

**Decision Maker:** ENVIRONMENT PORTFOLIO HOLDER

**FOR PRE-DECISION SCRUTINY BY THE ENVIRONMENT PDS  
COMMITTEE ON:**

**Date:** 30th January 2018

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

**Title:** HIGHWAY INVESTMENT

**Contact Officer:** Garry Warner, Head of Highways  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** (All Wards);

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1. Reason for report

This report recommends future programmes of planned carriageway and footway maintenance following the Council's decision to invest capital funding in highways maintenance.

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2. **RECOMMENDATION(S)**

**That the Environment Portfolio Holder:**

- 2.1 **Agrees that the schemes listed in Appendix 'A' form the next phase of the Council's investment programme of planned highway maintenance for 2017/19, to be undertaken by the Council's existing highway term maintenance contractors.**

## Impact on Vulnerable Adults and Children

1. Summary of Impact: None
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## Corporate Policy

1. Policy Status: Existing Policy:
  2. BBB Priority: Excellent Council Quality Environment Safe Bromley Vibrant, Thriving Town Centres :
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## Financial

1. Cost of proposal: Estimated Cost : £2.45m for Phase 4 of the investment programme
  2. Ongoing costs: Recurring Cost : £1.37m routine and reactive maintenance (revenue)
  3. Budget head/performance centre: Capital Programme
  4. Total current budget for this head: £11.8m
  5. Source of funding: Capital Receipts
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## Personnel

1. Number of staff (current and additional): 3 fte
  2. If from existing staff resources, number of staff hours: 3 fte
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## Legal

1. Legal Requirement: Statutory Requirement :
  2. Call-in: Applicable:
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## Procurement

1. Summary of Procurement Implications: None
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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: Ward Councillors have been consulted regarding these proposals and their comments will be made available at the meeting.

### **3. COMMENTARY**

#### **Background**

- 3.1 Bromley's highway assets include 547 miles (880Km) of carriageways and 885 miles (1,425 Km) of footways. 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 approximately £1.5 bn. according to the most recent submission to HM Treasury.
- 3.2 Maintaining the highway asset through timely planned maintenance works reduces the demand for reactive maintenance, such as repairing potholes and broken paving. This improves value for money and customer satisfaction, reduces unplanned network disruption, and contributes to reducing third party claims for damages.
- 3.3 On 12<sup>th</sup> December 2016 the Council approved capital funding of £11.8m for investment in planned highway maintenance and the scheme was added to the Capital Programme. This will allow the condition of the borough's non-principal and unclassified roads and footways to be improved, which will also reduce the demand for reactive maintenance. This will enable annual revenue savings of £2.5m to be made, a total of £12.5m over a period of 5 years from 2017/18, which will be partly offset by a total estimated reduction in treasury management income of £167k over the five year period.
- 3.4 In January 2017, July 2017 and October 2017 the Environment Portfolio Holder approved the first three phases of the project. These works have progressed well, and current commitments / expenditure as at December 2017 totals £6.52m.
- 3.5 Priorities for the initial phases of the project were based on a condition survey completed in October 2015. As highway assets have continued to deteriorate during the last two years a further borough-wide condition assessment has recently been commissioned in order to identify those carriageways and footways that may be in need of repair. This report seeks approval for the fourth phase of the project, as shown at Appendix 'A'. These schemes were identified as the highest priorities in the latest survey results, and have an estimated value of £2.45m.
- 3.6 It is proposed that a further report will be considered in March 2018 to approve the final phases of the project once additional technical assessments have been completed.

#### **New Highway Contracts**

- 3.7 When the investment project was approved by Executive in December 2016, it was anticipated that the project would be completed by April 2019 using the existing highway maintenance contracts. As it has recently been necessary to change the procurement strategy and timescale for the new highway contracts, the existing contacts will end in June 2018. Although the majority of carriageway schemes are expected to be completed by this time, it is likely that final phases of the proposed footway programme will remain outstanding. It is proposed that any remaining schemes will be undertaken by the Council's new contractors once the new highway contracts have been awarded.

### **4. POLICY IMPLICATIONS**

- 4.1 The Environment Portfolio Plan includes the key aim "To continue to invest in a timely and effective manner in our roads and pavements to maintain the value of our highway asset". The Plan (item 4.4) identifies the Council will "Improve the condition of the of the highway network by completing an approved major programme of road and pavement resurfacing".

## 5. FINANCIAL IMPLICATIONS

- 5.1 The Council has agreed capital funding of £11.8m for investment in planned highway maintenance. This will enable annual revenue savings of £2.5m to be made, a total of £12.5m over a period of 5 years from 2017/18, which will be partly offset by a total estimated reduction in treasury management income of £167k over the five year period.
- 5.2 This report is seeking approval for the next phase of the investment programme detailed in Appendix A. The estimated cost of these works is £2.45m. Details of future phases of schemes with associated costs will be submitted for approval at appropriate future meetings of this Committee.
- 5.3 Any on-going maintenance will be funded from the revenue budgets for routine and reactive highway maintenance budgets, as and when required.

## 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>	Impact on vulnerable adults and children Personnel implications Procurement implications
Background Documents: (Access via Contact Officer)	Highway Investment Report (ES17066) - Environment PDS Committee Meeting on 5th October 2017