

LONDON BOROUGH OF CROYDON

REPORT:	EXECUTIVE MAYOR	
DATE OF DECISION	18 June 2024	
REPORT TITLE:	Highway Asset Management Strategy and 2024/25 Highways Capital Programme	
CORPORATE DIRECTOR / DIRECTOR:	Nick Hibberd, Corporate Director of Sustainable Communities, Regeneration & Economic Recovery Karen Agbabiaka, Director of Streets and Environment	
LEAD OFFICER:	Rowland Gordon, Highway Operations Manager, Email: rowland.gordon@croydon.gov.uk Telephone: 020 8726 6000 ext. 28553	
LEAD MEMBER:	Councillor Scott Roche, Cabinet Member for Streets and Environment	
KEY DECISION?	Yes	Number: 0424SAE Meets the criteria for over £1m Expenditure and community impact.
CONTAINS EXEMPT INFORMATION?	NO	N/A
WARDS AFFECTED	All	

1. SUMMARY OF REPORT

- 1.1** Croydon’s highway network is the single most valuable asset that the council owns. Without it, none of the council’s priorities, values and visions can be realised. Its 726 kilometres of carriageways, 1,235 kilometres of footways, 62 highway-maintained structures and bridges, 33,600 road gullies, 27,000 street furniture (traffic signs, pedestrian carriers, street name plates, grit bins, etc), 25,700 street lighting columns, etc and a total replacement value of around £1.74bn all need to be managed and maintained to ensure depreciation of the assets is kept to a minimum.
- 1.2** This report provides an update on Croydon’s Highway Asset Management Strategy (HAMS) which will be reviewed annually to see how we are performing against our targets. The HAMS and the capital highways programme supports the Mayors Business Plan as detailed in section 10 of this report. Croydon Council was an early adopter of Asset Management

principles initially with a medium-term strategic approach for significant investment in the public realm (Cabinet approved minute ref A35/10). This helped the council to move away from what was essentially a reactive maintenance service to one of programmes of planned activities.

- 1.3** The Highway Asset Management Strategy (Appendix A) sets out how the Council will deliver a Highways Service over the next five years and will drive decisions about investment in the highway network and the direction for future models of service delivery. The report highlights the maintenance backlog of our highway assets and explains the need for continued investment going forward.
- 1.4** This report also seeks the Executive Mayor’s approval for the delivery of the 2024/25 Highway Capital Work Programme (the “Work Programme”) totalling £12.573Million as referenced in Table 1 below. The report also supports the Mayors plans to ensure good governance is embedded and best practices adopted where public funds are being spent.
- 1.5** This report also seeks approval to undertake the design and delivery of the schemes in the 2024/25 programme.

	Value	Funding Source
Highways Management (CAP 27)	£8,618,000	Capital Receipts
Flood Water Management (CAP 29)	£435,000	Capital Receipts
Bridges and Structures (CAP 30)	£1,663,000	Capital Receipts
Bridges and Structures (CAP 30 – Transport for London (TfL))	£1,093,000	TfL
Dept for Transport (DfT) High Speed (HS2) funding (2023/24 deferred + 2024/25)	£764,000	DfT

Table 1 – Highway Capital Work Programme **£12,573,000**

- 1.6** Appendices D, E, G and H provide further details of the list of schemes that will make up the 2024/25 programme. There are numerous data sources which have been included as part of the programme development such as the value management score and nominations received from interested parties e.g. residents associations, Councillors, etc
- 1.7** The list of planned highway works do not include work on the Transport for London (TfL) maintained red route (as TfL are responsible for highway works on the red routes). A list and map of TfL maintained roads is given in Appendix I .
- 1.8** The Highways Management Capital Budget is further broken up as follows:

Asset Group	2024/25
Carriageways & Footways Management	£6,514,897
Structural inspections and Repairs	£482,607
Drainage Management and Repairs	£344,720
Highway Signage/ Public Rights of Way	£160,221
Staff time	£567,000
Contract Prelims/Consultancy/Contingency	£548,555
Total	£8,618,000

