

<b>Committee(s):</b>		<b>Date(s):</b>
Planning & Transportation	For Decision	11 November 2014
Streets and Walkways Sub Committee	For Information	17 November 2014
<b>Subject:</b>		
Highway maintenance: funding and effectiveness		
<b>Report of:</b>	<b>For Decision</b>	
Director of the Built Environment		

### **Summary**

As part of the Service Based Review process, savings totalling £180k were initially considered from the Department of the Built Environment's highway maintenance budget as part of DBE's contribution to that review. However, these were flagged as 'red' due to the likely impact they would have on the current and future state of the highway in the City, and were declined by the Policy and Resources Committee, pending a further report on the condition of the City's highways, that would also assess the impact of any savings proposals.

This report outlines the current funding situation regarding highway maintenance in the City, particularly focussing on road resurfacing, where local risk budgets have considerably reduced in real terms over time, and where these further proposed savings would be most likely to impact.

Despite supplemental income from sources such as Transport for London that have helped to offset some of these historical budget reductions, and savings in contract rates being made at the time of the last term contract tender, the empirical evidence suggests that the City's highway is declining in quality, both in real terms and relative to other London authorities. There is now evidence of a significant backlog in repairs, and the lack of certainty around budgets leads to inefficiencies in planning those repairs.

New initiatives, such as improved liaison with utilities and closer monitoring of their reinstatements, have been put in place to improve existing budget efficiency, but if funding for highway maintenance remains at its current level, there is every likelihood that this long-term decline will continue. Therefore, this report recommends that no further savings are taken at this time, and that officers continue to monitor the highway's condition, assess the progress made with managing utility reinstatements, and come back to Members with budget proposals in a year's time with the benefit of a further year's monitoring.

### **Recommendation(s)**

Members are recommended to agree that:

- No further savings are to be made from the highways maintenance budgets as part of the current review;
- Officers continue to monitor the highway through the various measures outlined in this report, and bring a further report on the highway's condition and the resources needed to maintain it in 12 months' time.

## **Main Report**

### **Background**

1. The City Corporation is the Highway Authority for all the public highway and City walkway areas in the Square Mile, except for those streets that fall within the Transport for London Road Network (or 'Red Routes').
2. As such, the City is responsible for maintaining those streets, footways and walkways, including inspecting them for defects, undertaking repairs and resurfacing, changing or enhancing streets through major projects, maintaining signs, bollards, street nameplates and drainage, and looking after all the powered & illuminated street furniture in the City, from road signs to street lights.
3. The City's term contractor, JB Riney, identifies highway and electrical defects, prioritises them for repair, orders the works and undertakes the repair, resulting in a lean, joined-up and efficient process. The City then sample checks these works on a monthly basis to ensure they are correctly identified, prioritised and completed, as well as correctly measured, priced and invoiced. This process was reviewed and supported in 2011 as Best Practice in the PP2P 'quick wins' programme, and the subsequent contract retender conducted on that basis.
4. In the context of the need to identify savings for the recent Service Based Review process, a budget reduction totalling £180k was initially considered from the Department of the Built Environment's highway maintenance budget as part of DBE's contribution to that review. However, these savings were flagged as 'red' due to the likely impact they would have on the current and future state of the highway in the City, and were declined by the Policy and Resources Committee, pending a detailed report on the condition of the City's highways. This report reviews the current position of funding for highway maintenance in the City, the focus of that funding, and the evidence behind the current condition of the City's streets.

### **Current Position**

#### **Footways**

5. The City has traditionally sought to maintain a safe and high quality footway surface to facilitate the large number of pedestrians that use its narrow streets. As a result, the City has an intensive maintenance regime with extremely low intervention levels (ie what defines a trip hazard) of 12mm for the footway, compared to the typical national standard of 25mm.
6. This standard has been established and maintained over many years, reflecting the City's expectations for a safe and high quality footway surface for the City community. Such standards and processes also significantly reduce the number of accident claims made against the City, and help to reduce the associated insurance premium. As a result, the City has relatively few accident claims, and is seen as a relatively 'good risk' in what has become a very difficult insurance market overall.

