



**Executive
15 March 2010**

**Report from the Director of
Environment and Culture**

Wards affected:
ALL

**Environment and Culture Capital Spend 2010/11:
Highway Major Works Programme**

Forward Plan Ref: E&C-09/10-33

1.0 SUMMARY

- 1.1 This report makes recommendations to members detailing the prioritised programme for major footway upgrade projects, carriageway resurfacing schemes, improvements to grass verge areas and accessibility, renewal of marginal highway land, public realm improvements on primary routes, new street signage, gulley maintenance, concrete roads, carriageway resurfacing – short sections, footway upgrades – short sections, the maintenance of road channels and footway boundaries to facilitate street cleaning, and highway improvements in the Park Royal area. The Executive are asked to approve the expenditure of the £4,000k capital budget allocation for the 2010/11 capital works programme, which has been included in the Budget Setting report submitted to the meeting of the Executive on 15th February 2010 and subject to Full Council approval on 1st March 2010.
- 1.2 This report also details for information, the Principal (A) Road programme for 2010/11, which utilises the £622k maintenance element of funding allocated by Transport for London (TfL), for improvements on the basis of the results of a London wide condition survey.
- 1.3 This report does not include details of various other schemes funded by the £4,225k TfL allocation for 2010/11; these have been covered under a separate report to Highways committee on 19th January 2010. These schemes require extensive consultation with stakeholders and therefore schemes may change, be altered or abandoned; consequentially this report also identifies a capital allocation of £100k (2.5% of the £4m) to be used as a contingency.

2.0 RECOMMENDATIONS

2.1 The Executive agrees to utilise the main highways capital programme of £4,000k as follows:

Footways

| | % budget | amount (£ 000's) |
|---|-------------|---------------------|
| ▪ Major footway upgrade | 35 | 1,400 |
| ▪ Footway upgrades – short sections | 2.5 | 100 |
| ▪ Renewal of marginal highway land | 1.25 | 50 |
| ▪ Public realm improvements on primary routes | 2.5 | 100 |
| ▪ Improvement to grass verges and accessibility | 1.9 | 75 |
| ▪ New street signs | 1.25 | 50 |
| total | 44.4 | 1,775 |

Carriageways

| | | |
|---|-------------|--------------|
| ▪ Major carriageway resurfacing of non-principal unclassified (borough road) network | 32.5 | 1,300 |
| ▪ Major carriageway resurfacing of non-principal classified (B & C) network (CAA NI169) | 7.5 | 300 |
| ▪ Gulley replacement/maintenance | 1.9 | 75 |
| ▪ Concrete roads | 1.9 | 75 |
| ▪ Carriageway resurfacing – short sections (including amendments for moving traffic contraventions) | 6.8 | 275 |
| total | 50.6 | 2,025 |

Miscellaneous

| | | |
|---|----------|------------|
| ▪ Maintenance of road channels and footway boundaries to facilitate street cleaning | 1.25 | 50 |
| ▪ Highway improvements in Park Royal (match funding to be provided by PRP) | 1.25 | 50 |
| ▪ Contingencies for TfL funded schemes | 2.5 | 100 |
| total | 5 | 200 |

2.2 The Executive approve the schemes and reserve schemes, as listed in Appendices 1 - 3.

3.0 DETAIL

3.1 Highways Priorities

- 3.1.1 The findings of a specialist independent condition survey contractor were used to help determine the carriageways and footways in residential streets that are being recommended for an upgrade. The streets included in the most recent condition survey, were nominated by the team of area highway engineers, who are responsible for undertaking responsive and routine safety inspections. For the purposes of this particular survey, only residential streets were included.

Our Principal Classified (A) roads and non-Principal classified (B & C) roads are the subject of separate condition surveys.

Through their day-to-day involvement, this team of area based engineers have a detailed and intimate knowledge of the condition of the carriageways and footways throughout the borough. In arriving at their nominations, they took into account those streets whose condition is known to be of concern, as identified on the periodic routine safety inspections or evidenced by communications received from MPs, Members, residents and other stakeholders, or the subject of accident claims.

