electrical improvements and **£330,000** of Isolated Pitch improvements required. No further funds are required at this stage.

## **6 Financial Implications**

- 6.1 The total gross expenditure in 2024/25 required to implement the annual works programmes for Programmed Maintenance of the City Council's Highways, Bridges & Structures and Public Lighting programmes, as set out paragraphs 2.1 to 2.4 of this report is **£14,840,000** for which financial approval is sought.
- 6.2 Taking into consideration, income statutory undertakers for work on the pipe subways totalling **£1,329,000**, the overall net cost to the City Council in 2024/25 will be **£13,511,000**
- 6.3 Budget provision of **£13,511,000** for PPM across Highways, Lighting and Bridges and Structures is contained within the current approved capital programme.
- 6.4 The revenue impact of funding the Capital Programme through borrowing will be met from the corporate budget provision for debt charges. However, City Management and Communities will be charged the depreciation cost for these assets, which are dependent on their useful life.
- 6.5 The PPM programmes are considered such that they will have no negative impact regarding revenue maintenance costs in the future.



## 7. Legal Implications

- 7.1 The City Council, as local highway authority, has a duty under the Highways Act 1980 to ensure the effective maintenance and management of the Westminster's highway and highway assets (including lighting), so that they remain safe and effective.
- 7.2 Legal Services (ref: Isaac Carter) has considered this report and is satisfied that the PPM set out in paragraph 5 of this report helps discharge the City Council's duty ( as per paragraph 7.1 above) in this respect.

## 8 Carbon Impact

8.1 The Council's Highways Department continues to transition the way it delivers its Highways Maintenance activities and public realm schemes to the low carbon operating model developed after the King Street trial in 2020.

A carbon baseline of 8,000 Tonnes of CO<sub>2</sub>e was established in 2023/24, this was calculated based on an analysis of all materials and fuel consumed by our term-maintenance contractor (FM Conway) in the previous financial year (22/23). This figure was established by analysing all materials (including fuel) procured by FM Conway in 22/23 and applying carbon factors.

FM Conway grouped the materials bought on behalf of Westminster to deliver the various maintenance activities they carry out and public realm projects they delivered in 2022/23. Materials were grouped into over 20 material types to arrive at the 8,000 Tonnes of CO<sub>2</sub>e emissions. However, of the 20 or so material groups, 90% of the carbon emissions can be attributed to only a handful of material types, these are detailed below.

Material Type	Tonnes CO <sub>2</sub> e
1. Cementitious/concrete Products	2,670
2. Asphalt (Road surfacing)	1,371
3. Natural Stone (York stone, granite kerbs/setts etc.	1,106
4. Street Furniture (Including Lighting columns)	481
5. Fuel (Mainly Diesel)	1,456
<b>TOTAL</b>	<b>7,084</b>

A series of Workshops have been held in this year (23/24) covering the materials in the table above and looking at how carbon can be reduced in each of these material groups. By the end of the 23/24 financial year the intention is to identify year on year reduction targets to 2030 and beyond to 2040, these being the carbon net zero targets for Westminster and London respectively.

By the end of the 23/24 financial year, it is hoped officers will have agreed carbon reduction targets to 2030 and 2040. Carbon emissions calculated in the future will always be linked back to the 8,000 Tonnes CO<sub>2</sub>e baseline year to allow for fluctuations in workload. Carbon will be monitored annually and checked against the targets, if necessary targets will be adjusted.

In 2024/25, the priority is to develop a Carbon Management Plan which clearly sets out the work that has been done to date in Highways to reduce its carbon emissions, the targets it has set itself for 2030 and 2040 and how it is calculating and monitoring its carbon emissions. This piece of work is seen as essential ahead of the highways contract re-let in 25/26.

## **9. Consultation**

- 9.1 The 2024/25 forward programmes have been developed following consultation with the Highways Review Panel and exercises with Ward Members, Amenity Societies, highway inspectors and key stakeholders.
- 9.2 The results of the consultation have been reviewed and, where justified, included in the list of scheme proposals contained in this report.
- 9.3 In respect of the individual schemes Public Notices will be used to advertise the proposed works in a given location and would give the outline details of works. In addition, a letter-drop to affected households will be made outlining details of the scheme with a plan and contact details of appropriate contractor/client officers.

## **10. Crime and Disorder Act 1998**

- 10.1 It is recognised that good street lighting has a deterrent effect on street crime and burglaries etc. All street lighting improvement schemes within the capital programme, take into account the need for better lighting. The Lighting against Crime programme is specifically targeted at crime hot-spots identified using information relating to crime and developed in liaison with the police. The change to the use of white light sources is having beneficial effects on the quality of the night-time CCTV and for individuals to be able to recognise friend or foe more easily.

## **11. Health and Safety Issues**

- 11.1 All works undertaken will be closely monitored and carried out to the requirements of the Health & Safety at Work Act 1974 and the Construction (Design and Management) Regulations 2015.

## **12. Impact on Health and Wellbeing**

- 12.1 The proposals identified in this report are considered to have a minimal impact on the health and wellbeing of the community. Whilst some low-level negative impacts may be experienced during the construction phase (associated with dust and noise nuisance), overall the works are expected to produce benefits for the community associated with the highway improvements.
- 12.2 Its more likely that Health and Wellbeing would be impacted if funding was not agreed.