7. The footway materials used to achieve this are typically hard wearing and robust with long life spans. In particular, the City's choice of York stone paving has demonstrated its suitability to City conditions over many years, and trials with cheaper, softer materials have shown that such options represent a false economy in terms of their durability and maintenance costs.
8. However, all surfaces deteriorate over time through wear and tear, particularly if they are damaged, and periodically need to be repaired, replaced or refurbished. Each month, JB Riney identify locations that have become hazardous to pedestrians, typically due to the paving breaking apart and becoming uneven. This is sometimes due to weather conditions, but more often due to vehicle damage after they have been driven over.
9. Despite 'parking on the footway' being an established parking contravention, drivers continue to choose to do this, sometimes to keep narrow streets open to traffic, but paving is not designed to take such loading and will often crack and break as a result.
10. Of the £80k paid monthly to JB Riney for highway repairs and maintenance, the key priority remains maintaining high quality footways, albeit this amount must also be stretched to cover damaged and missing street furniture (eg signs, benches and kerbs), as well as carriageway potholes, larger carriageway patches and repairs to raised tables.

#### Street Lighting

11. DBE's budget for highway maintenance must also fund the cost of maintaining the City's stock of aging street lights, but over the last few years, this commitment has started to absorb an increasing share. Almost a third of DBE's overall budget for highway maintenance is now dedicated to this part of the service (£630k pa), and together with rising energy costs, the introduction of carbon taxes, and an increase in the need to manage and maintain other electrical items such as fountains and irrigation systems, such costs are becoming unsustainable.
12. DBE have established a project to review its street lighting provision that will seek to take advantage of new LED technology to reduce its energy consumption and repair bill over the next 7-8 years. This project is currently being assessed in light of the IS Division's technology infrastructure review to see whether there are synergies between this and the provision of street lights that could support a 4G communications network. A report will be brought to Members on this project in the normal way, but savings from it have been identified within the Service Based Review for future years.

#### Carriageways

13. Aligned to the City's desire to maintain high quality footways, the City's carriageways have also been historically maintained to a high standard, with an intensive maintenance regime that requires the 34 Category A roads in the Square Mile to be inspected once a fortnight, and all other roads once a month. Again, the City's expectations for quality are demonstrated by setting a relatively low intervention level of 20mm for a carriageway pothole, compared to typical national benchmark of 40mm.

14. Carriageway repairs are needed to compensate for a number of problems, particularly based around:
- weathering (deterioration caused by the natural expansion and contraction of the surface, amplified by water acting against the integrity of the construction);
  - loading from heavy vehicles (often along set tracks such as bus lanes or the police check points);
  - long-term structural failure (often in and around past utility works and boxes, caused by their cumulative effect of disrupting the integrity of the road base construction);
  - less hard wearing surface materials (typically used to deliver other benefits, such as road safety advantages).
15. The design of the City's streets is intended to provide the maximum level of strength for an urban environment, but as utilities must continue to lay and maintain their plant beneath it for the foreseeable future, it must also be easily excavated and reinstated to a high level of structural integrity.
16. Although some carriageway repairs are funded by the monthly allocation to JB Riney, the more efficient method of repairing a road surface is to fully resurface it. DBE's local risk budget for programmed resurfacing works is now £254k pa, which is a figure that has significantly reduced over the last decade due to both efficiency savings in contract rates, and general departmental budget reductions. The following table illustrates this incremental change since 2006/7.

*DBE Local Risk Resurfacing Budget: 2006/7 to 2014/15*

<b>Year</b>	<b>Amount (£'000)</b>
2006/7	850
2007/8	789
2008/9	687
2009/10	687
2010/11	623
2011/12	591
2012/13	292
2013/14	246
2014/15	254

17. Savings in contract rates were made at the time of the last term contract tender in 2011, but this overall reduction in budgets of 70% since 2006/7 has had an inevitable effect on the amount of work that can be afforded, and based on DBE local risk funding alone, the resurfacing frequency now extends well beyond the expected working life of the materials used.

18. Based on current local risk funding levels and contract rates, the City can only afford to resurface its main roads every 31 years, and its minor roads every 76 years. However, the average life for a Hot Rolled Asphalt carriageway surface is approximately 25 years, which can be reduced by up to 17%\* to almost 20 years following major utility works. (\*Ref: 'A Charge Structure for Trenching in the Highway'; Transport Research Laboratory, 2009.)
19. To put this into context, the following benchmarking data was published in the 2014 Annual Local Authority Road Maintenance (ALARM) survey, compiled from information collated from highway authorities throughout the UK. It shows that the City is now well below the London average in terms of the frequency it can afford to resurface its streets:

