

**Decision Maker:** Executive

**26<sup>th</sup> November 2014**

**Environment Portfolio Holder**

**For Pre-Decision Scrutiny by the Environment PDS Committee on:**

**Date:** 4th November 2014

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** **PLANNED HIGHWAY MAINTENANCE PROGRAMME 2015/16**

**Contact Officer:** Paul Redman, Highways Asset Manager  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:**

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1. Reason for report

This report recommends programmes of planned road and footway maintenance for completion in the period up to the end of 2015/16, and provides schemes of work to be considered for future years. The report also includes information in respect of the Council's annual bid made to Transport for London for bridge assessment and strengthening.

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2. **RECOMMENDATIONS**

**That Executive agrees to:**

- i) Release the £505k DfT funding from the Central Contingency, to be allocated for planned highway maintenance (ref iii) below).**

**That the Environment Portfolio Holder:**

- ii) Agrees that the schemes listed in Appendix A should form the basis of the Council's programme of planned highway maintenance for 2015/16 for borough roads and, subject to budgetary provision, that the works should be progressed;**
- iii) Notes the schemes of work for future years as listed in Appendix B and C;**

- iv) Agrees that the additional DfT funding of £505k be allocated to planned highway maintenance, and authority be delegated to the Director of Environment and Community Services, in consultation with the Environment Portfolio Holder, to select schemes from Appendix B for completion during 2015/16;**
- v) Agrees the proposed TfL funded programme of highway maintenance works for 2014/15 and 2015/16 as set out in Appendices D and E and**
- vi) Approves the bid for bridge strengthening and assessment in Appendix F for 2015/16 and submission to Transport for London.**

## Corporate Policy

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

1. Cost of proposal: Estimated Cost: £255k for 2014/15 and £3.9m for 2015/16
  2. Ongoing costs: Recurring Cost: £3.3m
  3. Budget head/performance centre: Highways
  4. Total current budget for this head: £2.3m, £1m, £255k and £505k
  5. Source of funding: Existing revenue budget 2014/15, TfL funding for 2014/15 and 2015/16, DfT funding
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## Staff

1. Number of staff (current and additional): 4
  2. If from existing staff resources, number of staff hours: 4 fte
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## Legal

1. Legal Requirement: Statutory Requirement
  2. Call-in: 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:
  - i) Councillor Alexa Michael requested Pope Road and Chatterton Road to be included in the planned programme of work.
  - ii) Councillor Neil Reddin identified developments may impact on proposals for planned work at Chilham Way, Farleigh Avenue and Hayes Wood Avenue (CW – P2 list). Cllr Reddin also identified 'rat – running' problems at Hayes Hill Road in Tiepigs Lane (CW – P1 list) and requested consideration be given for engineering measures to reduce this problem.
  - iii) Councillor Eric Bosshard commented that the length of Marlings Park Avenue between Orpington Road and Kevington Road would benefit from preventative maintenance to help address deterioration.

### 3. COMMENTARY

#### Background

- 3.1 Bromley's highway asset includes carriageways and footways of length 547 miles (880km) and 885 miles (1,425km) respectively. It is a highly visible asset used by most residents and businesses on a daily basis. A well-maintained highway facilitates safe and reliable travel for pedestrians, cyclists and motorists, and contributes to the vitality of the borough and the local economy. The highway network has a gross replacement cost of about £1.5 bn. according to the most recent submission to HM Treasury.
- 3.2 There is a very strong case for continued investment in planned maintenance of the highway asset. Planned maintenance reduces the amount of reactive maintenance associated with fixing pot holes. This improves value for money and customer satisfaction, reduces unplanned network disruption, and contributes to reducing claims for damages.

#### Road Condition

- 3.3 Borough-wide road condition is measured by analysing the results of the latest condition surveys to identify the percentage of roads (by class) requiring maintenance 'soon'. These estimates are not precise, as they are derived from identifying a wide range of highway defects. However they provide an appropriate source of trend data over time and in that respect are valuable.

Road condition indicators (2013/14) using latest road survey condition data are set out in the table below:

<b>Network Classification</b>	<b>A (Principal)</b>	<b>B/C (Non-Principal)</b>	<b>Unclassified</b>
<b>Road Condition Value</b>	5%	5%	17%

- 3.4 The principal (A) road network is 42 miles (67km) in length. Sustained annual investment of between £0.75m and £1.0m p.a. has helped to keep these roads in good condition. However the identification of 5% requiring maintenance represents a slight increase on the previous year's return of 3%. The non-principal road network is 58 miles (93km) in length. These roads have a condition indicator of 5%, which is similar to last year's figure. The remaining 447 miles (720 km) of carriageway form the unclassified road network with a road condition indicator of 17%. This represents a small reduction in the percentage of unclassified roads requiring maintenance compared with previous years.

#### Discussion

- 3.5 A programme of surface dressing was completed in rural areas of the borough just over a year ago. This is a cost effective, less disruptive treatment, which helps to extend the life of the carriageway by restoring its weather-tightness and skid resistance through application of a thin layer of bitumen and rolled in chippings. Although there were some operational issues in respect of notification of the work and the immediate impact of the treatment on cyclists, this programme of work was largely successful. Some remedial work will be undertaken - mostly as a result of stripping areas of surface dressing, particularly at locations of higher load (e.g. on bends). Surface dressing will continue to be considered as a viable option for planned maintenance of rural roads.

