



Blackwall Tunnel

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SCA RECYCLING



10 Maintenance and management

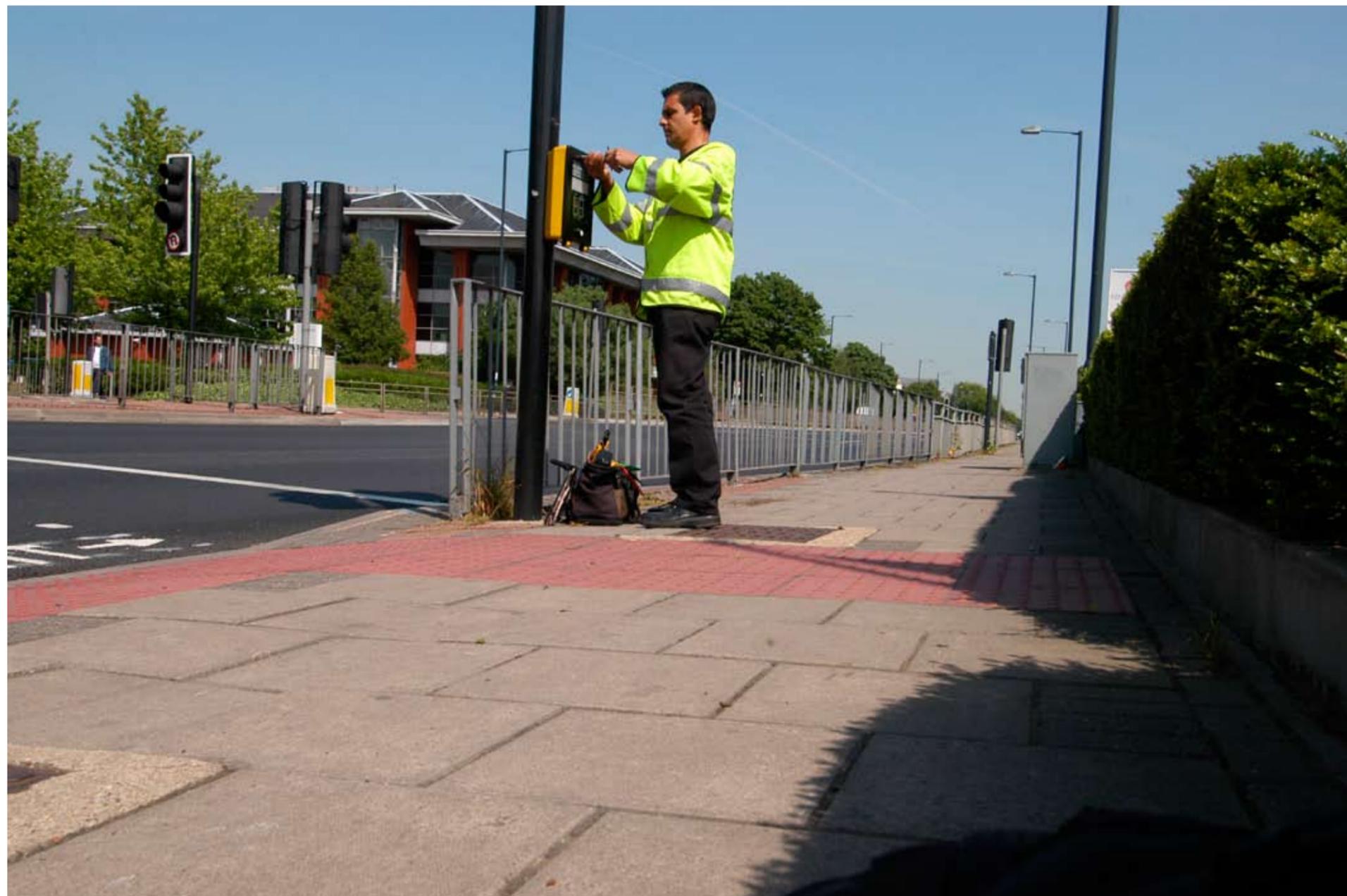
10 Maintenance and management

Introduction

Correct and timely maintenance is essential to ensure that excellent streetscape design, materials and construction are viewed and used as intended by the designer, and to ensure that they meet safety, serviceability and sustainability requirements.