*Avg length of time before roads are resurfaced*

<b>Class of Road</b>	<b>England</b>	<b>London</b>	<b>City of London</b>
Principal	33 years	19 years	31 years
Unclassified	101 years	41 years	76 years
All classes	68 years	32 years	52 years

20. A further calculation would suggest that £13.33m would be needed to resurface every street in the City at current contract prices. However, given a road surface life span of 25 years, a budget of £533k pa would be needed to resurface every street in that time, or more than twice the current local risk budget allocation of £254k. By comparison, the budget allocations in 2006/7 suggested that the City could afford to replace its highway surface before it became life-expired, despite the slightly higher contract costs at that time.
21. If that road surface life span is reduced to 20.75 years (based on TRL's research to account for utility intervention), the required budget increases still further to £642k pa, suggesting that even with our best efforts to control utility reinstatements, there is a significant shortfall to hold the highway condition to a steady state.
22. Based on local risk budgets alone, a funding gap clearly now exists between what can be afforded and how frequently a road surface ideally needs to be replaced. However, DBE has been highly active in securing other sources of funding to help bridge this gap, as illustrated in the table below.

*Resurfacing budgets (and sources)*

<b>Year</b>	<b>DBE Local Risk Budget</b>	<b>TFL Funding</b>	<b>Extra City Funding</b>	<b>Total</b>
<b>2010-11</b>	£623,222	£96,600	£233,435	£953,257
<b>2011-12</b>	£590,839	£56,338	£0	£647,177
<b>2012-13</b>	£292,000	£91,000	£112,000	£495,000
<b>2013-14</b>	£246,000	£100,576	£328,916	£675,492
<b>2014-15</b>	£254,000	£230,000	£100,000	£584,000

23. The City typically receives a contribution from Transport for London towards resurfacing under the Mayor's Local Implementation Plan (LIP) process. This allocation is subject to a bidding round, and is ring fenced for resurfacing the

Principal Road Network (the A-roads in the City), but it has been a key source of funding in recent years.

24. In addition, in four of the last five years, DBE has also identified funding from other sources to supplement its base resurfacing budget. In the run up to the Olympics, additional funding from carry forwards was made available for resurfacing (particularly for the Olympic marathon route and other high profile locations), and in the last two years, the resurfacing budget was supplemented due to a higher than expected recovery of income from scaffold licences.
25. However, such funding supplements are transitory at best, and can only provide a short term stop gap to conceal the primary local risk budget shortfall. In addition, because the additional internal funds are typically made available only late in the year, it is difficult to plan ahead and use such supplements in the most efficient way.

### Road Surface Quality

26. Given the nature of the materials used in highway construction, trends must be considered in the long term. Short term budget changes will not necessarily be reflected immediately in highway condition surveys, but long-term changes will undoubtedly have a measureable impact.
27. A greater emphasis on monitoring the condition of the highway has been triggered by a number of factors, including new requirements from CIPFA (the Chartered Institute of Public Finance & Accountancy) for whole government accounting, a better understanding of whole life costing for highway materials, and a far greater focus on efficiency in highway maintenance generally.
28. The City uses a number of metrics to monitor the condition of the City's streets, and using them together provides a balanced scorecard approach, accepting the pros and cons of each type of survey. Briefly, these measures are:
  - The Annual Local Authority Road Maintenance (ALARM) benchmarking survey, covering resurfacing frequency, budgets & costs, maintenance backlog etc. across the UK.
  - LB Hammersmith & Fulham SCANNER automated carriageway condition surveys of the principal road network, which measure the structure of the highway as well as the surface. (Hammersmith & Fulham have the specialist equipment needed for this type of survey, so they provide this information to all London highway authorities. TfL then use the data to benchmark the performance of each highway authority against one another.)
  - Visual inspections of the City's footways and carriageways by an independent consultant to the nationally-accredited standard; the UK Pavement Management System or UKPMS. (This survey generates defect 'heat maps', and is the only method of completing the CIPFA valuation – see below.)

- Conversion of the UKPMS data into a CIPFA compliant highway valuation, which calculates a depreciated value for the highway, and thereby indicates the value of any backlog in highway repairs.
- The City's own carriageway inspection survey called the Street Condition Index, using a bespoke set of standards to rate the condition of different streets. Although less detailed than using UKPMS, the Street Condition Index still provides the City with its best long-term trend data as such surveys have been done by officers for the last nine years.

