

HIGHWAYS COMMITTEE	DATE 02.06.2021	ITEM NO 9
TITLE Royal Borough of Greenwich Proposed Road Resurfacing Schemes 2021/22	WARD (S) All	
CHIEF OFFICER Director of Regeneration, Enterprise and Skills	CABINET MEMBER Environment, Sustainability and Transport	
DECISION CLASSIFICATION <i>Non-Key</i> <i>Non-exempt</i>	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? No. The Highways Committee is advisory only.	

1. Decision required

The Highways Committee is requested to:

- 1.1 Note the information about how the Council prioritises and selects roads for resurfacing.
- 1.2 Review and provide any comments on the proposed (local) road resurfacing schemes programme for 2021/22, as outlined in, and appended to, this report.

2 Links to the Royal Greenwich high level objectives

- 2.1 This report relates to the Council's agreed high-level objectives as follows:
 - A Healthier Greenwich
 - A Safer Greenwich

3 Purpose of Report and Executive Summary

- 3.1 This report is to share with the Committee information on how the Council prepares its annual carriageway (road) resurfacing programme; how roads are selected and prioritised.

3.2 The report will also share the list of schemes selected for resurfacing during the 2021/22 financial year, which, following agreement will be published on the Council's website for public information.

4 Introduction and Background

4.1 Typically, a resurfaced road would be expected to last around 20 to 25 years. The cost to resurface a local residential street is determined by both the length and width of the street and the work required (depth of construction, materials etc). However, on average, it would typically cost in the region of £50k per street when the programme is considered as a whole.

4.2 With around 2,000 streets in the Royal Borough, and the average lifespan of resurfacing, to maintain the network condition at a "steady state" around 100 roads per year would need to be resurfaced (ie about 5% of the network). This would cost around £5m per annum. The current funding level is slightly over £1m per annum and this results in a larger backlog of works than can be afforded.

4.3 Considering the budgets available, to develop and prioritise the list of roads to receive planned maintenance, regular technical borough wide road condition surveys are carried out to examine the condition of every road in the borough. The surveys divide the roads into manageable sections and return a condition score against each. This information, when combined with other factors, leads to a prioritised list of streets selected for resurfacing and ensures the funding is allocated to the right areas in the right order.

4.4 Through this systematic approach, qualitative condition surveys and prioritisation criteria, together with the appropriate choice of materials, the Council aims to maximise the road life within the funding available at optimum cost.

4.5 In line with the information above the Council has now selected the streets for inclusion into the 2021/22 Resurfacing Programme. The proposed programme for 2021/22 is shown in Appendix A.

4.6 All of the schemes are to be programmed in consultation with stakeholders (London Buses, utility companies, events, emergency services etc.) and will be delivered throughout the remainder of 2021/22 financial year. Any reserve schemes not completed will be carried forward to 2022/23.

4.7 The total cost of the proposed work (excluding the reserve roads) is £1.070m.

Principal Road Funding

- 4.8 In recognition of the strategic nature and use of the boroughs classified A roads (the principal roads), TfL funds planned maintenance on these roads.
- 4.9 The Council has seen a gradual decline in Principal Road funding over recent years. Table 1 below shows the Principal Road funding allocations received since 2014/15.

Table 1 – RBG Principal Road funding allocations

Financial Year	Allocation (£)
2014/15	1,067,000
2015/16	867,000
2016/17	878,000
2017/18	740,000
2018/19	171,000
2019/20	110,000
2020/21	120,000