- 3.6 Emphasising planned highway maintenance represents good practice. This has been the Council's preferred approach for many years, for the reasons set out in paragraph 3.2 above. Funding decisions are increasingly taking into account of whether highway authorities are managing their networks well, for example the recent 'bad weather damage' funding. The Council is well placed to demonstrate good practice and should be in a strong position when additional funding is made available.

### **Department for Transport Pothole Funding**

- 3.7 In March 2014 the Department for Transport (DfT) invited authorities to bid for a share of additional funding of £200m for repairing potholes and damaged roads resulting from extreme winter weather. The DfT subsequently allocated £10m to London boroughs and Transport for London to maintain the capital's road network, with LB Bromley receiving £504,982, which could be spent during 2014/15 or 2015/16.
- 3.8 A condition of the grant funding is that expenditure must be targeted on the permanent repair of potholes or preventing their appearance by resurfacing. It is therefore proposed that the available funding is used to accelerate the planned carriageway maintenance programme and resurface roads selected from the Priority 2 list set out in Appendix B during 2015/16.
- 3.9 Details of how the money is to be spent will be published on the Council's web site.

### **Proposed Programmes**

- 3.10 The proposed programme of work has been derived using a prioritisation system based on highway condition, but also taking account of factors such as use, location on the network, adjacent services, frequency of reactive maintenance, level of public enquiries, consultation responses, etc. Those roads with the highest adjusted score are put forward for the planned works programme in accordance with expected budget provision.
- 3.11 Proposals for forthcoming works can be found in the appendices to this report. Those roads identified in Appendix A represent locations where work is planned during 2015/16. The roads identified in Appendix B will form the Priority 2 list, from which it is proposed that carriageway resurfacing schemes to the value of £505k will be completed during 2015/16 funded by the DfT grant (see paragraph 3.7 above). Appendix C shows potential planned footway and carriageway maintenance for future years. The longer term proposals may alter depending on future conditions and rates of deterioration.
- 3.12 Maintenance of the Borough's principal (A) road network is funded from an allocation made to the Council by Transport for London. The 2015/16 funding is intended for carriageway maintenance, although some footway works may be included. Details are shown in Appendix D.
- 3.13 Additional Local Implementation Plan (LIP) funding is also available during 2014/15 for resurfacing busy bus routes (£120k) and resurfacing other roads where accidents have been attributed to skidding (mass action £135k). Details are shown in Appendix E.

### **Bridge Strengthening and Assessment**

- 3.14 Bridge strengthening and assessment covers strengthening, replacement works, assessment and feasibility studies of highway structures. Officers are requested to submit a bid for structural projects to the London Bridges Engineering Group (LoBEG), which advises TfL on scheme prioritisation. These projects are set out in Appendix F and the Portfolio Holder is asked to endorse this list. The Council will not know how much of the £987k bid for 2015/16 has been successful until the funding settlement is announced by TfL later in the financial year. By way of a guide a similar sized bid was made to TfL last year and the settlement for 2014/15 is currently £84k.

#### 4. POLICY IMPLICATIONS

- 4.1 The Environment Portfolio Plan 2014-2017 includes the key aim “Invest in the quality of our roads, pavements and street lighting”. The Plan states that:
- i) “The condition of Bromley’s roads and pavements has consistently been identified by residents as a particularly important issue, and their maintenance continues to be a priority for the Council. We will continue our programme of major repairs to the boroughs roads and footpaths, and develop a Highways Asset Management Plan.”
  - ii) “Keeping our roads safe and in good repair is an important challenge. Following good practice, preventative maintenance remains a key element of our approach to highways management. This prevents further deterioration and ensures the impact of maintenance works on traffic movements is minimised.”

#### 5. FINANCIAL IMPLICATIONS

- 5.1 Planned maintenance works for the Borough roads and footways are funded from the annual revenue highways maintenance budget of £2.3m. The current budgets for carriageways and footways are shown in the table below. It should be noted that these budgets are subject to change following any decisions taken during the forthcoming 2015/16 budget setting process.
- 5.2 Maintenance of the Principal Road Network is funded by TfL. These funds can only be used for maintenance work on classified roads.
- 5.3 Bromley has received a one-off sum of £504,982 from the DfT, specifically for the permanent repair of potholes or preventing their appearance by resurfacing. This sum must be spent by 31<sup>st</sup> March 2016. Executive approval is sought to release this sum from the Central Contingency. This funding will be used to resurface roads selected from the priority list set out in Appendix B.
- 5.4 A summary of the funding available is summarised in the table below: -

<b>Funding available for Planned Highway Maintenance works during 2015/16</b>	<b>£'000</b>	<b>£'000</b>
<u>Revenue - Appendix A</u>		
Carriageway maintenance (current 2014/15 budget)	1,227	
Footway maintenance (current 2014/15 budget)	<u>1,111</u>	
		2,338
DfT funding for repairing potholes/resurfacing (Appendix B)		505
<u>Capital - Appendix D</u>		
Principal Road Network 2015/16 funding from TfL		1,019
<b>Total funding available</b>		<b><u>3,862</u></b>

- 5.5 Additional LIP funding of £255k is available from TfL for 2014/15 and Appendix E has details of which roads this money will be spent on.
- 5.6 Approval is also sought to submit a bid of £987k to LoBEG, for the structural projects detailed in Appendix F. TfL will notify the Council later in the year of the actual funding allocated.

## 6. LEGAL IMPLICATIONS

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

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	