Table 2 – Breakdown of Highways Management (CAP 27) listed in Tabel 1

2. RECOMMENDATIONS

For the reasons set out in the report, the Executive Mayor is recommended:

- 2.1** To adopt the Highway Asset Management Strategy as detailed, Appendix A.
- 2.2** To approve the capital expenditure of £12.573M for the delivery of the 2024/25 Work Programme consisting of carriageway and footway renewal works, carriageway and footway patching, flood management and drainage works, bridges and structures work and other associated work as identified in Appendices D, E, G and H subject to the provision that the overall budget is not exceeded and that the Cabinet Member for Streets and Environment is consulted on any significant changes.
- 2.3** Note that if it is necessary, any minor future amendments to the strategy will be addressed either under existing delegated authority of the Corporate Director Sustainable Communities, Regeneration and Economic Recovery or brought forward for further consideration by the Executive Mayor or Executive Mayor in Cabinet as appropriate.

3. REASONS FOR RECOMMENDATIONS

- 3.1** The Highway network is the Council's most valuable asset with a gross replacement cost of approximately £1.74 bn, according to Whole Government Accounts calculations, and are vital to the economic, social, and environmental wellbeing of the borough. The network provides access for businesses and communities, as well as contributing to the area's local character and the residents' quality of life.
- 3.2** Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as repairing potholes for example, rather than carefully planned, and implemented longer term solutions. The Work Programme aims to reduce

short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

- 3.3** The proposed Work Programme set out in this report will ensure that Croydon's highway assets remain safe and effective and supports the Mayor's Business Plan.

4. BACKGROUND AND DETAILS

- 4.1** The Highways Act 1980 sets out the duties of the Local Highway Authority in respect of highway maintenance. Section 41 imposes a duty to maintain the adopted highway at public expense. Whilst the Highways Act does not specify the level of maintenance required, this report seeks to set out Croydon Council's policy, strategy and plans with respect to maintaining the highway network and to deliver the highway maintenance service in accordance with the 'Well Managed Highway Infrastructure' Code of Practice, commissioned by the Department of Transport and came into effect in October 2018.
- 4.2** The 'Well Managed Highway Infrastructure' Code of Practice provides guidance for authorities when developing their approach to managing highway infrastructure in accordance with local needs, priorities, and affordability. The code of practice resulted in a shift to a risk-based approach rather than national service standard guidance. Good highway infrastructure and a well-managed network are essential for helping the council deliver its priorities and secure better outcomes for Croydon.
- 4.3** The councils' HAMS (Appendix A) identifies the vision for the Highway Service and sets out our principal approach to managing our highway infrastructure and ensuring that strong asset management principles are embedded within it so that our residents, businesses, and visitors to the borough can rely on a safe and reliable network.
- 4.4** The HAMS sets out how the highway service will deliver against the council's key economic and environmental priorities, taking into consideration customer needs, asset condition and the best value for money usage of available resources. It captures our approach to customer engagement and helps inform our investment decision process so that the social and economic benefit of the use of the road network is recognised. This resulted in new service standards being developed that are directly relevant to Croydon and the Mayors Business Plan and takes into account the levels of funding available and how the service is delivered.
- 4.5** In adherence to the aforementioned 'Code of Practice' it is crucial that a risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. With the advancement in data

capture and analysis technology, this has enabled us to gain more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. This has meant we have amended the scheme selection, including the use of Artificial Intelligence (AI) technology and imagery for the validation of asset condition. These continual improvements enhance confidence in the data provided and improve how we look to analyse the network condition data.

