

**Decision Maker:**        **Environment Portfolio Holder**

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

**Date:**                    **15th March 2018**

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

**Title:**                    **HIGHWAY INVESTMENT**

**Contact Officer:**        Garry Warner, Head of Highway Network Management  
Tel: 020 8313 4929    E-mail: garry.warner@bromley.gov.uk

**Chief Officer:**         Nigel Davies, Executive Director of Environment & Community Services

**Ward:**                    (All Wards);

---

1. Reason for report

This report recommends planned carriageway and footway maintenance schemes for inclusion in the final phase of the capital funded highways investment project, and considers recent announcements from Transport for London regarding future funding of highway maintenance.

---

2. **RECOMMENDATIONS**

**That the Environment Portfolio Holder:**

- i) **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;**
- ii) **Notes the reduction in TfL funding for maintenance of the borough principal road network;**

## Impact on Vulnerable Adults and Children

1. Summary of Impact: None
- 

## Corporate Policy

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

## Financial

1. Cost of proposal: Estimated Cost: £1.6m for Phase 5 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
- 

## Personnel

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

## Legal

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

## Procurement

1. Summary of Procurement Implications: None
- 

## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): borough wide
- 

## 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**

- 3.1 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.
- 3.2 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 has allowed the condition of the borough's non-principal and unclassified roads and footways to be improved, reducing the demand for reactive maintenance. The project 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.
- 3.3 The Environment Portfolio Holder has previously approved the first four phases of this project. These works have progressed well, and current commitments / expenditure, as at February 2018, totals £7.74m for carriageways and £2.46m for footways.
- 3.4 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 final phase, as shown at Appendix 'A'. These carriageway schemes were identified as the highest priorities in the latest survey results, and have an estimated value of £1.6m.

#### **New Highway Contracts**

- 3.5 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.
- 3.6 Following January's meeting of the Environment PDS the Environment Portfolio Holder approved a spend profile for capital funding of up to 80% carriageways and 20% footways in an effort to complete the project using the existing highways contractors.

#### **Maintenance of Borough Principle Roads**

- 3.7 While maintenance of the borough principal road network (BPRN) within London is the responsibility of respective London boroughs, as Highway Authorities, funding for planned maintenance of this network is funded by Transport for London (TfL). In recent years the Council has received an annual budget for such schemes of £0.8m - £0.9m.
- 3.8 In December 2017 TfL notified all London boroughs that investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and TfL Road Network (TLRN) will be paused between 2018/19 and 2019/20. The reason for this change was attributed to the reduced revenue grant from central Government from 2018/19 onwards and a fall in public transport passenger numbers.
- 3.9 As a Highway Authority the Council has a responsibility to maintain its entire highway network in a safe and passable condition. The highway investment project has been successful in improving the condition of the non-principal and unclassified roads in the borough, although future planned maintenance was also paused for five years until 2022/23 as part of the business case. As the condition of the network will deteriorate and the demand for reactive repairs

increase, it will be necessary to limit maintenance of the BPRN to reactive works and localised patching until such time as funding is available for planned maintenance.

#### **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 £1.6m.
- 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)	