## **13. EQUALITIES IMPLICATIONS**

- 13.1 Under the Equalities Act 2010 the council has a “public sector equality duty”. This means that in taking decisions and carrying out its functions it must have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the 2010 Act;
- to advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it; and to
  - foster good relations between persons who share a relevant protected characteristic and those who do not share it.
- 13.2 The City Council is also required to have due regard to the need to take steps to take account of disabled persons’ disabilities even where that involves more favourable treatment; to promote more positive attitudes toward disabled persons; and to encourage participation by disabled persons in public life. The 2010 Act states that “having due regard” to the need to promote equality of opportunity involves in particular having regard to:
- the need to remove or minimise disadvantages suffered by persons sharing a protected characteristic;
  - take steps to meet the needs of persons sharing a protected characteristic that are connected with it;
  - take steps to meet the needs of persons who share a protected characteristic that are different from those who do not; and
  - encourage persons with a protected characteristic to participate in public life or any other activity in which participation by such persons is disproportionately low.
- 13.3 The courts have held that “due regard” in this context requires an analysis of the issue under consideration with the specific requirements set out above in mind. It does not require that considerations raised in the analysis should be

decisive; it is for the decision-maker to decide what weight should be given to the equalities implications of the decision.

- 13.4 The equalities impacts of Planned Preventative Maintenance (PPM) programme for 2024/25 in respect of Highways, Public Lighting & Bridges and Structures on the users of the various Council assets which are the subject of this report have been considered in the creation of this report.

**If you have any queries about this Report or wish to inspect any of the Background Papers, please contact:**

**Mark O'Leary**

[moleary@westminster.gov.uk](mailto:moleary@westminster.gov.uk)

## **APPENDICES**

**Appendix A - Carriageways Improvement Programme**

**Appendix B – Footways Improvement Programme**

**Appendix C – Minor Works Programme**

**Appendix D – Street lighting programmes**

**Appendix E – Drainage works programme**

**Appendix F – Highways Review Panel Statement**

*NB: For individual Cabinet Member reports only*

For completion by the **Cabinet Member City Management**

**Declaration of Interest**

I have <no interest to declare / to declare an interest> in respect of this report

Signed: \_\_\_\_\_ Date: \_\_\_\_\_  
NAME: Councillor Paul Dimoldenberg  
\_\_\_\_\_

State nature of interest if any:

*(N.B: If you have an interest, you should seek advice as to whether it is appropriate to make a decision in relation to this matter)*

For the reasons set out above, I agree the recommendation(s) in the report entitled

**Planned Preventative Maintenance (PPM) programme for 2024/25 in respect of Highways, Public Lighting & Bridges and Structures** and reject any alternative options which are referred to but not recommended.

Signed: \_\_\_\_\_  
Cabinet Member for City Management

Date: \_\_\_\_\_

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, City Treasurer and, if there are resources implications, the Director of People Services (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the

criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

## **Other Implications**

- 1. Resources Implications**
- 2. Business Plan Implications**
- 3. Risk Management Implications**
- 4. Health and Wellbeing Impact Assessment including Health and Safety Implications – See Section 11**
- 5. Crime and Disorder Implications – See section 10**
- 6. Impact on the Environment**
- 7. Equalities Implications – See section 13**
- 8. Staffing Implications – See section 13**
- 9. Human Rights Implications**
- 10. Energy Measure Implications**
- 11. Communications Implications**
- 12. Counter Terrorism and Security Implications**

Note to report authors: If there are particularly significant implications in any of the above categories these should be

## Appendix A – Provisional Carriageways Improvement Programme 2024/2025

CMR Year	Category	Road Name	Location / Extents	Ward	VM Score	VM Rank	CMR Value
24/25	c/w	Grosvenor Square	20 Grosvenor Square to 34 Grosvenor Square	West End	95	1	£200,000
24/25	c/w	Harrow Road	Kilburn Lane to 551-557 Harrow Road	Queen's Park	95	1	£42,000
24/25	c/w	Eastcastle Street (East)	Newman Street to Wells Street	West End	90	18	£41,000
24/25	c/w	Eastcastle Street (West)	Wells Street to Great Titchfield Street	West End	90	18	£56,000
24/25	c/w	Bell Street	Penfold Street to Lisson Grove	Church Street	83.75	52	£73,000
24/25	c/w	Southwick Street	Star Street to Hyde Park Crescent	Hyde Park	82.5	67	£54,000
24/25	c/w	Bickenhall Street	Gloucester Place to Baker Street	Marylebone	77.5	70	£29,000
24/25	c/w	Droop Street	Sixth Avenue to Ilbert Street	Queen's Park	77.5	70	£45,000
24/25	c/w	Fourth Avenue	Ilbert Street To Droop Street	Queen's Park	77.5	70	£40,000
24/25	c/w	Conduit Street	New Bond Street to Regents Street	West End	62.5	113	£189,000
24/25	c/w	Great Titchfield Street	Mortimer Street to New Cavindish Street + Little Titchfield	West End	62.5	113	£110,000
24/25	c/w	New Cavendish Street	Portland Place to Marylebone High Street	Marylebone	62.5	113	£155,000
24/25	c/w	Trafalgar Square	Roundabout	St James's	62.5	113	£188,000
24/25	c/w	Albemarle Street	Piccadilly to Grafton Street (incl Stafford Street)	West End	57.5	154	£100,000
24/25	c/w	Carlos Place	Property No. 7 to Grosvenor Square	West End	57.5	154	£34,000
24/25	c/w	Green Street	North Audley Street to Park Lane incl Dunraven Street	West End	57.5	154	£92,000
24/25	c/w	Palace Street	Buckingham Palace Road to Castle Lane	St James's	57.5	154	£96,000
24/25	c/w	Queen Street	Curzon Street to Charles Street	West End	57.5	154	£31,000
24/25	c/w	Savoy Way	Savoy Hill to Carting Lane incl Savoy Hill	St James's	57.5	154	£39,000