- 4.6** Carriageway and footway schemes will be prioritised based on their known condition. To achieve best value for the investment, the proposed carriageway treatments include resurfacing as well as patching (the placing new material to cover up the distressed areas) as required (where the defective length of carriageway is less than 100 metres). Footway patching is also proposed where the footway condition over shorter lengths of the network warrants remedial treatment, in instances where footway relay is not appropriate.
- 4.7** Our Structures Programme is based on our drive to strengthen all our strategic bridges up to a minimum of 40 tonnes in line with UK load limits as well as priorities identified following the general, principal or special inspection of our bridges and structures. Further details on this programme are given in section 7 of this report and Appendix G.
- 4.8** Our Flood Management and Drainage Programme is based on known flood hotspots, the need to protect critical infrastructure in particular locations that affect multiple residents or cause significant traffic and other issues on our highway. Further details are given in section 7 of this report and Appendix G.
- 4.9** In October 2023 the Department for Transport (DfT) announced £8.3 billion in additional funding to support the biggest ever road resurfacing programme across England.
- 4.10** The programme, made possible by reallocating funds from the HS2 project, is for road resurfacing and maintenance works on local highway networks across the UK. From this, Croydon will receive £11.951 million over the next 10 years.
- 4.11** We have been given a total of £764,000 for the financial years 2023/24 and 2024/25 to improve local roads in the borough. With a 726km long road network we have received one of the largest allocations of any London highway authority.
- 4.12** Along with locations that have received the most complaints from residents, we have used an advanced survey system to assess and identify streets across the borough that will most benefit from improvements.
- 4.13** The funding will be used to contribute to the resurfacing of the roads listed in Appendix H, as they are key transport corridors.

- 4.14** Funding from Transport for London (TfL) of £1.093M towards bridge strengthening has been allocated following the London Mayor's spending review.

5. PROPOSED HIGHWAYS PLANNED PREVENTATIVE MAINTENANCE PROGRAMME

- 5.1** The carriageway and footway programme proposed in this report was developed following condition surveys undertaken by external companies to defined national standards, scheduled safety inspections and ad-hoc inspections (resulting from customer care service requests and insurance claims). Those roads with the highest overall priority are put forward for planned works programmes in accordance with the current budget provision.
- 5.2** The worst conditioned carriageway and footway roads on this programme are prioritised using a weighted score criteria which takes into account the – engineering condition; defect history; visual appearance and network hierarchy.
- 5.3** Under this process, strategic roads, bus routes and cycleways receive a higher priority, as do footways in shopping areas and those close to hospitals, schools, and care homes. This process creates a prioritised list, which coupled with the available level of capital funding, determines the proposed programme of borough public highway locations to receive planned maintenance. Those selected for inclusion offer the Council and its residents the most economic return on its investment. Where appropriate we will apply tailored solutions on each road. During design for the resurfacing of each street, we will work to identify opportunities to include Sustainable Drainage Systems (SuDS) and other green infrastructure to reduce water runoff, improve air quality and store carbon.

6. CARRIAGEWAY AND FOOTWAY TREATMENT OPTIONS

- 6.1** A selection of planned maintenance methods is used to carry out the planned carriageway and footway works. The choice of the most appropriate method to be used is dictated by the existing condition and construction of the highway. Methods range from full-depth reconstruction (most expensive option) to thinner surface inlays or overlays (cheapest option). A whole life costing approach is undertaken where the option chosen is designed to give the greatest longevity to the road at the most economical cost.

6.1.1 Micro surfacing (Overlay)

Micro surfacing is applied to help preserve and protect the underlying pavement structure and provide a new running surface. Roads chosen for Micro surfacing application have low to moderate distress. Micro surfacing is typically applied on an intermittent, project-specific basis. Location, weather,

traffic loading, and pavement conditions are factors used to determine if a Micro surfacing application is appropriate. This treatment is not suitable for heavily trafficked roads and a typical life expectancy of this treatment is 8 -10 years.

6.1.2 Retexturing (Shot blast Method)

The process involves directing a stream of abrasive particles (usually steel shots) onto the surface using specialised equipment. These abrasive particles impact the surface, breaking down contaminants and roughening it to the desired texture. The equipment used for shot blasting may vary depending on the size and complexity of the surface being treated. Shot blasting is cost-effective compared to alternative methods of surface preparation.