- 4.10 For 2021/22 TfL had indicated that Principal Road funding could return to values somewhere near those seen in earlier financial years.
- 4.11 The Council was asked by TfL to make a funding bid submission to the maximum value of £1.2m for 2021/22.
- 4.12 Officers have developed a list of six schemes for delivery to the value of £1.2m, as requested by TfL. At the time of drafting this report a decision on the funding request has not yet been confirmed, although indications are that at worst case the funding granted would be 50% of the total bid (£600k) (this is a pan-London position and not a reflection on the Council's bid). TfL will confirm the funding through the normal channels in due course.
- 4.13 Whilst the condition of the Royal Boroughs principal roads, overall, are in an acceptable condition, it follows that with continued reduced funding the rate of deterioration of this key part of the network will increase.
- 4.14 As a result of reduced funding and the increasing degradation of the network there will be an increased spend from the Council's revenue funds to ensure the principal road network continues to be maintained in a safe and functional condition. The Council has lobbied TfL for increased funding for this area of work, and prior to the Covid19 pandemic there were signs that the earlier

levels of funding would be reinstated. However, the pandemic has placed significant pressure on TfL finances so near-term settlements are impossible to predict.

5 Available Options

5.1 In considering the way forward available options to the Council are:

Option	Description	Comment
1.	Do nothing	This would result in the essential work described in this report not being delivered. The condition of the roads would continue to deteriorate. The budgets would be under-spent (or reallocated). It would cause reputational harm and dissatisfaction of residents. This scenario is not advised.
2.	Accept the proposed 2021/22 resurfacing schemes	The progress of the Council's 2021/22 planned highways maintenance programme would be noted and approval given. This would allow the Council to progress with engaging with stakeholders to plan and programme the works over the summer.
3.	Accept the proposed 2021/22 resurfacing schemes but with amendments	As above but with amendments proposed the 2021/22 resurfacing scheme selection. This will enable the Council to progress with planned maintenance works this financial year but potential delays could prevent delivering the works at the optimum time of year. The basis for varying the prioritisation process would also need to be justified.
4.	Defer the decision and request more information	This would delay the delivery of the works until the next Committee meeting or beyond and would see the works delayed.

6 Preferred Option

6.1 The Committee is asked to note the contents of the report, agreeing with recommendation 2 above, and, if required, comment upon the list of planned maintenance schemes proposed for 2021/22 as shown in Appendix A.

7 Reasons for Recommendations

- 7.1 This would allow the Council to progress with engaging with stakeholders to plan and programme the works and crucially allow works to be delivered at the optimum time of year.

8 Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	<p>The Council has a statutory duty to ensure that its highway network is in a safe and reliable condition. Section 41 of the Highways Act 1980 imposes a duty to maintain highways maintainable at public expense and Section 58 of the same Act provides for a defence against action relating to alleged failure to maintain, on grounds that the authority has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous to traffic. Section 16(1) of the Traffic Management Act 2004 imposes a duty on local traffic authorities ‘to manage their road network in securing the expeditious movement’, with Section 31 of that Act specifically stating that the term ‘traffic’ includes pedestrians, so the duty requires the authority to consider all road users.</p> <p>The Highways Committee is authorised to consider and comment on the proposed road resurfacing schemes programme for 2021/22, as appended to this report, under Article 13 of Schedule E (Terms of reference – Member-level Bodies 2020/21) in Part 3 of the Council’s Constitution, which sets out the matters that are referred to the Highways Committee to advise and comment on, and authorises the</p>	Eleanor Penn, Assistant Head of Legal Services, 20 th May 2021

	<p>Director of Regeneration, Enterprise and Skills, in consultation with the Chief Executive, Leader of the Council and relevant Cabinet Member, to determine in each individual case whether a matter should be considered by the Highways Committee.</p>	
<p>Finance and other resources</p>	<p>The Highways Committee is requested to note the information, review and provide any comments on the proposed (local) road resurfacing schemes programme for 2021/22, as outlined in, and appended to, this report.</p> <p>The total cost of the proposed work is £1.070m which will be funded from the Highways Maintenance revenue budget.</p> <p>Officers have also developed a list of six schemes for delivery to the value of £1.2m for the Boroughs principal roads. A funding decision from TfL has not yet been confirmed, although indications are that at worst case the funding granted would be 50% of the total bid (£600k). TfL will confirm the funding through the normal channels in due course.</p>	<p>Sue Rock Accountancy Business Change Manager 21/05/2021</p>
<p>Equalities</p>	<p>The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users.</p>	<p>Jack Carlisle, 12 May 2021</p>
<p>Climate Change</p>	<p>The decisions recommended in the report have low direct impact on climate change or the Council's current carbon reductions commitments. The Council is working closely with its contractor/s to minimise the Carbon footprint in the use of equipment, plant and material; road surfacing technology and techniques are developing and extreme weather events are expected to become more frequent which will affect durability; the Council</p>	<p>Mario Lecordier 25 May 2021</p>