- 3.1.2 In 2006, to ascertain the overall condition of the highways network a 100% visual survey was carried out by DCL Yotta Ltd, an independent specialist company in accordance with the United Kingdom Pavement Management System (UKPMS) visual survey manual. For subsequent years, further condition surveys were commissioned and surveys were carried out of streets identified in accordance with 3.1.1.above. The last condition survey was completed in late 2009, enabling officers to update the database and prioritise streets on the basis of their condition score.
- 3.1.3 The recent weather conditions will not have affected our survey work as the effects of the snow and ice has a universal impact on the road network. Recent verification by senior engineers in February 2010s confirms this and therefore we are satisfied with the current prioritisation of footways and carriageways. However, the effect of the severe weather conditions will undoubtedly have an impact on our levels of intervention and a subsequent demand on the revenue budget.
- 3.1.4 Each section of carriageway or footway that was visually surveyed is given a defectiveness rating score. This reflects the incidence of certain defect types; the higher the score, the greater the incidence of these defects. Senior engineering officers then carried out a follow - up inspection of the streets within the top tier of the carriageway and footway defectiveness rating lists. This enabled them to allocate, where applicable, weighting scores to take account of factors outside the scope of the condition survey e.g. structural and safety implications; level of pedestrian and vehicular usage; proximity to schools; future utility works. Streets nominated by Members as part of the annual consultation process have also been considered. The level of available funding, determines how many streets

within the top tier of these two priority lists, can be upgraded. Attached, appendices 1 and 2 contain details of the streets which have been selected as a result of this process.

3.2 **Unclassified (U) roads**

3.2.1 The condition of our residential unclassified (U) borough roads was up to 2007/2008, one of the national performance indicators (BV224b) that highway authorities had to report on to central government. Although it has not been retained in the new set of National Indicators, it has been decided that it will be retained as a local indicator (LI). Our scores for the last 4 years, showing the percentage of the network that may require maintenance, was as follows:

| Year | *Score |
|-----------|--------|
| 2005/2006 | 27% |
| 2006/2007 | 18% |
| 2007/2008 | 20% |
| 2008/2009 | 23% |

* % of the network where maintenance should be considered.

3.2.2 There is a 5% tolerance in visual surveys and although there has been a slight decrease in the overall condition index, the network is in a steady state.

To enhance our prospects of maintaining a good LI score, and to mitigate the affects of winter conditions on roads in poor condition that are more susceptible to damage, it is the considered view of senior highway officers that the level of funding is increased from last years £1,120k allocation, to improve this network.

3.2.3 For this reason, it is recommended that £1,300k, approximately 32.5% of this year's overall budget, be assigned to improving the unclassified road network.

3.3 **Principal classified (A) roads**

3.3.1 Our principal (A) roads are machine surveyed as part of an annual London wide condition survey commissioned by Transport for London (TfL). The council bids every year for funding from TfL for the upgrade of sections of this network where condition surveys have indicated that structural maintenance may be required. Brent has been allocated £622k by TfL for 2010/11, for improvements to specific sections of the principal road network, details of which are listed in Appendix 3. Historically, none of our capital or revenue budget provision, has been spent in supplementing funds received from TfL for resurfacing, as priority has been accorded to the non-principal road network for which TfL funding is not available.

3.3.2 The condition of our principal road network has been retained as one of the set of UK National Indicators (NI 168) that all highway authorities have to report on. This NI shows the percentage of the network where maintenance may be required. Our scores for the last 4 years are as follows:

| Year | *Score |
|-----------|--------|
| 2005/2006 | 16% |
| 2006/2007 | 21% |
| 2007/2008 | 8% |
| 2008/2009 | 8% |

* % of the network where maintenance should be considered.

3.3.3 The results of the last London-wide condition survey of this network will be used to bid for funding from TfL for 2011/12. No funding allocation from the Councils

major works programme is specifically allocated to improve the overall condition of this network for 2010/11, however the Council have a duty to carry out responsive maintenance repairs utilising revenue budgets and some funding from the short-sections may be used if necessary to improve the surface at junctions, to enable line marking work and the enforcement of moving traffic contraventions, which will increase revenue through fixed penalty notices (see section 3.14).

3.4 Non-principal classified (B&C) roads

3.4.1 The non-principal classified network comprises our B and C roads. These roads form a very important part of the network, as they link unclassified (residential) roads to the principal (A road) network. Classified roads generally carry a much higher volume of traffic than residential or other unclassified roads. Attached (appendix 7) is a map showing the roads which comprise our principal, non-principal classified and non-principal unclassified networks.