29. Using these different measures, the table below sets out the percentage of the City's highway network identified as failing and requiring repair:

*% of the network failing (data comparison)*

Year	Street Condition Index	UKPMS	SCANNER
2009/10	18.9%	--	14%
2010/11	22.5%	--	12%
2011/12	21.9%	--	19%
2012/13	21.6%	10%	32%
2013/14	23.4%	14%	34%
<i>Source</i>	<i>City of London</i>	<i>Independent survey</i>	<i>LB H&amp;F</i>
<i>Coverage</i>	<i>All streets</i>	<i>All streets</i>	<i>Principal Road Network</i>
<i>Basis</i>	<i>Carriageway</i>	<i>Carriageway &amp; footway</i>	<i>Carriageway surface &amp; substructure</i>

30. In terms of the differences, gaps and changes in the above data:

- The City's own Street Condition Index has a higher quality threshold compared to the national UKPMS standard because it is intended to reflect the City's desire for a superior road surface compared to the national average. This difference in quality threshold may explain why this figure is higher than the UKPMS survey (ie a defect under SCI may not be one under UKPMS), plus it uses a broad whole street approach to judging highway quality, rather than detailing defects down to actual square metres, which is the basis of UKPMS.
- UKPMS data has only been collected in the City for two years, but as it represents the national standard, it will become a core part of the City's long-term data set.
- SCANNER surveys are limited to the City's A-roads (which tend to pass through the northern part of the City), but funding prior to the Olympics tended to focus around the marathon route, hotels and tourist attractions in the central and southern parts of the City. This may explain the sharp deterioration of this index between 2011/12 and 2013/14 as funding was directed elsewhere.

31. What these three surveys suggest is that there is a significant and increasing concern with the state of the highway in the City. To the national standard, about one eighth of the network needs resurfacing, but to the City's traditional higher standards, this figure increases to around a quarter.

32. The SCANNER data measuring the state of principal roads is higher still, which is concerning as this is the benchmark that TfL use to judge the relative performance of highway maintenance effectiveness across London. The table below summarises the most recent pan-London SCANNER surveys, and shows that for TfL's purposes, the condition of the principal road network in London has deteriorated in the last three years, but it has done so more rapidly, and from a worse starting position, in the City.

*% of Principal Roads requiring planned maintenance*

<b>Year</b>	<b>London (Avg)</b>	<b>City of London</b>
2011/12	8%	19%
2013/14	13%	34%

33. Using the UKPMS data and the CIPFA-approved method of calculation, the total value of the current backlog is estimated to be £7.8m. This calculation is highly complex, and the methodology behind it is still being developed, but it is already thought to be an under-estimate as it cannot yet compensate for the additional cost of more expensive materials. If an adjustment for this additional cost is made, the true value of the backlog is thought to be nearer £8.5m at current prices.
34. Finally, the UKPMS data would also suggest that a backlog of footway repairs is beginning to develop. As noted earlier, the need to absorb heavy pedestrian footfall has led the City to traditionally invest in durable, high quality materials such as York stone paving and mastic asphalt. Such surfaces have typically lasted well, only needing reactive maintenance to cover minor repairs to small areas, and as a result, footway repairs have been absorbed within the JB Riney monthly repair budget without a formal planned maintenance programme. This latest information would suggest that the monthly general repairs budget is starting to be stretched too far, and that the number of footway repairs identified is starting to outstrip the budget available.
35. Evidence of this happening in this year's UKPMS data is an indication of the likelihood that despite the reduction in contract costs at the last tender in 2011, available budgets across the board in highway maintenance are insufficient to hold the quality of the footway at a steady state. This would appear to be mainly due to the cumulative impact of budget reductions, increasing costs (particularly as street lighting repairs have expanded to take a larger proportion of the overall budget), continued high levels of utility works creating weaknesses in the highway construction, and in some instances, the choice of more expensive and harder to maintain high quality materials.
36. In summary:
- Three key highway surveys confirm that significant parts of the City's highway network are already in need of urgent repair.
  - Based on DBE local risk budgets, carriageway resurfacing frequencies in the City are well below the London average.
  - Funding streams are inconsistent, with core budgets significantly reduced over a number of years.
  - Offsetting contract rate savings only partially explain the significant step change in budgets since 2006/7, with previous departmental savings being



a major contributory factor.