	will keep up to date with the techniques that will deliver lowest whole life cost in maintaining the road network.	
Social Value	The Public Services (Social Value) Act requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Contracts used to deliver the Councils resurfacing work have been procured in a way that secures a range of social value to the Council and its residents.	Jack Carlisle, 12 May 2021

9 Report Appendices

The following documents are to be published with and form part of the report:

- Appendix A – Proposed Resurfacing Schemes 2021/22

101 Background Papers

None

Report Author: Jack Carlisle
Highways Improvements Engineer
Tel: 020 8921 2773
Email: jack.carlisle@royalgreenwich.gov.uk

Reporting to: Mark Hodgson
Head of Highways
Tel: 020 8921 2103
Email: mark.hodgson@royalgreenwich.gov.uk

Chief Officer: Pippa Hack,
Director of Regeneration, Enterprise and Skills
Tel: 020 8921 5519
Email: pippa.hack@royalgreenwich.gov.uk

Appendix A – Proposed Resurfacing Schemes 2021/22

Carriageway Reurfacing Programme 2021 / 22		
Ward	Road Name	Parameters
Plumstead	Lakedale Road	From Plumstead High Street to Brewery Road
Plumstead	White Hart Road	Full length
Eltham North	Berry Hill	Full length
Eltham North	Earlshall Road	Westmount Road to Craigton Road
Eltham North	Maudslay Road	Lovelace Green to Arsenal Road
Eltham North	Rochester Way	Section by Crookston house number 671 to joint past last house
Eltham South	Halfway Street	From Avery Hill to borough Boundary by Overmead
Coldharbour and New Eltham	William Barefoot Drive	Great Harry Drive to White Horse Hill
Coldharbour and New Eltham	Dominic Drive	Bottom section by Molescroft
Middle Park and Sutcliffe	Sibthorpe Road	Just before Horsa Road to Alnwick Road
Eltham North	Dumbreck Road	From Glenesk Road to dead end
Eltham North	Glendale Close	Full length
Eltham North	Glenbar Close	Full length
Eltham North	Glenhead Close	Full length
Charlton	Wellington Gardens	Full length
Shooters Hill	Moordown	Ankerdine Crescent to Donaldson Road + Condover Crescent to Ankerdine Crescent
Glyndon	Leghorn Road	Full length
Shooters Hill	Thornhill Avenue	Ancaster Street to Swingate Lane
Plumstead	Purrett Road	Winn Common Road to Saunders Road
Plumstead / Abbey Wood	Woodhurst Road	Bostall Hill to Blithdale Road
Abbey Wood	Wilrose Crescent	Full length
Thamesmead Moorings	Battery Road	Junction with Western Way and into Goldfinch Road
Abbey Wood	Bostall Lane	From Bostall Hill to Fuschia Street
Shooters Hill	Flaxton Road	Alabama Road to Timbercroft Lane
Kidbrooke with Homfair	Wishart Road	Full length
Kidbrooke with Homfair	Corelli Road	From Shooters Hill Road to Holbourne Road
	Reserve Roads	
Thamesmead Moorings	Kelner Road	Full length
Shooters Hill	Donaldson Road	Ankerdine Crescent to Shooters Hill Road
Eltham South	Keighdeigh Drive	Parking area to Avery Hill Road
Blackheath Westcombe	Vanbrugh Hill	Full length