Like-for-like replacement programmes will not achieve the world's best-managed streets, unless they are already world-class. TfL requires that the palette of materials is used on the TLRN for projects and programmes of all sizes unless TfL's Streetscape review group approve alternative materials in the case of Special Areas.

The replacement of small quantities of surface materials or street furniture to correct a defect requires careful consideration. In most cases, maintenance teams should adhere to the palette of materials unless there are valid reasons for not doing so and these should be referred to the Streetscape review group.



Transport for London responsibilities

TfL was established as the highway and traffic authority for London's strategic road network in 2000.

The Transport for London Road Network (TLRN) is defined in the GLA Roads Designation Order 1999.

TfL has a specific responsibility under the Highways Act to ensure the TLRN is maintained in a safe condition.

TfL has appointed highway maintenance and works contractors to manage the TLRN and implement maintenance and small-scale improvement works.

TfL routine maintenance works also need to be co-ordinated with the principles of good practice set out in this guidance.

Capital maintenance works may occur on a cycle of more than 20 years. It is important that these are recognised as long-term investments in the streetscape of the TLRN.

Simple like-for-like replacement programmes will not achieve the world's best managed streets.

Local authority responsibilities

Responsibility for highway cleansing services on the TLRN lies with the local authorities with the exception of the A13 DBFO contract. The appearance of the highway is therefore subject to the ability of a local authority to carry out this function but it is recognised that litter can form an eyesore even if the street is swept daily in some situations.

The provision of litter bins supported by a regular emptying regime will assist in reducing litter, but the budgetary restraints on some local authorities may result in less effective street sweeping or bin emptying than is desirable. The TfL highway inspectors should pinpoint these areas and liaise with the relevant local authority to agree a solution.

Problems exist on many parts of the network where pedestrian refuges, central islands or central reserves may not be effectively swept. A build-up of road dirt may also occur on the carriageway adjacent to these areas which may encourage weed growth. The TfL highway inspectors should note such problems and contact the local authority to ensure remedial action.

In some areas, TfL works with local authorities to facilitate cleansing by offering access and safer working through planned lane closures.

Utility company responsibilities

It is the responsibility of the utility companies to co-ordinate and plan any works necessary to their services. Formal notice is required under the New Road Street Works Act 1990. TfL is responsible for co-ordinating all road and street works on the TLRN.

TfL needs to respond to the utility companies to ensure the correct function of the highway, and the protection of the streetscape in accordance with TfL's procedures.

Any work by utility companies must be reinstated to meet the specification of the original construction of both footways and carriageways in terms of materials and quality.

TfL highway inspectors also need to ensure that reinstatement and works are safe, that material storage does not cause damage (especially to street trees) and spoil is kept to a minimum.

In order to ensure quality reinstatements, a statutory code of practice has been developed and is known as the 'Specification for Reinstatement of Opening on the Highway' also known as the 'Reinstatement Code'.

The 'Reinstatement Code' has provisions to allow the street authority to supply a specialist material to the utility company to ensure a match with the surrounding area. If there are no stocks of the material, the highway authority may give the utility the name of a supplier of the specialist material so that reinstatement can be carried out.



New developments fronting onto the Network

Introduction

The TLRN is continually changing and adapting to the development that takes place along its boundary. Where a new development in the form of a new building or enterprise area is created, it may have a direct influence upon the character of the streetscape.

This may result in new vehicle access points which could alter the existing pedestrian and traffic movement.

New developments may also offer opportunities to improve the streetscape, including:

- New bus stops
- Cycle parking facilities
- Improved street lighting
- Upgraded footway materials
- Street furniture
- Street tree planting
- Improved crossing facilities
- Service access

Improved access to local public transport may need to be provided to those who use the new development.

Authorisation

In most circumstances, local planning authority planning consent is required for new developments.

Responsibility

Installation is usually the responsibility Transport for London.

Maintenance is the responsibility of Transport for London.



Chewing gum

Introduction

Chewing gum deposits occur along the public footway and roadway. They are more prevalent in areas where people congregate.