6.1.3 Slurry (Overlay)

Slurry Sealing is a similar treatment to micro surfacing for use on existing bituminous footways. It is suitable when the surface is deteriorated but the footway is still in a structurally sound condition. A typical life expectancy of this treatment is 10 - 15 years.

6.1.4 Stone Mastic Asphalt (SMA) (Inlay)

Stone Mastic Asphalt (SMA) are high performance mixes that are widely used throughout inner and outer London Boroughs an alternative to the traditionally used Hot Rolled Asphalt (HRA). SMA can be used virtually anywhere, on all road types including high stress roundabouts, commercial and residential areas. The process usually requires the removal of the existing surface layer before a new bituminous surface is laid, although in roads without kerbs or thresholds an overlay could be applied. The treatment materials vary depending on traffic conditions, and are laid at a depth of 20 - 40 mm. A typical life expectancy is 15 - 20 years. However, it is essential to conduct regular inspections and maintenance to ensure the pavement remains in good condition and to address any issues that may arise promptly.

6.1.5 Warm Mix Options

Warm mix asphalt options produced with less carbon emissions than traditional methods. The new road surfaces are expected to be more durable, making them more resilient to potholes, and smoother which lessens road noise.

6.2 The Carriageway and Footway Management split is given below:

Carriageways & Footways Split		2024/25
Reactive Management	£	2,212,000.91
Planned (resurfacing)	£	2,172,553.42
Planned (thin overlays)	£	710,114.22
Planned (Patching)	£	610,114.22
Footways	£	810,114.22
Total	£	6,514,897.00

Table 3 – Breakdown of Carriageway and Footway budget listed in table 2

7. BRIDGES AND STRUCTURES AND FLOOD MANAGEMENT

- 7.1** Our bridges and structures are regularly inspected in line with national standards. The inspections are based on a risk-based approach and include General Inspections (GI) around every two years, Principal Inspections (PI) a more detailed inspection every six years, Special Inspections as required following a general or principal inspection, Safety Inspections following concerns about a structure or Acceptance Inspections as required when work has been completed to a structure.
- 7.2** Defects identified during the above inspections are prioritised and form the basis of our current or future programmes.
- 7.3** Following the extensive flooding in 2007, the government enacted the Flood and Water Management Act in 2010 (FWMA 2010). The Act sets new statutory responsibilities for managing flood risk and gives local authorities the lead role for managing local flood risk through the creation of Lead Local Flood Authorities (LLFAs) while the Environment Agency (EA) was given a strategic overview role.
- 7.4** As a Lead Local Flood Authority (LLFA), one of our duties is to investigate flood incidents where it considers it necessary or appropriate and produce a report. The investigation will determine which risk management authorities have relevant flood risk management functions, and whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.
- 7.5** Croydon Council as a highway authority has various statutory responsibilities, which may include preventing flooding of the public highway. The principal duty under section 41(1) of the Highways Act 1980 is to maintain a highway maintainable at the public expense, unless it can prove that someone else is responsible. This includes the repair and maintenance of drainage systems beneath the highway surface. However, this statutory duty is for the benefit of members of the public using the highway and so does not impose any duty on a highway authority to protect nearby property owners against flood damage. It is not limited to fixing defective drains, but extends to clearing blockages dealing with the consequences of inadequate drainage.
- 7.6** As a result of the above, at locations where the council is responsible for preventing flooding or managing the risk of flooding, various intervention measures are prioritised and projects implemented to meet our statutory responsibilities.
- 7.7** The bridges and structures and flood management programmes in this report (Appendix G) have also been developed based on reported problems and the

applying the value management processes to ensure we get the best out of our highway assets.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1** The alternative option of maintaining and improving the network through short term reactive maintenance plans has been considered and rejected in favour of an asset management approach. Previous network management was unsustainable and resulted in expensive short-term reactive repairs.
- 8.2** The approach taken by the council is recommended in the code of practice, Well Managed Highway Infrastructure.
- 8.3** Do Nothing – this would mean that the council does not comply with its statutory obligations.

