

**Report for:** Environment and Community Safety Scrutiny Panel – 16<sup>th</sup>  
March 2023

**Title:** Update on Planned and Reactive Highways Maintenance

**Report authorised by** Barry Francis, Director of Environment and Resident Experience

**Lead Officer:** Ann Cunningham, Head of Highways & Parking  
02084891355  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

Peter Boddy, Highways and Traffic Manager  
02084891765  
[Peter.Boddy@haringey.gov.uk](mailto:Peter.Boddy@haringey.gov.uk)

**Ward(s) affected:** All

## 1 Describe the issue under consideration

1.1 To provide the Environment and Community Safety Scrutiny Panel with an update on highways planned and responsive maintenance services.

## 2 Recommendations

2.1 That the Environment and Community Safety Scrutiny Panel notes the content of this report.

## 3. Background

3.1 The borough's highway infrastructure, estimated at a value in the region of £1 billion, is the most visible, well-used and valuable physical asset owned by the Council. It is crucial for the prosperity of the borough, enabling the safe and free movement of people and goods, whether they are walking, cycling, driving, or using bus services. Highways are vital to the economic success of the borough.

3.2 Safety of the highway network is the Council's responsibility. Haringey has a duty to inspect and repair roads, pavements, and highway structures, and to ensure that street lighting and drainage systems work effectively.

3.3 The Council as a local highway authority is responsible for the repair and maintenance of all assets that form part of the public highway. This includes approximately:

- 355 km of roads
- 686 km of footways
- 32,120 street trees
- 14,800 street lights
- 2,100 illuminated signs
- 15,774 drainage gullies

- guard posts and other street furniture and
  - highway assets that include 37 structures, culverts and drainage pipes.
- 3.4 As has been the case with other local authorities across the country, long-term historical under-investment in highways maintenance has resulted in a deteriorated road network. Increased levels of funding in the last 10 years has had a positive impact, allowing some improvement in overall condition. However, as set out in the Cabinet Member Signing report of 7<sup>th</sup> March 2022, a sustained higher level of investment in footway and carriageway maintenance would have a significant impact on highway condition. So, whilst £4.373m was allocated in 2020/21 for carriageways and footways, the Council increased its investment to £7.719m in 2022/23. This investment has been used to carry out maintenance improvements to the roads in the worst condition.
- 3.5 To increase the life span of our roads and reduce the percentage of roads in need of repair, the intention is to give greater attention to a programme of preventative maintenance works, reducing the potential for roads to rapidly deteriorate to needing more costly intervention. Such a preventative maintenance approach will also slow down the overall deterioration of the highways network. The associated measures will include regular lower cost reactive repairs, increased allocated funding towards small sections repairs, use of more sustainable and durable materials, and increased use of street furniture and trees to prevent footway overruns. All these measures are proposed to give a more cost-effective approach to highways asset management and will be carried out alongside the road resurfacing and footways programmes.
- 3.6 The proposed investment of £7.385m for 2023/24 has been prioritised through the borough wide condition survey carried out in April 2022, together with highways visual inspections, and specific concerns raised by Members and the wider community.
- 3.7 The proposed investment in lighting for 2023/24, like in earlier years, has been developed around the results of asset surveys, low lighting levels and residents' and Members' feedback.
- 3.8 It is anticipated that the recent increase in investment on our highways has resulted in significant improvements to the overall condition of the network. This should be demonstrated in a new borough wide highways condition survey, to be carried out later this year. From on-site visual inspections in early 2022, it should be noted, that the footways condition remains noticeably poor, and it is estimated that around 53% of the footway network still require structural maintenance works. Additionally, this survey showed that approximately 37% of our carriageway network needs resurfacing or other treatment works. This means that current investment levels will need to be sustained over a number of years to achieve a good condition level.
- 3.9 The 2023/24 proposals for planned maintenance allocate the major proportion of the highways' budgets to the parts of the network that are assessed as being in the worst condition and areas that will benefit from preventative maintenance

works. All these works are those that can be carried out within the fiscal year and within set budgets.

- 3.10 Reactive maintenance deals with reinstatements in the footways and carriageways (potholes and trip hazards), extensive gully cleansing and drainage repairs, replacing and maintenance of street lighting and illuminated street furniture.

#### **4 Existing Highways Maintenance Contracts**

- 4.1 A highways term maintenance contract was tendered and awarded to Marlborough Highways Limited, for an initial term of five (5) years commencing on the 1<sup>st</sup> July 2020 with an option for a two (2) year extension period. Under this contract, major highways maintenance includes for resurfacing and footways works being carried out alongside the reactive works e.g. potholes.
- 4.2 The Street Lighting and Minor Improvement Works contract was awarded to Marlborough Highways Limited in October 2019 and was recently extended, by 2 years, to expire in September 2025.
- 4.3 Some major highways and specialist projects are tendered, such as major public realm schemes, bridge repairs and other highways structures works.
- 4.4 The current highways contracts with Marlborough Highways have several performance indicators that include response times to works orders, quality and cost. Marlborough Highways' performance is monitored and reviewed at monthly meetings to ensure contract targets and outputs are being met. The contractor currently meets most of these targets but, where they are not met, then an improvements plan is put in place. This is an ongoing process as performance cannot always be consistent due to many extenuating constraints such as materials delivery lead-in time, intermittent labour shortage (although this is far easier to mitigate against in a large organisation), volumes of work issued, poor weather, and illness. Stretched and revised performance targets are nevertheless being proposed, in negotiation with the contractor, to enhance the contractor's performance.