Chewing gum stops the natural weathering of Yorkstone and, once removed, washing is required to restore even colouration.

Control methods

High pressure washing is commonly used to remove gum, but can damage the pointing between flags. Manual scraping, steam cleaning and freezing are other methods used. Gum disposal boards have been trialled in London by ENCAMS (who administer Capital Standards) with some success although the boards detract from the quality of the streetscape.

The use of sealant to the footway could make chewing gum easier to remove. Expert arboricultural advice should be sought if a design team proposes to use sealant near street trees.



Fly-posting

Introduction

Fly-posting is the illegal display of advertising material on buildings and street furniture without the consent of the owner. Defaced street furniture on footways and other areas of public space are a common blight in London.

A further problem is the illegal placing of signs, usually with a legend, directing people to places of local business such as new shopping or business outlets.

Erection of signs on street furniture without the consent of the highway authority is illegal.

With increasing attention on the quality of life and the environment, greater emphasis is being placed on addressing the problems caused by these illegal posters and signs.

Control methods

Prosecution of offenders is usually difficult and can be expensive.

Removal by steam or water is often expensive, time consuming and can damage the item it was affixed to.

Products are available which make it more difficult to stick fly-posters on the treated surface and easier to remove them.

This may be in the form of anti-graffiti and fly-posting finish or film applied to a height of approximately 3m above the footway surface on such items as lamp columns and sign posts.

Low-profile clear matt anti-graffiti and fly-posting products have been successfully trialled by TfL and are recommended for this use. These finishes allow the fly-posters to be peeled off without damage to the street furniture.

Sign faces and street furniture to be located in areas subject to fly-posting can be treated with a film or finish at manufacture which serves the same purpose.

Very rough high-profile finishes are not acceptable for visual and safety reasons.

References

Legislation

- Highways Act 1980 (Section 132)
- Town and Country Planning Act 1990 (Sections 224 and 225)

Office of the Deputy Prime Minister:

- The Control of Fly-Posting: a Good Practice Guide, October 2000



Graffiti

Introduction

Graffiti tends to be concentrated in areas such as transport facilities, squares and parks, bridges, walls, monuments, statues or other architectural structures.

Graffiti media include paints applied by brushes or aerosols, felt-tip markers and the physical scratching of surfaces.

Control methods

The application of anti-graffiti and fly-poster finish (as described above) allows the easier removal of graffiti. Chemical removers, air abrasives and pressure washing systems are available.

Laser cleaning systems can be particularly effective when employed on historic buildings or monuments where the original masonry may be fragile.

The earlier graffiti is treated, the better the result will be. Before any graffiti is removed, specialised expertise is required to:

- Recognise the sensitivities of the historic masonry
- Identify the graffiti media involved
- Make speedy and informed judgements as to the impact and effectiveness of the proposed removal technique

The application of graffiti and fly poster barrier treatment is rarely recommended for historic buildings and monuments.

The London Local Authorities Act 2004 contains a wide range of powers for London local authorities. The Association of London Government have published Codes of Practice on graffiti removal.

Reference

Association of London Government:

- Graffiti Removal: Code of Practice, 2005



Pigeons

Introduction

Pigeons thrive in urban areas. Their droppings have a destructive effect as their acidity can erode the surface of stonework. Gutters and drain pipes may become blocked, leading to flooding and associated problems. Droppings on footways may cause a problem for pedestrians.

Control methods

Cleaning of statuary, washing of footways, ledges and sills is a very expensive method. The alternative to regular cleaning is to use nets, spikes or gels to deter the pigeons using highway structures as roosts.

Measures may be taken to encourage people not to feed pigeons and to use litterbins provided.

Responsibility

Once pigeon droppings are deposited on the footway, removal is the responsibility of the local authority.

If TfL owns highway structures used as roosts by pigeons, TfL is responsible for introducing measures to prevent their use.

The London Local Authorities Act 2004 contains a wide range of powers for London local authorities. The Association of London Government have published Codes of Practice on prevention of nuisance from birds.

Reference

Association of London Government:

- Prevention of Nuisance from Birds: Code of Practice, 2005