9. CONSULTATION

- 9.1** In 2020, the Council took part in the National Highways and Transport Network Survey (NHT Survey) and the results show that there is a need for continued investment in our highway assets (Appendix F).
- 9.2** The 2024/25 forward programmes have been developed with the support of councillors, resident’s associations, highway inspectors and other officers and partners.
- 9.3** The 24/25 list of schemes has been checked on site for rigour and cross checked with planned utility works and major public realm schemes to avoid any potential conflicts for network space. We continue to work closely with teams across the council to ensure co-ordination with other activities and in some cases that may mean in-year changes to the programme. Early consultation and co-ordination with key stakeholders are in place to ensure that the proposed programmes are deliverable as part of the approval process.
- 9.4** A members seminar is planned following the Executive Mayor’s approval to discuss the highway strategy and forward plan further. The results will help formulate in-year repairs and future schemes to be delivered.
- 9.5** With respect to individual schemes that may involve road closures or traffic disruptions, public notices will be used to advertise the proposed works at each location and would give the outline details of the works. In addition, a letter-drop to affected households will be made outlining details of the scheme with a plan and contact details of contractor/client officers.
- 9.6** Legal, finance, equalities, and procurement teams have been consulted as part of the preparation of this report.

10. CONTRIBUTION TO EXECUTIVE MAYOR’S BUSINESS PLAN

10.1 The Croydon Mayoral Business Plan sets a new direction, building on the hopes and aspirations of our residents and businesses.

10.2 Approval of the highways capital programme and our Highway Asset Management Strategy would help to achieve the following outcomes:

- **The council balances its books, listens to residents, and delivers good sustainable services** – We will deliver projects that preserve our assets in the most economically advantageous way possible.

A place of opportunity - We will support the regeneration of our town and district centres to fix the ‘broken windows’ effect and restore pride in our borough, deliver a vibrant London Borough of Culture and convene partners, developers, investors, and Croydon’s diverse communities to create economic opportunity for all and enable residents to develop the skills needed to access it.

- ***Cleaner, safer and healthier*** - Residents expect and deserve to feel proud of our borough and safer, as they walk down the street. That means working with them and partners to look after our streets, parks, and open spaces and helping to reduce carbon emissions related to our highway activities.
- ***Living healthier independent lives*** - We will harness all the skills and experience available to improve health and wellbeing in the borough, enable people to live independently for as long as possible, and keep adults who are at risk of abuse and neglect safe. We will also work to reduce health inequalities and foster a sense of community and civic life through the way we deliver our highways service.

11. FINANCIAL IMPLICATIONS

11.1 The Capital programme includes the following budgets for 2024/25

Highway Capital Budgets	Value	Funding Source
Highways Management (CAP 27)	£8,618,000	Capital Receipts
Flood Water Management (CAP 29)	£435,000	Capital Receipts
Bridges and Structures (CAP 30)	£1,663,000	Capital Receipts
Bridges and Structures (CAP 30 - TfL funding)	£1,093,000	TfL

DfT High Speed (HS2) funding (2023/24 deferred + 2024/25)	£764,000	DfT
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Table 1 - Capital budget for Highways **£12,573,000**

11.2 Revenue and Capital consequences of report recommendation

The following table sets out the proposed capital expenditure for Highways for 2024/25. Appendices D, E, G and H provides the detailed list of schemes in the 2024/25 programme.

	Current Year	Medium Term Financial Strategy – 3-year forecast		
	2024/25 £'000	2025/26 £'000	2026/27	2027/28
Revenue Budget Available	1154	1154	1154	1154
Expenditure Income	(205)	(205)	(205)	(205)
Effect of decision from report	0	0	0	0
Expenditure Income	0	0	0	0
Remaining Budget	949	949	949	949
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Capital Budget available	12573	14566	14566	14566
Expenditure Income	12573	14566	14566	14566
Effect of decision from report	0	0	0	0
Expenditure Income	0	0	0	
Remaining Budget	0	0	0	0

11.3 The capital budget shown in the table above also includes an additional allocation from the DfT of £382k/ year for 2023/24 and £382k for 2024/25 as detailed in section 4.9. The funds from 2023/24 have been rolled over to this financial year making a total of £764K available for highway related work.

