

**Decision Maker:** ENVIRONMENT PORTFOLIO HOLDER

For pre-decision scrutiny by Environment PDS

**Date:** 11th March 2021

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

**Title:** PLANNED HIGHWAY MAINTENANCE

**Contact Officer:** Garry Warner, Assistant Director (Highways)  
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**Chief Officer:** Colin Brand, Director of Environment & Public Protection

**Ward:** (All Wards);

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1. Reason for report

This report recommends a programme of planned carriageway maintenance projects to be funded from existing revenue budgets and future TfL funding

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2. **RECOMMENDATION(S)**

**That the Environment Portfolio Holder:**

- i) **Agrees that the schemes listed in Appendix 'A' are included in a programme of planned highway maintenance for 2020/21, to be undertaken by the Council's existing highway term maintenance contractor, up to a maximum cost of £0.6m subject to available funding from underspending on other Highways revenue budgets;**
- ii) **Agrees that a bid for funding of £1.5m is submitted to TfL for the schemes listed in Appendix 'B' to form a future principal roads maintenance programme and, if successful, the Executive is requested to amend the Capital Programme accordingly.**

## 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 : £0.6m planned highways maintenance in 2020/21; £1.5m future principal roads maintenance programme capital
  2. Ongoing costs: Recurring Cost :
  3. Budget head/performance centre: Highways routine and reactive maintenance revenue budget
  4. Total current budget for this head: £1.41m
  5. Source of funding: Existing controllable revenue budget
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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? No
2. Summary of Ward Councillors comments: n/a

### **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 daily. 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 In December 2016 the Council approved capital funding of £11.8m for investment in planned highway maintenance to allow the condition of the borough's non-principal and unclassified roads and footways to be improved, reducing the demand for reactive maintenance. This programme has recently been completed, and a boroughwide condition survey is due to be completed in the spring to assess the success of the project and inform the scope and priorities of future schemes.
- 3.4 Spend on revenue budgets during 2020/21 for reactive highway maintenance and street lighting energy have been managed to allow some elements of these budgets to be used for planned highway maintenance schemes, and this report seeks approval for the planned carriageway maintenance projects shown at Appendix 'A'. These schemes were identified as the highest priorities in the latest survey results and have an estimated value of £0.6m. Any schemes that cannot be completed within the approved budget will form priority schemes once further funding is available.
- 3.5 While the Council is responsible for maintenance of roads forming part of the Principal Road Network (PRN) within the borough; classified 'A' road, planned maintenance, such as resurfacing and reconstruction works, have traditionally been funded by Transport for London (TfL). These schemes are usually included within the annual Local Implementation Plan (LIP), although funding for PRN maintenance has been suspended since 2017/18 due to funding issues.
- 3.6 TfL are currently in discussions with the Department for Transport regarding their funding for 2021/22 and beyond, which could include money for borough principal roads. TfL have asked all boroughs to submit bids of the highest priority PRN projects and this report seeks approval for the PRN carriageway maintenance projects shown at Appendix 'B'.

### **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 This report proposes utilising available underspends on the Highways revenue budgets for reactive maintenance, street lighting energy, staffing costs and winter maintenance for the additional planned carriageway resurfacing schemes as detailed in Appendix A. The total current underspend as reported in budget monitoring for quarter 3 stands at over £0.5m, and

this report seeks approval to undertake the schemes up to a maximum cost of £0.6m, subject to confirmation of the final available value of underspending.

- 5.2 Appendix B sets out future Principal Roads Network projects that will be submitted for consideration for grant funding by TfL. The estimated value of these schemes is £1.5m and, if the bid is successful, the Executive will need to be requested to amend the Capital Programme accordingly.
- 5.3 Any on-going maintenance will be funded from the revenue budgets for routine and reactive highway maintenance budgets, as and when required.

### **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 (ES20030) - Environment PDS Committee Meeting on 23 <sup>rd</sup> June 2020

Planned Carriageway Maintenance Programme 2020/21

1. Bridge Road, St Pauls Cray
2. Court Farm Road, Mottingham
3. Deepdale Avenue, Bromley
4. Eden Park Avenue, Beckenham
5. Madeira Avenue, Bromley
6. Queensway, Petts Wood
7. St Leonard's Rise, Orpington
8. Tall Elms Close, Bromley
9. Warner Road, Bromley
10. Woodhurst Avenue, Petts Wood

Proposed PRN Carriageway Maintenance Programme 2021/22

1. Bromley Road, Beckenham
2. College Road, Bromley
3. Crofton Road, Orpington
4. Croydon Road, Beckenham
5. High Street, Chislehurst
6. Leaves Green Road, Keston
7. Main Road, Biggin Hill
8. Perry Street, Chislehurst
9. Rectory Road, Beckenham