3.4.2 As with the principal road network, Brent's B and C roads are machine surveyed annually. Their condition is also the subject of reporting as part of the set of National Indicators (NI 169). Our scores for the last 4 years are as follows:

| Year | *Score |
|-----------|--------|
| 2005/2006 | 15% |
| 2006/2007 | 21% |
| 2007/2008 | 10% |
| 2008/2009 | 9% |

* % of the network where maintenance should be considered.

3.4.3 To maintain an ongoing improvement in the condition of this network, and help enhance our prospects of maintaining a good NI score, it is the considered view of senior highway officers that a proportion of the carriageway resurfacing budget, continue to be targeted to improving this network.

3.4.4 For this reason, it is recommended that £300k, approximately 7.5% of this year's overall budget, be assigned to improving sections of this network

that were identified in Appendix 2 from the latest condition survey. Further sites to be identified from the results of a SCANNER machine survey which are due in April /May 2010.

3.5 Footways

3.5.1 Up until 2007/2008, highway authorities had to provide (BVPI 187) information on the condition of the high usage footways comprising prestige areas in towns and cities, busy urban shopping areas, and main and medium use linkage routes, (Category 1a, 1 & 2 footways). In essence, this network constituted only a very small proportion of the borough's total footway network, as it was not necessary to report on the condition of the footways in our residential streets, (Category 3 & 4 footways) which comprise the vast majority of our total footway network.

3.5.2 Although the mandatory requirement to report on BVI 187 from 2008/2009 has been abolished, it will now form part of our set of local performance indicators.

For information, the BVPI 187 scores for the last 3 years for which data is available, are as follows:

| Year | *Score |
|-----------|--------|
| 2005/2006 | 23% |
| 2006/2007 | 14% |
| 2007/2008 | 17% |
| 2008/2009 | 20% |

* % of the network where maintenance should be considered.

3.5.3 The scores in 3.5.2 above represent the percentage of the category 1a,1 and 2 network where condition surveys have indicated that maintenance is called for, but do not represent the condition of the vast majority of the network.

In recent years, a higher percentage of the major works programme has been targeted on improving carriageways. However, with the increase in requests for footway repairs and pressure on the responsive maintenance budgets, last year increased funding was allocated for improving footways. This year, due to the effect of the winter weather on the road network and the lesser effect these conditions have had on the boroughs footways, it is the opinion of senior engineers highway engineers that the allocation is slightly reduced from the previous years £1,580k.

3.5.4 For this reason, it is recommended that £1,400k, approximately 35% of this year's overall budget, be assigned to improving the condition of footways on the unclassified road network.

3.6 Highway Asset Management Plan

3.6.1 Officers have developed the Councils Highway Asset Management Plan (HAMP), and further work will be carried out in the near future to include

the impact of climate change, sustainability, skid resistance (see 3.7 below) and utility work. Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation and preservation and enhancement of the highway infrastructure to meet the needs of current and future stakeholders.

Customer Service, Safety, Serviceability, and Sustainable Preservation of the infrastructure, all of these aspects are brought together, in the (HAMP) which sets out objectives and targets for delivery, procedures for efficient management of the asset lifecycle, and a programme of improvements, for all parts of the highways network. The HAMP focuses on the management of core highway infrastructure assets and the identification of ways in which the management of those assets can be improved. The plan has been developed by 'asset owners' in both StreetCare and Transportation and covers all elements of the highway infrastructure managed by the Council; from roads and footways through to street lighting, trees and verges, ensuring that a safe, usable and sustainable network is provided for all. Transportation have invested £50k Department for Transport funding awarded for progress in development of the HAMP in Symology Insight software. This includes not only the asset management modules, but those for responsive maintenance, and this should result in improvements to both the use of asset data, but also efficiencies.

- 3.6.2 One intention of the plan will be the creation of service levels , which will include a threshold for footway condition. This will facilitate the creation of a local performance indicator showing the condition of our residential footways indicating those in need of upgrade.
- 3.6.3 The Government has asked the Chartered Institute for Public Finance and Accountancy (CIPFA) to implement their recommended changes in local authority accounting for highway assets. Although CIPFA have been asked to take a 'prepare and decide' approach which allows some flexibility in timing if necessary, it is expected that local authorities will be required to state its accounts on the new basis from 2011/12.
- 3.6.4 The Audit Commission has announced that asset management will feature in the Key Lines of Enquiry to be followed in the new Comprehensive Area Assessment (CAA). Audit teams will consider whether "the organisation has a strategic approach to asset management based on an analysis of need to deliver strategic priorities, service needs and intended outcomes".
- 3.6.5 Officers in Transportation and Corporate Finance have joined the IPF Highway Asset Management Planning Network. The Highway Asset Management Financial Information Group (HAMFIG) will develop the new code of guidance and future reporting requirements for International Financial Reporting Standards (IFRS). Brent have already prepared a whole replacement cost (WRC) valuation as required for 2009/10 and should be well placed for submitting a Depreciated Replacement Cost valuation calculated on condition, considering impairment and depreciation in accordance with financial reporting standards.