- Reliance has been placed on transient sources of funding over and above the local risk resurfacing budget to close the funding gap.
- Given current budgets, the City's highway is expected to continue to deteriorate in the long-term faster than it can be repaired, particularly with the current level of major utility intervention.
- A backlog in footway repairs is also developing, which is currently reliant on the monthly general repair budget to counteract it.
- An increase in the proportion of the overall highway maintenance budget required for maintaining electrical items has meant a corresponding reduction in the budget available for highway repairs.
- If budgets are cut further, as was originally considered in the Service Based Review, there will be reputational risks, as well as further long-term impacts on the quality of the highway, accident claims and the City's ability to maintain its areas of high footfall and prestige streetscene enhancements.

## **Actions**

37. Officers from the Highways Group in DBE have established a Highway Maintenance Efficiency Plan to set out and track the available survey evidence on highway quality, and to identify and manage how budgets and operational activities can be delivered most effectively. The analysis from that Plan (much of which is summarised in this report) has led to a number of proposed actions in the following areas:

- Long-term planning
- Calculating funding needs
- New specific budget items
- Utilities
- Riney mobile working
- Data gathering

### Long-term planning

38. The Government's 2012 Pothole Review suggested that trying to manage the carriageway backlog on a year by year basis via inconsistent funding levels can be highly inefficient. This approach to funding results in works being levered into a programme at short notice with little opportunity for a more effective strategic approach, and it recommended that greater budget certainty was needed; ideally four years in advance to mirror government spending reviews. This would allow more efficient maintenance strategies to be delivered, and with more certainty in the supply chain, further cost reductions could be sought.

39. The City and JB Riney have sought to ensure that highway maintenance works are planned as efficiently as possible, but the problem of piecemeal 'stop / start' investment in road maintenance was again highlighted in September this year by the Public Accounts Committee. It reiterated that piecemeal funding remained one of the key barriers to delivering cost-effective highway maintenance, and in the context of DfT funding for roads

maintenance, the Committee said that 'unpredictable and fluctuating budgets for road maintenance...put value for money at risk'.

40. As a result, a more strategic long-term funding plan is needed to address the problem. Creating greater certainty around what can be afforded will allow a more formal structure to be implemented for monitoring street condition and prioritising works, leading to a more efficient resurfacing programme overall. It will also lead to the long-term co-ordination of programmes with the Local Transportation and Streetscene Enhancement teams, whereby streets that are liable for externally-funded enhancement in the medium to long term are maintained (in the short term) with that in mind.

#### Calculating funding needs

41. The new focus on establishing and tracking accurate survey data for highway condition, and the requirement from CIPFA to calculate the value of the highway and the backlog of work, has helped officers to have a better understanding of what funding might be required to reach a 'steady state' ie where the condition of the City's streets is not getting any better or worse.
42. Although it is difficult to project how much funding would be required to close the backlog, recent evidence would suggest that the overall level of funding in 2013-14 (£675k, including TfL and DBE reallocations) did appear to slow some of the apparent downward trends. This aligns with the calculation that an estimated annual resurfacing budget of £642k is required if the City's streets are to be resurfaced before they are life expired.
43. Therefore, our current best estimate of the funding needed to hold the carriageway at a steady state would be for a core resurfacing fund of £650k pa, preferably supplemented by TfL and departmental moneys as / when these are available to help address the backlog. Conversely, our assessment would suggest that an annual funding level less than £650k in total will likely result in an increased repairs backlog, and the deteriorating state of the highway becoming more noticeable.
44. As some of these methods of calculating the scale of the backlog are relatively new, a further 12 months of monitoring would better inform our trend analysis. However, it would already appear clear that further cuts to current budgets would see this decline accelerate, particularly as the costs of materials are expected to increase faster than any CPI inflationary increase to local risk budgets. Equally, if these trends are to be reversed, existing funding levels need to be retained, and new sources of funding identified, such as seeking longer terms of up to 20 years for maintenance funding of streetscene enhancements through s106, s278 and CIL.

#### New specific budget items

45. It is also important that DBE funding seeks to address the maintenance of other key elements of the highway, such as granite sett repairs, patching and a footway repair programme. These factors should ideally not be funded from the wider reactive maintenance budget, but instead have their own separate budgets and works programmes, to make sure that funding is spent within the correct area. Given the current number of defects for granite setts in the City, this could require an annual allocation itself of around £150k pa to reduce the current backlog, or £75k pa to hold it at a steady state.