24/25	c/w	Rossmore Road	Gloucester Place to Fourth Feathers Club	Regents Park	56.25	327	£132,000
24/25	c/w	Rossmore Road / Lisson Grove	junction to end of bus cage on WBnd direction	Church Street / Regents Park	56.25	327	£78,000
24/25	c/w	Cathrine Place	Wilfred Street to Palace Street incl Buckingham Place	St James's	51.25	334	£37,000
24/25	c/w	Great Portland Street	Oxford Street to Mortimer Street	West End	46.25	382	£82,000
24/25	c/w	Harley Street	Marylebone Road to Property No.128	Marylebone	46.25	382	£31,000
24/25	c/w	Harrow Road	opp Lords Hill Bridge to Westbourne Terrace Road	Westbourne	46.25	382	£128,000
24/25	c/w	Prince Albert Road (East)	Avenue Road to Charlbert Street	Regent's Park	46.25	382	£133,000
24/25	c/w	Seymour Street	Great Cumberland Street to Stanhope Street	Marylebone / West End / Hyde Park	46.25	382	£52,000
24/25	c/w	Charles Street	Chesterfield Street to Berkeley Square	West End	45	433	£75,000
24/25	c/w	Eaton Place (Nom)	Eaton Square to Chesham Street	Knightsbridge & Belgravia	45	433	£56,000
24/25	c/w	Rutland Street & Fairholt Street	Montpelier Walk to Cheval Place	Knightsbridge & Belgravia	45	433	£27,000
24/25	c/w	Duke Street	Grosvenor Square to Brown Hart Gardens + George Yard	West End	41.25	617	£64,000
24/25	c/w	Harewood Avenue	o/s Wimborne house	Regent's Park	41.3	617	£26,000
24/25	c/w	Manchester Street	Dorset Street to George Street	Marylebone	41.25	617	£70,000
24/25	c/w	Marylebone High Street	New Cavendish to Paddington Street	Marylebone	41.25	617	£65,000
24/25	c/w	Moxon street	Ashland Place to Marylebone High Street	Marylebone	28.75	1157	£39,000
24/25	c/w	Chesham Street & Chesham Place	Eaton Place to Chesham Place	Knightsbridge & Belgravia	28.8	1157	£88,000
24/25	c/w	Gloucester Square	Radnor Place to Sussex Place	Hyde Park	28.75	1157	£59,000
24/25	c/w	Hyde Park Crescent	Southwick Place to Southwick Street	Hyde Park	12.5	1991	£44,000



## Appendix A2 – Provisional Reserve List for Carriageways Improvements (24/25 Provisional Programme) -

The below reserve list schemes are subject to re-evaluation and re-assessment during the 2024/2025 period.

CMR Year	Category	Road Name	Location / Extents	Ward	VM Score	VM Rank	CMR Value
Reserve	c/w	John Islip + Dean Ryle	Marsham Street to Horseferry Road	Vincent Square	51.25	334	£146,000
Reserve	c/w	Harrow Road	Westbourne Terrace Road to Warwick Crescent	Westbourne	46.25	382	£80,000
Reserve	c/w	Rutland Gate	Except east entrance section to the street	Knightsbridge & Belgravia	45	433	£140,000
Reserve	c/w	Tavistock Road (Nom)	St Luke's Road to Great Western Road	Westbourne	45	433	£72,000
Reserve	c/w	Gloucester Terrace	Orsett Terrace to Ranelagh Bridge	Bayswater	41.25	617	£71,000
Reserve	c/w	Bessborough Street	St Georges Square to Drummond Gate	Pimlico South / Pimlico North	41.25	617	£140,000
Reserve	c/w	Westbourne Grove	Queensway to Westbourne Grove Terrace	Bayswater	30	1133	£40,000
Reserve	c/w	Molyneux Street	Crawford Place to Harrowby Street	Marylebone	28.75	1157	£36,000
Reserve	c/w	Nutford Place	Seymour Place to Forset Street	Marylebone	28.75	1157	£42,000
Reserve	c/w	Upper Montagu Street	Marylebone Road to Montagu Place	Marylebone	28.75	1157	£77,000
Reserve	c/w	Connaught Square	whole Square	Hyde Park	18.75	1876	£58,000
Reserve	c/w	Hyde Park Square	North arm and west side	Hyde Park	12.5	1991	£47,000

## Appendix B – Provisional Footways Improvement Programme 2024/2025

CMR Year	Category	Road Name	Location / Extents	Ward	VM Score	VM Rank	CMR Value
24/25	f/w	Lisson Grove	Church Street to Frampton Street (west side)	Church Street	100	1	£195,000
24/25	f/w	Wilton Road	Gillingham Street to Warwick way	Pimlico North	100	1	£83,000
24/25	f/w	Binney Street	Oxford Street to Weighouse Street	West End	95	22	£43,000
24/25	f/w	Green Street	North Audley Street to Park Street	West End	95	22	£101,000
24/25	f/w	Randolph Avenue	Carlton Vale to Elgin Avenue (east side)	Maida Vale	95	22	£200,000
24/25	f/w	Regency Street (Page Street)	opp junction with Page Street + top section of Page Street	Vincent Square	95	22	£32,000
24/25	f/w	Elgin Avenue	Chippenham Road – Selbourne House (36a)	Harrow Road	91.25	60	£72,000
24/25	f/w	Balfour Place	Mount Street to Aldford Street	West End	90	62	£33,000
24/25	f/w	Broad Sanctuary	Infront of United Nations Green (cobble)	St James's	90	62	£30,000
24/25	f/w	Dunraven Street	North Row to Wood's Mews	West End	90	62	£65,000
24/25	f/w	Broadley Street	Lisson Gr to Ashbridge St - Penfold St to Edgware Rd - Penfold St to Salisbury St	Church Street	88.75	85	£112,000
24/25	f/w	Fermoy Road	Hormead Road – Great Western Road full length left hand side only	Harrow Road	88.75	85	£80,000
24/25	f/w	Fernhead Road	Shirland Road to Kilburn Lane West side only	Queen's Park	88.75	85	£241,000
24/25	f/w	Fernhead Road (south end)	Elgin Avenue (end of setts) – Errington Road Both sides	Harrow Road	88.75	85	£67,000
24/25	f/w	Montpelier Street	Brompton Road to Montpelier Mews	Knightsbridge & Belgravia	88.75	85	£35,000
24/25	f/w	Claverton Street	Grosvenor Road to Lupus Street - check opp side as well	Pimlico South	82.5	115	£113,000
24/25	f/w	Cramer Street	Moxon Street to St.Vincent Street	Marylebone	82.5	115	£34,000
24/25	f/w	Dawson Place	Chepstow Place to Hereford Road	Bayswater	77.5	144	£53,000
24/25	f/w	Droop Street	Ilbert Street to Queens Park Court West side only	Queen's Park	77.5	144	£41,000