#### **5 Highways and Street Lighting Investment Plan (HSLIP)**

- 5.1 Even with increased funding allocations, there is still a need to prioritise the major maintenance works programmes for resurfacing and footway reconstruction. Roads are scored based on a number of factors including the condition, road hierarchy, public and Members' requests, whether the road is on a bus route/cycle route and/or there are major institutions on the road. All the roads in the borough were visually inspected in a condition survey in 2022, which formed the basis for future works programmes. In September 2022, Members' views were sought on which roads should be considered for the future works programme. The result of this consultation, along with public requests and highways officers' inspections, were assessed and prioritised for the future work programme.

- 5.2 A new Highways Asset Management Strategy (HAMS), underpinned by asset management plans covering specific types of assets, is being developed which is to be reported to Cabinet in the summer of 2023. The new HAMS will have a modular format which will facilitate its posting on the Council's website. This will provide transparency in how future investment is being prioritised to achieve maximum value for money - by making the best use of resources and ensuring the right interventions are implemented at the most effective time. Reactive repairs are necessary, but it is anticipated that there should, in the long term, be some reductions in such reactive repairs as the overall condition of our carriageways and footways improve over time.
- 5.3 In 2022/23, the Council invested around £8.75m in all highway assets and it is projected that this will result in approximately 22km of carriageway resurfacing and 10km of footway works. This is an improvement on previous years as, in 2021/22, some 13.6km of resurfacing was carried out and 9km of footways work was approximately constructed.
- 5.4 In 2023/24, around £8.97m is to be invested in our highway assets. Specific locations for such investment will be set out in a report for Cabinet in April 2023. This level of investment is expected to allow the Council to resurface 65 carriageways and relay 32 footways. This year, there will be an expansion of the short sections works budget which will result in approximately 33 schemes being carried out under this programme. Included within this overall investment is £1.2m to be allocated to support reactive maintenance projects. These reactive maintenance works include the repair of potholes and footway trip hazards.
- 5.5 In addition to the Highways Investment Plan, there are proposals for £448k of gully cleansing revenue maintenance and £355k for drainage improvements, which are to be outlined in the Flood Water Management Investment 2023/24 Plan to Cabinet in April 2023. This level of investment reflects the amounts spent in 2022/23, where all the borough's highways gullies were cleansed along with the installation of new gullies, replacement of covers and some drainage repairs. In 2023/24, this repair and replacement works will be continued. The gullies cleansing programme will, however, be prioritised so that the cyclical cleaning frequency is efficiently targeted to drainage assets based on risk factors that include flooding risk.
- 5.6 The level of funding investment proposed in 2023/24 of £8.974m in highways assets (which includes structures and street furniture) and £1.5m in lighting assets will improve the condition of our road infrastructure assets. The scale of future years investment are generally subject to the broader Medium Term Financial Strategy considerations.
- 5.7 The existing highways term contract, with Marlborough Highways Ltd, can expire in 2025 or be extended by up to two years. The tendering of a new highways term contract can take around 18 months. A decision will therefore be taken in early 2024 on extending this contract or for retendering. In 2023 there is a bench marking proposal to tender some footways and resurfacing works, before a decision can be made on any extension of the current highways contract.

## **6 Contribution to strategic outcomes**

- 6.1 The HSLIP supports the 'Responding to the Climate Emergency' theme in the Corporate Delivery Plan, presented to Cabinet on 17<sup>th</sup> January 2023. Details are set out under *High Level Outcome 2: A Just Transition* for 'achieving more accessible footways and carriageways' and 'reduced casualties and safer road network in Haringey.' The projects and programmes in the HSLIP will contribute to these by improving the public realm and road network condition, reducing road traffic collisions, while improving accessibility for all road users, in particular pedestrians and cyclists and motorcyclists.
- 6.2 The HSLIP also supports the London-wide contribution to a healthier London. The Mayor of London's Transport Strategy and Local Implementation Plan 3 guidance was published in 2018. The final LIP3 was approved by Transport for London in June 2019.
- 6.3 The Council's 2018 Transport Strategy sets out the strategic vision, objectives and priorities on the future of transport in Haringey over the next 10 years. The Strategy identifies four outcomes, one of which is for 'a well-maintained road network that is less congested and safer'. The Strategy also outlines the role that HSLIP projects and programmes play in achieving this.
- 6.4 The proposed resurfacing works will also contribute to the Corporate Delivery Plan Manifesto theme of 'Responding to the Climate Emergency' under *High Level Outcome 3: A Low Carbon Place* for 'reduced carbon emissions from highway maintenance'. The investment of £4.7m in road resurfacing includes using warm mix asphalt (which typically reduce CO<sub>2</sub> emissions by 10% in the manufacture stage) and the use of recycled road materials in surfacing and road construction. In addition, high performance asphalt is used on highly trafficked roads that can be laid at shallower depths without a deterioration in its performance. The depth of footway reconstruction is designed so that it is fit for purpose and existing materials are left in situ where appropriate.
- 6.5 Haringey's Climate Change Action Plan sets out how the borough will become net zero carbon by 2041. Marlborough Highways Ltd has a Carbon Reduction Plan (CRP) in place that can be accessed directly via its website. Through this CRP, Marlborough Highways Ltd has committed to achieving Net Zero by 2025 including a pledge of 1 tree whip/sapling being planted per tonne of CO<sub>2</sub> generated by its works in Haringey.