46. The UKPMS data makes it clear that a planned footway maintenance programme is needed and should be funded and implemented on a long-term basis, rather than through the monthly Riney general maintenance spend. In addition, a patching budget and programme would allow for areas of large rutting or potholing to be targeted with a first-time preventive cure, rather than a series of smaller repeat visits. Once again, in order to achieve this, current budgets need to be retained and new sources of funding identified.

### Utilities

47. As mentioned earlier in this report, the detrimental effects to the network from legitimate utility openings can reduce the life of the carriageway by up to 17%, even when reinstatements are done correctly. This is because the cumulative impact of successive excavations will inevitably cause the structure of the highway sub base to deteriorate over time.
48. We must therefore take every possible measure to ensure that new surfaces are disrupted as little as possible after being laid. Better long-term planning of resurfacing will allow utilities greater visibility of future resurfacing schemes, giving them more opportunity to advance their work so that it happens before the City's resurfacing takes place. In addition, that 'early view' of the City's programme will allow a more rigid use of the City's powers to prevent utilities from digging up a newly resurfaced street.
49. Monitoring (and enforcing) the quality of utility reinstatements is also key, as can be shown by the results of the City's coring programme for the last three years (shown below):

#### % of coring failures

<b>Year</b>	<b>Failure Rate (%)</b>	<b>Method</b>
2011/12	14	Random sample
2012/13	12	Random sample
2013/14	63	Targeted against poor performers

50. In 2011/12 and 2012/13, this assessment was done on a random basis, and suggested that in general, just over 10% of utility reinstatements are inadequate in the City. This is a low figure for a random sample in comparison to the experience of other highway authorities in London, who have found failure rates over 70% in a similar random sample. However, last year we undertook a more targeted intelligence-based assessment focusing on a handful of companies suspected of poor performance. By contrast, this assessment resulted in nearly two out of every three cores failing inspection.
51. Each failed core is challenged, the reinstatement formally rejected, the utility instructed to repeat the work, and the combined cost of the original core, the officer time and an inspection fee is recharged. This penalty amounts to over £150 per failure, and although not a major financial penalty in itself, the cost of doing the work a second time can be. It also sends out a positive message that the City will not accept substandard trench reinstatements, which are more likely to become highway maintenance liabilities to the City in the long-term.

52. We must also continue to be innovative with utilities. Some recent examples of this include:

- agreeing prescribed reinstatement protocols for areas with granite setts;
- offering to supply granite setts to help utilities complete first time reinstatements, as they cannot easily source small quantities of specialist materials themselves;
- offering the services of our term contractor to undertake works using specialist materials on behalf of the utility;
- securing special reinstatement agreements, even beyond the expiry of the standard warranty period;
- challenging utilities (as a result of targeted coring) to employ contractors who deliver works to a high standard and do not cut corners;
- bringing pressure to bear on utilities to share the cost of highway repairs where their plant is not installed at the proper depth under the highway.

#### Riney Mobile Working

53. The highway maintenance term contractor, JB Riney, have just started trialling the use of tablet computers to record and manage the City's highway defects. The new mapping and database system will allow both City officers and Riney themselves to better examine and review the current inspection and repair process (ie what types of repairs are being identified, prioritised and fixed, how quickly repairs are being made etc).

#### Data gathering

54. The UKPMS surveys of the City's highway network will continue, as this process allows us to map the data, identify patterns and trends, and calculate the value of the backlog. In the long term, this process must also be robust enough to stand the scrutiny of CIPFA-led auditing of our highway accounts.
55. The Street Condition Index will also continue as a secondary check, as it still represents the best long-term trend data we have, and will be supplemented by specific annual reviews of the condition of the City's granite setts.
56. We will also work with LB Hammersmith & Fulham to further refine their survey work, and commit to contributing to London and National benchmarking studies such as the ALARM survey.

#### **Conclusion**

57. Different sets of surveys consistently suggest that a significant part of the City's highway network requires repair, and that despite additional sums being drawn from TfL and departmental sources to supplement DBE's base resurfacing budget, the state of the highway has not improved.
58. If funding for highway maintenance remains at its current level, there is every likelihood that this long-term decline will continue. Therefore, it is recommended that no further savings are taken at this time, and that officers

continue to monitor the highway's condition, assess the progress made with managing utility reinstatements, and come back to Members with budget proposals in a year's time with the benefit of a further year's monitoring.

### **Appendices**

- Appendix 1 – UKPMS Carriageway condition survey 2012/13 and 2013/14
- Appendix 2 – UKPMS Footway condition survey 2013/14

### **Background Papers:**

- None

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