

Capital Programme Application Form



Corporate Priority	
Proposed Scheme	Capital projects for road maintenance works at North Farm Lane
Outline of Proposal, including timescales	<p>North Farm Lane is currently in a poor condition and requires surfacing patch repair works, lining, gully jetting, kerb repairs and manhole cover and frame repairs.</p> <p>The main elements of the works have been quoted for by the council's term contractor and are likely to be around £30,000, however the extent of gully jetting will not be known until works begin. There are 30 gulleys plus kerb drains so allowance of £7500 has been made.</p> <p>TWBC is currently in discussion with KCC regarding the adoption of this road. KCC have confirmed that they would not consider adoption of the highway unless it is in a good condition. Therefore these works are critical to the handing over of the asset to KCC and the removal of TWBC's maintenance and compliance responsibilities for the site.</p>
Sources of funding	Capital & Revenue Initiatives Reserve
Objectives	To repair the highway surface, improve drainage, renew lining and repair kerbs and manhole covers so that they are fit for purpose assets for the Council and may potentially allow for the asset to be handed over to KCC.
Benefits	To increase the life of the highway and comply with relevant legislation. To avoid degradation along with possible loss of the highway if part of it fails. To avoid secondary damage arising from failure of the drainage and manhole covers.
How will the proposal contribute towards: Corporate Priority? Local Area	<p>The upgrading of the highway surface will allow safe access to the sites located along the road and will contribute to the delivery of a good experience in the town for visitors and staff alike. It will reflect the corporate priority of being a prosperous borough.</p> <p>The proposed work is aligned with the Asset Management Plan which has the maintenance, care and upgrade of Council owned assets as its core principle.</p>

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<p>Agreement?</p> <p>Asset Management Plan?</p> <p>Other plans and strategies (please specify)?</p>	
<p>Constraints (e.g. time, reliance on external funding, legal or technical factors)</p>	<p>The road is fully owned by the Council with no third-party ownership issues.</p>
<p>Is this scheme already in the Capital Programme? (If so, has the work started or has the contract been let?)</p>	<p>No. This is a new scheme</p>
<p>Does this scheme create new assets, which the Council will need to replace in due course? If so, please give the asset life expectancies.</p>	<p>No. The work is required to protect existing assets.</p>

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Have Accountancy agreed that the proposed expenditure should correctly be treated as capital?	
Implications of proposal being rejected	The highway will continue to deteriorate resulting in its potential failure. This will impact on the Council and other business' staff's ability to perform their functions and lead to potential failure in service provision to residents of the Borough. The depot may have to close resulting in a disruption or loss of services for the borough, including waste collection. Insurance claims can be made against the council for failure to maintain the asset to an acceptable highways standard. There is also the chance of damage to vehicles, and persons tripping and falling. Blocked gulleys affect drainage and could lead to increased risk of ice on the road. All could lead to claims against the Council.
Implications of proposal being delayed	As above with greater costs to carry out the work when eventually commissioned.
Alternative solutions (If capital funding not available)	Cheap cold laid repairs could be carried out to the tarmac surface. With the heavy use of this road by HGV's these will have a life span of weeks and will need to be replaced regularly. There are no alternative solutions with regards drainage, manhole or kerb repairs.
Risks (outline risks and action required to meet them)	<p>Continued deterioration of the road surface</p> <p>Health & Safety issues arising from surface failure, water failing to drain away from surface and collapsed manhole covers</p> <p>Health and Safety implications on the existing tenancies if deterioration continues.</p> <p>Legal compensation claims arising from 2</p> <p>Closure of all or part of the highway</p>

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	Legal claims for loss of earnings from effected businesses and/ or potential damage to vehicles Reputational loss – less likely to attract investment, new companies and residents to the area
How does this proposal impact on equalities?	Potential loss of services operated from the depot.
Are there any VAT implications?	No

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Capital Costs				
Expenditure	2021/22	2022/23	2023/24	2024/25
Site Acquisition				
Construction	£37,500			
Structural				
Fees	£4,000			
Vehicles, Plant, Furniture and Equipment				
Grants and Contributions				
Other expenditure – 15% contingency	£5,500			
Total	£47,000			
Less external grants and contributions				
Less sales of related fixed assets				
Net cost to Tunbridge Wells Borough Council	£47,000			

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Revenue Effects of Capital Expenditure				
Expenditure / Income	2021/22	2022/23	2023/24	2024/25
Loss of Interest (3% of net cost)	1,410			
Additional revenue costs (please specify)				
Reduced revenue costs (please specify)				
Additional income (please specify)				
Net cost to Tunbridge Wells Borough Council	1,410			

Net Present Value (Please speak with Finance if you are unsure what this is)	
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Date the scheme discussed by the Head of Service with the relevant Portfolio Holder:

Supply email endorsing their support for the approval of funding by Cabinet.

Work must not commence without budgetary approval from Cabinet (or s151 in an emergency)