24/25	f/w	Southwick Place	Hyde Park Square to Hyde Park Crescent	Hyde Park	77.5	144	£44,000
24/25	f/w	Great Peter Street	Perkins rents to St Anns street mastic + No 31 to Lord North and opp f/w from Lord North to next junction	St James's	65	212	£79,000
24/25	f/w	Manchester Street (Nom)	Blandford Street to Dorset Street (west side)	Marylebone	46.25	1139	£61,000
24/25	f/w	Churchill Gardens Road	Claverton Street to Johnson's Place	Pimlico South	45	1484	£38,000
24/25	f/w	Chesterfield Street	both sides	West End	45	1484	£43,000

## Appendix B2 – Provisional Reserve List for Footway Improvements (24/25 Provisional Programme)

The below reserve list schemes are subject to re-evaluation and re-assessment during the 2024/2025 period.

CMR Year	Category	Road Name	Location / Extents	Ward	VM Score	VM Rank	CMR Value
Reserve	f/w	Cavendish Avenue	No. 17 to Circus Road west side only	Abbey Road	97.5	12	£84,000
Reserve	f/w	Saltram Crescent	Fernhead Road to Shirland Road (east side)	Harrow Road	88.75	85	£205,000
Reserve	f/w	Ashmore Road	Marban Road to Shirland Road East side only	Queen's Park	55	94	£107,000
Reserve	f/w	Portnall Road	Shirland Road to Kilburn Lane East side only	Queen's Park	82.5	115	£157,000
Reserve	f/w	Portnall Road	Shirland Road to Kilburn Lane West side only	Queen's Park	82.5	115	£161,000
Reserve	f/w	Southwick Street	Star Street to Sussex Gardens	Hyde Park	82.5	115	£32,000
Reserve	f/w	Cumberland Street	Sussex Street to Clarendon Street (buildouts on corners)	Pimlico South	77.5	144	£44,000
Reserve	f/w	Lowndes Square	William Street to Lowndes Street	Knightsbridge & Belgravia	77.5	144	£137,000
Reserve	f/w	St Luke's Road	Tavistock Crescent to Westbourne Park Road (left hand side)	Westbourne	77.5	144	£77,000

Reserve	f/w	St Mary's Square	St Mary's Terrace to Church Yard Walk	Little Venice	77.5	144	£53,000
Reserve	f/w	Eamont Street	Prince Albert Road to Mackennal Street Northern side only	Regent's Park	77.5	144	£32,000
Reserve	f/w	Strand	Property No.222 to Property No 210	St James's	62.5	258	£33,000
Reserve	f/w	Queen Anne's Gate	Broadway to top of street both sides	St James's	62.5	258	£45,000
Reserve	f/w	Moreton Street	Belgrave Road to Moreton Terrace (north side)	Pimlico North	57.5	508	£41,000
Reserve	f/w	Chippenham Road (Nom)	Lanhill Road to Shirland Road (east side)	Maida Vale	56.25	759	£39,000
Reserve	f/w	Harrow Road	Sixth Avenue to St John's Terrace (north side)	Queen's Park	51.25	835	£113,000
Reserve	f/w	Westbourne Grove (Nom)	Property No 114 to Property No.120	Bayswater	51.25	835	£61,000
Reserve	f/w	Charlwood Street	St Georges Drive to Lupus Street	Pimlico North	50	966	£152,000
Reserve	f/w	Denbigh Street	Denbigh Place to Gloucester Street (west side)	Pimlico North	50	966	£37,000
Reserve	f/w	Upper Berkeley Street	No.10 to Great Cumberland Place	Marylebone	46	1139	£32,000
Reserve	f/w	Sussex Street	Winchester Street to Sutherland (north side)	Pimlico South	45	1484	£55,000
Reserve	f/w	Carlton Hill (Nom)	Hamilton Terrace to Edgeware Road (south side)	Abbey Road	42.5	1955	£93,000
Reserve	f/w	Warrington Gardens	Castelain Road to Warwington Crescent	Little Venice	34	2708	£49,000
Reserve	f/w	Glentworth Street (Nom)	Melcomb Street to Marylebone Road	Marylebone	33.75	2708	£113,000
Reserve	f/w	Montagu Square (Nom)	George Street to Montagu Place (east side)	Marylebone	33.75	2708	£83,000
Reserve	f/w	Salem Road	Moscow Road to Queen's Mews (east side)	Lancaster Gate	28.75	3047	£29,000

## Appendix C – Minor Works Programme

The proposed programme includes both footway and carriageway schemes for 2024/25 and are presented in the table below.

