

Decision Maker: Environment Portfolio Holder
For Pre-decision Scrutiny by the Environment PDS
Committee on 15th November 2011

Date: 15th November 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **PLANNED HIGHWAY MAINTENANCE PROGRAMME 2012/13**

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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: All

1. Reason for report

This report identifies the planned highway maintenance programme of work for 2012/13 and future years. The report also brings forward items from the Highway Assets Working Group in respect of footway level of service and treatment of crossovers.

2. **RECOMMENDATION(S)**

The Environment Portfolio Holder agrees:-

- (i) That the schemes listed in Appendix 'A' form the basis of the Council's programme of highway maintenance for 2012/13 and, subject to budgetary provision, for the works to be progressed.
- (ii) That the additional schemes listed in Appendix 'F' are included in the highway maintenance programme for 2011/12.
- (iii) To note the outline programmes for future years, as listed in Appendices 'B' and 'C'.
- (iv) To note the proposed TfL funded programme of works as Appendix 'D'
- (v) To endorse the Highway Assets Working Group's recommendations:-
 - a) to adopt an amended footway level of service and an amended funding bias to help reduce the backlog of planned maintenance on the Council's unclassified road network.

- b) regarding planned maintenance of crossovers and the option for residents to upgrade to a blockwork finish at their expense and for all requests for new crossovers to be built in blockwork.

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
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Financial

1. Cost of proposal: Estimated cost £2.870m plus capital allocation from TfL.
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Highways
 4. Total current budget for this head: £2.870m (Revenue), £0.645m from TfL.
 5. Source of funding: Highways revenue funds and principal road maintenance capital allocation from Transport for London
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Staff

1. Number of staff (current and additional): 5
 2. If from existing staff resources, number of staff hours: 5 fte
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Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Borough wide
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments:

3. COMMENTARY

3.1 Bromley's highway network comprises 856 miles (1370 km) of footway and 552 miles (884 km) of carriageway. Each year the carriageway and footway networks are inspected to determine their condition, identify those areas that are in most need of planned maintenance, and to determine the relevant condition indicator. A description of each carriageway classification, corresponding length and condition indicator is shown in the table below.

Route Classification	Length	Indicator Reference	Likely in Need of Maintenance (2010/11)
Principal (A roads)	45 miles (72 km)	NI 168	3 %
Non-Principal (B & C roads)	58 miles (93 km)	NI 169	5 %
Unclassified roads	423 miles (677 km)	ES 224b	20 %
Footways (Cat 1, 1A & 2)	26 miles (42 km)	ES 187	18 %

- 3.2 SCANNER surveys are undertaken every year on the classified road network (A, B and C roads). These machine based surveys use vehicle mounted lasers, digital camera's and electronic measuring equipment to identify carriageway defects. Bromley procures SCANNER surveys through a London consortium led by the London Borough of Hammersmith and Fulham.
- 3.3 Detailed Visual Inspections (DVI) of all footways and carriageways are completed each year by accredited survey inspectors. These are walked surveys designed to identify and categorise highway defects. DVI surveys on the principal road network are funded by TfL through the Road 2010 project which is also project managed by the London Borough of Hammersmith and Fulham.
- 3.4 Bromley's prioritisation process relies on data from these annual condition surveys, supplemented with details of location on the network, use, previous maintenance history, officer, Member and public comments. Previous years has seen only a sample of the roads surveyed but recent severe winters prompted the need for a whole of borough condition survey to be carried out, effectively providing a 'snap shot' of the condition of the whole Network. The results indicate that 20% of the unclassified network is likely to be in need of maintenance, an increase from 18% in 2009/10.
- 3.5 The Appendices to this report identify the results of the prioritisation system and show the location of proposed planned maintenance schemes. The proposed 2012/13 works programmes, shown at Appendix 'A' and 'D', identifies schemes in priority order and these will be completed in line with available budgets. Appendix 'B', and 'C' highlight those carriageways and footways that will be subject to ongoing condition assessments and considered for future schemes.
- 3.6 All proposed programmes of maintenance have been drawn up according to current known budget levels and external influences, such as known programmes of utility company works. Any future changes to budgets or utility works may impact on delivery of potential works programmes.