Confirmation has recently been received from TfL of £1.093M towards bridge strengthening works.

- 11.4** This requirement meets the Council's essential spending criteria as this service is a statutory service. A financial assurance process and independent expenditure challenge occur in regular Capital Board meetings.
- 11.5** The capital programmes have been considered such that they will have no negative impact on revenue maintenance costs in the future.
- 11.6** Comments approved by: William Zellerbach, 17/05/2024, Finance Manager Sustainable Communities on behalf of the Director of Finance.

12. LEGAL IMPLICATIONS

- 12.1** The Well-Managed Highway Infrastructure Code of Practice referred to in this report explains that much of highway infrastructure maintenance activity is based upon statutory powers and duties contained in legislation and as interpreted and applied by the courts. The Highways Act 1980 (the Act) sets out the main duties and powers of highway authorities. In particular, it imposes a duty to maintain highways maintainable at public expense. The Act provides 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 for traffic.
- 12.2** In addition, the Traffic Management Act 2004 places a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving.
- 12.3** Approved by the Deputy Monitoring Officer on behalf of the Director of Legal Services and Monitoring Officer. (Date 21/05/2024).

13. EQUALITIES IMPLICATIONS

- 13.1** The Council has a statutory duty to comply with the Public Sector Equality Duty (PSED) as set out in Section 149 of the Equalities Act 2010. When exercising its functions, the Council must therefore give due regard to:
- Eliminating discrimination, harassment, victimisation, and any other conduct that is prohibited by or under this Act.
 - Advancing equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - Fostering good relations between persons who share a relevant protected characteristics and persons who do not share.

- 13.2** We would not expect the strategy report and resurfacing programme decisions to have a notable equalities impact, though may in its delivery improve accessibility and resident movement around the Borough.
- 13.3** Comments approved by Ken Orlukwu, Senior Equalities Officer, on behalf of Helen Reeves, Head of Strategy & Policy on 15/05/2024.

OTHER IMPLICATIONS

14. ENVIRONMENTAL IMPACT

- 14.1** The strategy recognises the importance of the environmental impact of its actions. The Council in collaboration with its Highways Service provider will continue to explore innovative technologies and materials, particularly the use of recycled materials. We will also continue to explore the inclusion of infrastructure that supports more environmentally sustainable transport while delivering maintenance schemes (e.g. electrical charging points) and develop innovative techniques and greater use of technology to improve efficiency.

15. RISK MANAGEMENT AND IMPLICATIONS

- 15.1** To effectively manage Croydon's highway assets (valued at approximately £1.74 billion) it is essential that the proposed strategy is approved. Failure to do could result in financial and operational risk to the council.

Consequences of Underinvestment

- 15.2** If the levels of funding fall below the steady state conditions, then the rate of deterioration of our highway assets will continue to increase. This would mean that at some time in the future, the Council will get to a point where it can no longer meet its statutory duty under the Highways Act 1980 to maintain the highway in a fit state to accommodate the 'ordinary traffic which passes or maybe expected to pass' along them. Ultimately, the Council along with its residents, businesses and visitors will all suffer the following consequences of this decline in condition.
- 15.3** Increased vehicle operating costs: Road surface roughness has an impact on vehicle operating costs. Increasing roughness causes additional wear and tear to vehicle suspensions and tyres and affects vehicle fuel consumption and vehicle depreciation.
- 15.4** Slower journey times: Poor surface condition induces drivers to reduce their speeds. Additionally, route availability will be compromised resulting in disrupted journeys due to diversions being put in place to facilitate road works. There is also the possibility that permanent road closures may be required should the condition of some roads deteriorate to such a level that it is no longer possible to ensure the public safety when using them.