CMR Year	Category	Road Name	Location / Extents	Ward	VM Score	VM Rank	CMR Value
24/25	c/w MWP	Durham House Street	John Adam Street to End	St James's	90	18	£10,000
24/25	c/w MWP	St Ermin's Hill	Broadway to End	St James's	90	18	£11,000
24/25	c/w MWP	Chesterfield Street	Charles Street To Curzon Street	West End	77.5	70	£25,000
24/25	c/w MWP	Somers Crescent	Radnor Place to Hyde Park Crescent	Hyde Park	77.5	70	£24,000
24/25	c/w MWP	Riding House Street	Candover to Great Portland Street	West End	62.5	113	£24,000
24/25	c/w MWP	John Adam Street	Villiers Street to Durham House Street incl York Buildings	St James's	57.5	154	£24,000
24/25	c/w MWP	Little Portland Street	Great Titchfield Street to Regent Street	West End	57.5	154	£19,000
24/25	c/w MWP	St George Street	Conduit Street to Maddox Street	West End	57.5	154	£23,000
24/25	c/w MWP	Wilfred Street	Palace Street to Buckingham Gate	St James's	57.5	154	£21,000
24/25	c/w MWP	York Street	Upper Montagu Street to Gloucester Place	Marylebone	57.5	154	£14,000
24/25	c/w MWP	Cheval Place	Rutland Street to Montpelier Street	Knightsbridge & Belgravia	51.25	334	£23,000
24/25	c/w MWP	Marsham Street	Pedestrian crossing at junction with Vincent Street	Vincent Square	46.3	382	£22,000

24/25	c/w MWP	Chichester Street (Nom)	St George's Square to Claverton Street	Pimlico South	45	433	£16,000
24/25	c/w MWP	Romilly Street	Dean Street to Moor street	West End	45	433	£21,000
24/25	c/w MWP	Great Castle Street	Regent Street to Market Place	West End	41.25	617	£11,000
24/25	c/w MWP	Charlbert street	St John's Wood Terrace to Allitsen Road	Regent's Park	40	952	£25,000
24/25	c/w MWP	Warwick Place	Warwick Avenue to Blomfield Road	Little Venice	28.75	1157	£17,000
24/25	c/w MWP	St Michael's Street	Bouverie Place to Norfolk Place	Hyde Park			£13,000
24/25	f/w MWP	Old Park Lane	Section behind the hotel	West End	95	22	£13,000
24/25	f/w MWP	Tothill Street	junction with Victoria Street	St James's	90	62	£25,000
24/25	f/w MWP	Hanway Street	Oxford Street to Tottenham Court Road	West End	82.5	115	£25,000
24/25	f/w MWP	Wilton Crescent	island at the junction with Belgrave Square	Knightsbridge & Belgravia	77.5	144	£9,000
24/25	f/w MWP	Dean Street	Bateman Street to Bouchier Street (east side)	West End	51.25	835	£19,000
24/25	f/w MWP	Chapter Street	Esterbrooke St to No 22 & Douglas to main road	Vincent Square	45	1484	£25,000
24/25	f/w MWP	Charlwood Street (north end)	Vauxhall Bridge Road to Repton House (south side)	Pimlico North	45	1484	£25,000
24/25	f/w MWP	Lower James Street	Golden Square to Brewer Street (east side)	West End	45	1484	£11,000

## Appendix C2 – Provisional Reserve List for Minor Works Programme (24/25 Provisional Programme)

The below reserve list schemes are subject to re-evaluation and re-assessment during the 2024/2025 period.

CMR Year	Category	Road Name	Location / Extents	Ward	VM Score	VM Rank	CMR Value
Reserve	c/w MWP	Conduit Place	Spring St To London St	Hyde Park	83.75	52	£15,000
Reserve	c/w MWP	Pitt's Head Mews	Park Lane to Stanhope Row	West End	77.5	70	£17,000
Reserve	c/w MWP	Craven Street	End Of C/Way to Strand	St James's	65	107	£22,000
Reserve	c/w MWP	Clarges Street	Curzon Street to Clarges Mews incl the Mews	West End	57.5	154	£21,000
Reserve	c/w MWP	Talbot Road	St Stephen's Crescent to Property No.18	Bayswater	28.75	1157	£22,000
Reserve	c/w MWP	Homer Row	Old Martlebone Road to Crawford Street	Marylebone	28.75	1157	£8,000
Reserve	f/w MWP	Stanhope Row	Market Mews to Hertford Street	West End	77.5	144	£12,000
Reserve	f/w MWP	Devereux Court	Main devereux facing Essex street	St James's	65	212	£14,000

## Appendix D – Street lighting programmes

### Core Lighting Improvements

A Value Management prioritisation process is used to develop the list of schemes presented in the table below. The process is based on an aggregated score of structural risk, energy efficiency, local factors, performance rating, and efficiency management.

Street	Ward	Existing Assets	Source	Proposed Improvements	Estimated Cost
CIRCUS ROAD	Abbey Road	24	LVMM	Double door standard 8m columns	£226,391
HALL ROAD	Abbey Road	16	LVMM	Double door standard 8m columns	£150,927
WESTBOURNE GROVE	Bayswater	31	LVMM & Nomination	Replace to meet Master Plan Large Grey Wornum & luminaire	£297,182
WALMER PLACE/VIRGIL PLACE	Marylebone	0	LVMM	Provide lighting of the highway	£46,995
BESSBOROUGH STREET	Pimlico North/South	12	LVMM	Replace to meet Master Plan Large Grey Wornum & luminaire	£115,038
HARROW ROAD	Westbourne/Harrow Road	42	LVMM	Double door standard 8m columns Great Western Road to Westbourne Terrace Road	£393,167
LOCALISED SCHEMES	Various		Nomination	Including Lighting Against Crime, noted below	£142,000
ALL	All			Design, Auditing, Asset Management Costs	£149,000
ALL	All			Enabling works for 2024/25	£128,300
Total					£1,649,000

### Localised Schemes

The schemes in the table below are for small ad-hoc schemes of a localised nature. A public concern is street crime and fear/perception of crime, where lighting has been shown to reduce this. Note that the full budget has not been allocated to allow for ad-hoc interventions that may be required throughout the year based on budget and if new nominations are received in adequate time.

