

**Decision Maker:** ENVIRONMENT & COMMUNITY SERVICES PDS COMMITTEE

**Date:** 29<sup>th</sup> June 2023

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

**Title:** PLANNED MAINTENANCE OF PRINCIPAL ROADS

**Contact Officer:** Garry Warner, Assistant Director (Highways)  
Tel: 020 8313 4929    E-mail: garry.warner@bromley.gov.uk

**Chief Officer:** Colin Brand, Director of Environment & Public Protection

**Ward:** (All Wards);

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1. Reason for report

This report provides an update on Transport for London funding of principal road maintenance

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2. **RECOMMENDATION(S)**

**That the Environment and Community Services PDS Committee:**

- i) Notes the contents of this report

### 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 : £Nil
  2. Ongoing costs: Recurring Cost : None
  3. Budget head/performance centre: Highways planned maintenance
  4. Total current budget for this head: £Nil
  5. Source of funding: Nil
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### Personnel

1. Number of staff (current and additional): 0
  2. If from existing staff resources, number of staff hours: 0
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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 intervention reduces the need for more expensive maintenance treatments at a later date, along with 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. There is a strong case for continued investment in planned maintenance of the highway asset.

#### Principal Roads Maintenance

- 3.3 The Council is responsible for maintenance of all roads in the borough, excluding the A21 and part of the A232 'red route', as the local Highway Authority. This includes roads that form part of London's Principal Road Network (PRN) within the borough; classified 'A' although planned maintenance of these road, such as resurfacing and reconstruction works, have traditionally been funded by Transport for London (TfL).
- 3.4 The historic funding for PRN maintenance is included in Table 1 below, which shows the reduced budget allocations since 2017/18;

Financial Year	PRN Funding Allocation
2012/13	£645k
2013/14	£869k
2014/15	£785k
2015/16	£1,019k
2016/17	£946k
2017/18	£1,056k
2018/19	£200k (Beckenham High Street)
2019/20	nil
2020/21	nil
2021/22	£200k (Crofton Road)
2022/23	£80k (Main Road, Biggin Hill)
2023/24	nil

- 3.5 Other than the small number of resurfacing schemes identified above, the Council has only undertaken reactive maintenance on the PRN since 2017/18 to maintain the roads in a safe and passable condition. As these roads are the busiest in the borough, taking most of the HGV traffic, this has resulted in a general deterioration of the of PRN network.
- 3.6 General deterioration of the PRN has also resulted in an increased demand on the revenue funded reactive highway maintenance budgets, which my require additional funding.
- 3.7 TfL have confirmed that a small London-wide PRN budget has been reinstated for the current financial year, and while all boroughs were invited to submit bids of up to £200k for their worst road, Bromley were not successful. Officers will continue to bid for funding from TfL, when available, for planned maintenance of the PRN.

**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”.
- 4.2 The reduced funding allocation received from TfL has restricted maintenance to reactive repairs only, a key aim of the Portfolio Plan has not been achieved.

**5 FINANCIAL IMPLICATIONS**

- 5.1 The total controllable budget for Highways Planned Maintenance is £2.6m. The budget is located in the Highways Cost centre, R60610.

**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)	