- 15.5** Higher incidence of accidents: Part of the deterioration of carriageway surfacing includes a decline in its skid resistance properties. The aggregate in asphalt that gives it its grip can become worn and polished - this can lead to vehicles experiencing difficulties in braking and manoeuvring, especially in wet conditions.
- 15.6** Reduction in ride quality and footway condition: Journey quality will also decrease with reduced maintenance budgets. Ride quality is diminished as roads increase in roughness and user dissatisfaction is likely to rise. An unchecked deterioration of the footways will, at some point, raise an equality issue in as much as the difficulty in navigating poor surfaces by the elderly, mobility impaired and visually impaired will be far higher than for younger, unimpaired users.
- 15.7** Insurance claims: Insurance claims for slips, trips, and falls by pedestrians on footways and carriageways will increase as well as damage to vehicles e.g. tyre and suspension damage.
- 15.8** Increased care for the Elderly: Based on 2019 estimates, 14% of Croydon's population is over 65 years. This figure is projected to increase to 20% by 2041 (* source 1).

*'Croydon is estimated to have the 3rd highest number of people in care homes in London, by 2030. An evidence review completed for this chapter, indicated the lack or make-up of alternative community services, perception of these services, actual or perceived timeliness of such services influenced decisions to admit to hospital/care homes' (*source 2).*

*'Croydon has a higher rate of hospital admission due to injuries from falls when compared to England (particularly amongst women), despite a relatively smaller older adult population (expressed as a proportion of its entire population) than that of England. Croydon compares similarly to London. Evidence exists of significant under-coding of co-morbidities for falls patients, particularly for dementia. The average costs for all services compared to cost of admission, for each patient that fell was 4 times as much in 12 months following admission. Comparing the 12 months before and after admission; · 160% increase in community care costs · 37% increase in social care costs · 35% increase in acute hospital care costs. (*see source 2)*

'Prevention is therefore crucial and is a key recommendation in the Croydon Falls Needs Assessment that also highlights the growing body of evidence around the effectiveness and cost-effectiveness of falls prevention. Local data from the needs assessment on falls shows that in Croydon the risk group is projected to significantly increase in size in the coming years. There are also associated increases in; the number of falls, mortality associated with falls and hospital admissions for falls. Current data about admissions for falls in Croydon shows the average length of stay for these cases is 6 days. The areas with higher-than-average rates of admission for falls are, Broad Green, Fairfield, New Addington, Norbury, Selhurst, Shirley and Waddon. The most common diagnoses in those over 65 years who fall in Croydon are syncope with collapse, cerebral infarction, fracture of femur and senility. Most people admitted for falls are admitted as an emergency from home, but some also come from residential care. Most patients are discharged back to their

home, but a considerable proportion become increasingly dependent and require an increased level of care.’ (*see source 2)

Based on above, facts, it is imperative that immediate improvements are made to the footways and carriageways to reduce the risks of falls by the elderly and the associated knock-on effects costs by the NHS and other carers resulting in unnecessary suffering and increased highway claims

16. APPENDICES

Appendix A – Highways Asset Management Strategy (HAMS)

Appendix B- Condition data

Appendix C- Budget Scenario

Appendix D – Carriageways Improvement Programme

Appendix E – Footways Improvement Programme

Appendix F- NHT Survey

Appendix G - Flood Management and Highways Bridges and Structures Programme (Part A, B and C)

Appendix H – DfT High Speed 2 (HS2) Reallocation fund spreadsheet

Appendix I – TfL maintained roads in Croydon

17. BACKGROUND DOCUMENTS

Source 1: <https://www.croydonobservatory.org/population/>

Source 2 (pages 47-49): https://www.croydonobservatory.org/wp-content/uploads/2016/11/JSNA_Older_Adults_and_Carers_of_Older_Adults_Chapter_2014-15.pdf