Street	Ward	Existing Assets	Source	Proposed Improvements	Estimated Cost
EBURY SQUARE/AVERY FORM ROW/CUNDY STREET	Knightsbridge & Belgravia	15	Nomination	Improve lighting levels	£39,258
BROOK MEWS NORTH/UPBROOK MEWS	Lancaster Gate	13	Nomination	Improved lighting levels - subject to building attachment wayleave approval	£12,000
CATO STREET	Marylebone	6	Nomination	Improve lighting levels	£12,016



AYLESFORD STREET	Pimlico South	16	Nomination	Replace existing lanterns to improve lighting levels due to report of increased crime from Police	£25,000
JONES STREET	West End	0	Nomination	Uplighters not to council specification to light highway, to remove and install columns	£18,798
POLAND STREET/GREEK ST/OLD COMPTON ST	West End	15	Nomination	Replace existing lanterns to improve lighting levels due to report of increased crime from Police	£30,000

## Age Expired Schemes

The various components of street lighting deteriorate at differing rates. Typically, columns have an assumed life of 40 years, whereas the assumed life of lanterns is 20 years. In line with the LED rollout completion, the age expired programme this year focuses on investing in heritage areas by replacement age expired functional lanterns on heritage columns to unify the streetscape.

Street	Ward	Existing Assets	Source	Proposed Improvements	Estimated Cost
PARK CLOSE	Knightsbridge & Belgravia	11	Age	Replace expired bespoke lighting	£17,160
BLANDFORD STREET	Marylebone	16	Nomination	Harmonise lantern type to match Master Plan	£43,000
DEVEREUX COURT	St James's	4	Nomination	Additional light to improve lighting levels - subject to building attachment wayleave approval	£9,972
NORTHUMBERLAND AVENUE	St James's	25	Age/Nominations	Replace expired columns	£119,831
ADAM'S ROW	West End	1	Nomination	Infill columns due to wall lighting removal from previously parking building	£22,000
CONDUIT ST/BRUTON ST	West End	12	Age	Harmonise lantern type to match Master Plan	£31,406
HALF MOON STREET	West End	1	Age	Harmonise lantern type to match Master Plan	£4,000
KINGLY STREET	West End	11	Nomination	Infill wall light - subject to building attachment wayleave approval	£22,000
SOUTH AUDLEY STREET	West End	2	Age	Column infills to improve lighting levels	£19,173
UPPER GROSVENOR ST/UPPER BROOKS ST	West End	15	Age	Harmonise lantern type to match Master Plan	£39,258
VAULTED CEILING BACKLAMPS	Various	20	Age/Nominations	Harmonise lantern type under vaulted highway areas	£57,200
Total					£385,000

## Cherished Schemes

The cherished column replacement programme deals with unique street furniture that is of historic value. Many of Westminster's assets are protected as 'listed' items of street furniture and therefore protected by the law. The cherished column status allocated to this equipment helps protect not only the asset but the street scene of which it is an integral part.

Street	Ward	Existing Assets	Source	Proposed Improvements	Estimated Cost
CHESTER ROW	Knightsbridge & Belgravia	2	LVMM	Lantern replacement to improve lighting levels	£5,250
HUGH STREET	Pimlico North	6	LVMM	Lantern replacement to improve lighting levels	£15,000
MORETON PLACE	Pimlico North	2	LVMM	Lantern replacement to improve lighting levels	£5,250
WOOD'S MEWS	West End	2	LVMM	Column infill/lantern replacement to improve lighting levels	£6,000
MCKENZIE MONCUR COLUMNS	Pimlico North/South	4	Age	Recondition existing Cast Iron Columns	£22,000
SPLIT GAS COLUMNS	St James's	3	Age	Recondition existing Cast Iron Columns via listed building consent	£28,500
Total					£82,000

## Provisional Lighting Improvement Programme

The Lighting Improvement Reserve Schemes in the list below will be used should it not be possible to deliver schemes in the main programme. In addition to the below list the current LVMM process is changing and the below list is subject to change once the new LVMM process has been implemented and the LED roll out has progressed which may also impact the list for locations below.

Street	Category	Ward	Source	Proposed Improvements
LOUDOUN ROAD	Age Expired	Abbey Road	VM	Column Replacement
WESTBOURNE PARK ROAD	Age Expired	Bayswater/ Westbourne	VM	Column Replacement & heritage lanterns
FERMOY ROAD	Age Expired	Harrow Road	VM	Column Replacement
CHILWORTH STREET	Age Expired	Hyde Park	VM & Nomination	Column Replacement & heritage lanterns
WESTBOURNE TERRACE	Age Expired	Hyde Park	VM	Column Replacement
KENSINGTON GARDENS SQUARE	Age Expired	Lancaster Gate	Nomination	Column Replacement & heritage lanterns
LEINSTER GARDENS	Age Expired	Lancaster Gate	Nomination	Column Replacement & heritage lanterns

SUTHERLAND AVENUE	Age Expired	Little Venice	VM	Column Replacement
DUKE'S MEWS	Lighting Improvement	Marylebone	VM	Wall lanterns
NUTFORD PLACE	Age Expired	Marylebone	VM & Nomination	Column Replacement
SOUTH EATON PLACE	Lighting Improvement	Knightsbridge & Belgravia	VM	Column infills
SUTHERLAND ROW	Lighting Improvement	Pimlico South	VM	Lantern replacement
HARROW ROAD (Westbourne Terrace Road to Edgware Road)	Age Expired	Queen's Park	VM	Column Replacement
HARROW ROAD (beneath A40 flyover)	Age Expired	Queen's Park	VM	Column Replacement
GARRICK STREET	Localised Scheme	St James's	Nomination	Wall lantern and column removal
DRUMMOND GATE	Age Expired	Tachbrook	VM	Column Replacement
OSBERT STREET	Age Expired	Vincent Square	VM	Column Replacement
REGENCY STREET	Age Expired	Vincent Square	VM	Column Replacement
CHICHESTER ROAD	Age Expired	Westbourne	VM	Column Replacement
BALFOR MEWS	Lighting Improvement	West End	VM	Lantern replacements/Column infills
BOURDON STREET	Lighting Improvement	West End	VM	Wall lanterns/Column infills
BROADBENT STREET	Lighting Improvement	West End	VM	Wall lanterns/Column infills
CARPENTER STREET	Lighting Improvement	West End	VM	Column infills
GRANVILLE PLACE	Lighting Improvement	West End	VM	Column infills
MARGARET COURT	Lighting Improvement	West End	VM	Wall lantern infills
MARYLEBONE PASSAGE	Lighting Improvement	West End	VM	Wall lantern replacements/infills
NEWMAN PASSAGE	Lighting Improvement	West End	VM	Wall lantern replacements/infills
RICHMOND MEWS	Lighting Improvement	West End	VM	Wall lantern infills