Highway Assets Working Group

- 3.7 The Highway Assets Working Group (HAWG), commissioned by the Environment PDS Committee at its meeting on 16th June 2011, has met twice since July 2011 to consider levels of service and investment strategies for highway and street lighting maintenance. It was agreed that a number of initiatives be recommended for policy changes.
- 3.8 The current 'like-for-like' policy for footway maintenance requires slabbed or modular paving to be retained, and schemes usually involve reconstruction of the footway with existing vehicle crossings being built using block paving, even when they are of concrete or flexible construction. Having considered data from insurance claims, the HAWG accepted that an approach where repairs are restricted to defective areas and existing vehicle crossing materials are retained, could provide a similar level of service at a reduced cost. In the light of current budgetary constraints the HAWG felt that recent footway trials at Oxhath Crescent, where a change in level of service has been adopted, (minimum planned maintenance scheme as opposed to planned improvement works) should continue and should also be adopted for future year's work.
- 3.9 The latest survey results confirm that the condition of unclassified road (carriageway) network is continuing to deteriorate, with 20% of the network now likely to require treatment. In recent years the planned highways maintenance budget has focused on footway maintenance schemes, accounting for 65 percent of the planned maintenance budget. The change in level of service identified in 3.8 above, should not reduce the extent of the programme of planned footway maintenance each year, a similar number of schemes should be completed this year as has been undertaken in the past. However, the schemes will be completed more efficiently, allowing the bias of funding allocation to change, enabling the increasing backlog of carriageway schemes on the unclassified network to be tackled, subject to funding levels for 2012/13.
- 3.10 Adopting a revised level of service for the remainder of the 2011/12 planned footway programme would allow additional carriageway schemes to be completed. A schedule of additional schemes is shown at Appendix 'F', which would otherwise form part of the priority programme for 2012/13.
- 3.11 The HAWG also reviewed the treatment of crossovers in roads that are due for planned maintenance. As identified previously in this report it concluded that existing crossovers should be retained, however residents should be given the opportunity to have a blockwork crossing installed at their expense. The HAWG also identified that where a request from a resident is received to build a new crossover (where one didn't previously exist) the material used shall be blockwork. In either case the whole cost of the works shall be passed to the resident.

4. POLICY IMPLICATIONS

- 4.1 The borough's carriageways and footways have a high profile and are used by most residents and businesses on a daily basis. Maintaining these assets will contribute to the Council's vision of providing a place where people choose to live and do business and links well with policy priorities of a quality environment, vibrant thriving town centres and supporting independence/safer communities.

5. FINANCIAL IMPLICATIONS

- 5.1 Planned maintenance works for Borough roads are funded from the annual revenue highway maintenance budget. The budgets for carriageways and footways are indicated in the table below. It should be noted that these budgets are subject to change following any decisions taken during the forthcoming 2012/13 budget setting process.

5.2 Maintenance of the Principal road network is funded by TfL. This budget can only be used for maintenance works on these Classified Principal roads.

Activity	2011/12 Budget £'000
Revenue	
Carriageway Maintenance	1,138
Footway Maintenance	1,732
Capital	
Primary Route Network - funded by TfL	645
Total current resources	<u><u>3,515</u></u>

5.3 As mentioned in 3.11 above, the full cost of a new crossover is met by the resident.

6. LEGAL IMPLICATIONS

6.1 Under the Highways Act 1980 the Council as Highway Authority has duties to ensure the safe passage of users of the highway and to maintain the highway.

Non-Applicable Sections:	7. Personnel implications
Background Documents: (Access via Contact Officer)	ES10129 Planned highway maintenance programme 2011/12. ES 11033 Impact of winter damage on the planned maintenance programme 2011/12.