## Appendix E – Drainage

Road Name	Asset Number	Description	Estimated Cost
Albion Mews	124661	change swan neck to standard design	£4,800.00
Albion Mews	124517	change swan neck to standard design	£4,800.00
Albion Street	121674	change swan neck to standard design	£4,800.00
Albion Street	121727	change swan neck to standard design	£4,800.00
Albion Street	121715	concrete in pot - replace pot	£4,800.00
Albion Street	121712	change swan neck to standard design	£4,800.00
Albion Street	121732	change swan neck to standard design	£4,800.00
Albion Street	121702	change swan neck to standard design	£4,800.00
Ambrosden Avenue	437593	collapse pipe to sewer	£15,000.00
Aquila Street	121687	change swan neck to standard design	£4,800.00
Aquila Street	121686	stiff non return valve	£10,000.00
AVENUE ROAD	121858	collapse pipe to sewer	£7,000.00
AVENUE ROAD	121897	collapse pipe to sewer	£7,000.00
Bell Street	127977	collapse pipe to sewer	£4,800.00
Berners Street	128349	collapse pipe to sewer	£4,800.00
Botts Mews	128229	change swan neck to standard design	£4,800.00
Broadway		change swan neck to standard design	£4,800.00
Brown Hart Gardens	128237	no connection to mainline	£4,800.00
Brown Street	132305	change swan neck to standard design	£4,800.00
Brown Street	132333	change swan neck to standard design	£4,800.00
Bryanston Mews East	132404	change swan neck to standard design	£4,800.00
Bulleid Way		change swan neck to standard design	£4,800.00
Bulstrode Street	128314	flap valve partially open and ceased at 3.55m	£1,600.00
Cecil Court	all 3 gullies on site	increase depth of all gullies.	£15,000.00
Charles II Street	171476	collapse pipe to sewer	£4,800.00

Chippenham Mews	131751	collapse pipe to sewer	£4,800.00
Churton Street	132308	change swan neck to standard design	£4,800.00
Churton Street	132307	change swan neck to standard design	£4,800.00
Churton Street	132306	change swan neck to standard design	£4,800.00
Churton Street	132310	change swan neck to standard design	£4,800.00
Cleveland Street	131368	collapse pipe to sewer	£4,800.00
Clifton Road	130146/130162	collapse pipe to sewer	£5,000.00
Clifton Road	130157	collapse pipe to sewer	£10,000.00
Cockspur Street	500926	no outlet to adjacent nan hole,	£7,000.00
Craven Hill Gardens	121741	change swan neck to standard design	£4,800.00
Dartmouth Street	171274	collapse pipe to sewer	£4,800.00
Dartmouth Street	171271	collapse pipe to sewer	£4,800.00
Dartmouth Street	171272	remove hopper box	£5,000.00
Dartmouth Street	171273	remove hopper box	£5,000.00
Dartmouth Street	171268	remove hopper box	£5,000.00
Dartmouth Street	171269	remove hopper box	£5,000.00
Dartmouth Street	171271	Revisit - Shaft required	£15,000.00
Downing Street	20015	replace gully pot	£4,800.00
Elnathan Mews	127525	replace non return valve	£1,200.00
Flaxman Court	126998	collapse pipe to sewer	£10,000.00
Frampton Street	127364	change swan neck to standard design	£4,800.00
Frampton Street	127406	collapse pipe to sewer	£5,000.00
Garrick Street	171145	collapse pipe to sewer	£4,800.00
Garrick Street -	171145	2 connected hopper boxes jammed	£15,000.00
George Street	130901	change swan neck to standard design	£4,800.00
Gerald Road	126949	pipe blocked with concrete	£4,800.00
Gloucester Terrace	130699	change swan neck to standard design	£4,800.00
Gloucester Terrace	130698	change swan neck to standard design	£4,800.00
Gloucester Terrace	130696	change swan neck to standard design	£4,800.00

Grantully Road	126820	collapse pipe to sewer	£4,800.00
Great Portland Street	130482	collapse pipe to sewer	£15,000.00
Great Portland Street	129579	collapse pipe to sewer	£15,000.00
Great Portland Street	129566	collapse pipe to sewer	£15,000.00
Great Scotland Yard	501298	replace pot swan neck to standard design	£4,800.00
Greville Road	126638	void in pipe to the sewer	£14,000.00
Half Moon Street	170759	collapse pipe to sewer	£10,000.00
Hamilton Terrace	122830	collapse pipe to sewer	£15,000.00
Hamilton Terrace	122822	collapse pipe to sewer	£15,000.00
Harley Street	130593	change swan neck to standard design	£4,800.00
Harrow Road	431273	pipe blocked with concrete	£4,800.00
harrow road	128995	collapse pipe to sewer	£4,800.00
Harrow Road	129021	collapse pipe to sewer	£4,800.00
Ilbert Street	122213	broken pipe at 2.74m, excavate	£10,000.00
Johnsons Place	20008	collapse pipe to sewer	£10,000.00
Kilburn Lane	130530	collapse pipe to sewer	£4,800.00
Kildare Gardens	122269	collapse pipe to sewer	£6,000.00
Kingly Street	480023	collapse pipe to sewer	£4,800.00
Leinster Mews	121182	change swan neck to standard design	£4,800.00
Leinster Mews	121184	change swan neck to standard design	£4,800.00
Lisson Street	121842	collapse pipe to sewer	£15,000.00
Lupus Street	130726	collapse pipe to sewer	£1,500.00
LUXBOROUGH STREET	121694	collapse pipe to sewer	£7,000.00
Margaret Street	170129	collapse pipe to sewer	£7,500.00
Marlborough Place	133105	pipe offset from gully	£4,800.00
Marlborough Place	133094	capped at outlet	£4,800.00
Marlborough Place	133248	change swan neck to standard design	£4,800.00
Marlborough Place	133210	change swan neck to standard design	£4,800.00
Marlborough Place	133110	collapse pipe to sewer	£6,200.00

Marlborough Place	133203	collapse pipe to sewer	£15,000.00
Marylebone Lane	437783	collapse pipe to sewer	£4,800.00
Melcombe Street	132891	collapse pipe to sewer	£11,000.00
Melcombe Street	132891	collapse pipe to sewer	£15,000.00
Mount Street	503055 - 503051	2 x gullies connected and don't run anywhere	£1,500.00
NORTHWICK TERRACE	126335	jammed valve at outlet needs removing	£4,800.00
Nottingham Place	126389	collapse pipe to sewer	£6,000.00
Nottingham Place	126389	collapse pipe to sewer	£8,000.00
OLD COMPTON STREET	124374	collapse pipe to sewer	£12,000.00
OLD COMPTON STREET	124436	collapse pipe to sewer	£12,000.00
OLD COMPTON STREET	124488	non return valve partially closed at 6.09m	£12,000.00
Old Palace Yard		collapse pipe to sewer	£7,000.00
Old Quebec Street	124471	collapse pipe to sewer	£6,000.00
Old Quebec Street	124475	collapse pipe to sewer	£10,000.00
Orme Lane	124596	change swan neck to standard design	£4,800.00
Orme Lane	124509	change swan neck to standard design	£4,800.00
Oxford Street	131103	collapse pipe to sewer	£7,500.00
Oxford Street Jct Perry's Place	131103	collapse pipe to sewer	£15,000.00
Piccadilly	170361	New gully pot	£4,800.00
Piccadilly	500645	collapse pipe to sewer	£15,000.00
Porchester Road	130411	collapse pipe to sewer	£8,000.00
Portman Square	129255	collapse pipe to sewer	£8,000.00
Portman Square	470062	collapse pipe to sewer	£10,000.00
Portman Square	470064	collapse pipe to sewer	£15,000.00
Portnall Road	123781	pot full of concrete and outlet blocked off	£4,800.00
Praed Street	129656	kerb stone preventing gully lid to lift up	£2,000.00
Praed Street	129664	kerb stone preventing gully lid to lift up	£2,000.00
Praed Street	129571	collapse pipe to sewer	£15,000.00
Prince Albert Road	129892	change swan neck to standard design	£4,800.00

Prince Albert Road	129898	change swan neck to standard design	£4,800.00
Prince Albert Road	129897	change swan neck to standard design	£4,800.00
Princes Gardens	124280	change swan neck to standard design	£4,800.00
Princes Gardens	124279	change swan neck to standard design	£4,800.00
Princes Gardens	437034	change swan neck to standard design	£4,800.00
Princes Gardens	124277	change swan neck to standard design	£4,800.00
Randolph Avenue	124702	replace with roddable gully pot	£4,800.00
Randolph Avenue	124706	new pot, new lid and new pipe to the sewer	£15,000.00
Randolph Avenue	125152	collapse pipe to sewer	£15,000.00
RANDOLPH CRESCENT	124839	collapse pipe to sewer	£4,800.00
Rede Place	124796	change swan neck to standard design	£4,800.00
Rede Place	124793	change swan neck to standard design	£4,800.00
SEYMOUR PLACE	125300	collapse pipe to sewer	£8,000.00
Smallbrook Mews	122586	change swan neck to standard design	£4,800.00
Smallbrook Mews	122590	change swan neck to standard design	£4,800.00
Smallbrook Mews	122658	change swan neck to standard design	£4,800.00
Smallbrook Mews	122596	change swan neck to standard design	£4,800.00
Soho Square	172087	collapse pipe to sewer	£6,000.00
St Mary's Terrace	125537	collapse pipe to sewer	£4,800.00
St Petersburg Place	125511	stiff non return valve	£10,000.00
Strand	170263	can't locate outlet in connecting hopper	£4,800.00
Sutherland Avenue	121205	collapse pipe to sewer	£8,000.00
SUTHERLAND STREET	125861	pipe full of concrete	£15,000.00
Swiss Court		collapse pipe to sewer	£4,800.00
Tachbrook Street		System can't cope with heavy rain, increase pipe sizes	£4,800.00
Torquay Street	127419	Pipe to sewer full of concrete	£9,000.00
Warwick Avenue	123537	collapse pipe to sewer	£15,000.00
Warwick Avenue	123538	remove cap in line (pot replacement)	£15,000.00
Waterloo Bridge	31361	replace outlet 50mm	£6,000.00



Westbourne Park Road	130356	change swan neck to standard design	£4,800.00
Westbourne Park Road	129367	collapse pipe to sewer	£15,000.00
Westbourne Park Road	129346	collapse pipe to sewer	£15,000.00
Whitehall Place	171853	collapse pipe to sewer	£15,000.00
Wigmore Street	130063	line capped	£4,800.00
Wigmore Street	129983	line collapsed at mouth - replace pot	£4,800.00

\*Schemes are also identified throughout the year following CCTV surveys.

## **Appendix F – Highways Review Panel Statement**

LAY PANEL STATEMENT.

TBC awaiting statement