3.7 **Skid resistance**

- 3.7.1 In 2008 TfL commissioned WDM Limited Consultants to carryout a Sideway-force Coefficient Routine Investigation Machine (SCRIM®) survey on London's Principal (A) road network and assist the boroughs in developing consistent skid resistance policies. The results from SCRIM® surveys identify those locations where the skid resistance is below investigatory levels and this may contribute to the risk of traffic accidents on wet roads.
- 3.7.2 Highway engineers have analysed the results of the 2008/9 and 2009/10 surveys to consider the cause of accidents and consider engineering measures to mitigate risk.
- 3.7.3 Of these sites, 12 require low cost measures such as the installation of 'slippery road ahead' signage to warn motorists, the cost of which can be met from existing revenue budgets.
- 3.7.4 Road surfacing measures are required for 7 sites, and these will be the subject of future bids to TfL for principal road resurfacing. Some of these sites may be subject to other TfL funded road safety schemes.
- 3.7.5 Officers in Transportation are developing a boroughs skid resistance policy for consideration at a future Highways Committee.

3.8 **Other issues**

- 3.8.1 The rate of improvement and consequent National and Local indicator scores will also be affected by the rate of deterioration which is a variable and will depend on usage, residual life, environmental conditions and the level of maintenance. The recent improvements on the control of utility companies, including the quality of their reinstatements, should also help to improve the overall condition of the network.
- 3.8.2 Consideration of future developments, regeneration funding or planned utility work is given to avoid any abortive works. Therefore, schemes that have been prioritised may be deferred until later in the financial year or to next financial year. Where this is the case, the next prioritised reserve scheme will take the place of the scheme postponed, which will then become a priority for the next financial year.
- 3.8.3 Schemes that are not completed within 2010/11 will be included in next years highways major works programme.
- 3.8.4 Appendix 4 details major footway upgrade and carriageway resurfacing work that has been carried out in the borough for 2006/7, 2007/8, 2008/9 and 2009/10. Appendix 5 is a key to the abbreviations used for borough wards in appendices 1-4. Appendix 6 is a borough map identifying the major schemes for 2010/11 within each ward. Appendix 7 is a borough map identifying the principal road and non-principal classified road networks. Appendices 8 – 20 are the capital scheme approval forms required for each work category listed in 2.1 above.

3.9 **Carriageway resurfacing – short sections**

- 3.9.1 There are shorter sections of carriageway in some streets on the Unclassified or non-principal (B&C) road network that have deteriorated and are in need of resurfacing. These are often shorter sections in streets that have not been prioritised from the results of the independent condition survey, due to their overall condition score.
- 3.9.2 Such areas are high cost in terms of lifecycle costs and the need to carry out periodic maintenance. Due to cost, often the renewal of these areas cannot be funded through the responsive highway maintenance budgets, which are already under some considerable pressure.
- 3.9.3 The recent winter weather conditions have affected the condition of our roads, particularly those that are heavily used and are nearing the end of their design life. These may deteriorate more rapidly due to the ingress of water and the effect of freezing, and it may therefore be the case that maintenance patch repairs are uneconomical.
- 3.9.4 The report to this Executive titled; Enforcement of Moving Traffic and Parking Contraventions by Means of CCTV Cameras planned for April 2010 will detail the need for surveys to take place to ensure that line marking and signage conform to regulations. Line markings can only be laid on road surfaces that are in fairly good condition and until these surveys have been completed, the extent of repairs or the requirement of the resurfacing of junctions will not be known.
- 3.9.5 For these reasons, £275k has been allocated to resurfacing various smaller sections of carriageway throughout the Borough where there are ongoing maintenance requirements, and these sites shall be identified by engineering staff. It will also be used, if necessary, to supplement the capital allocation identified for improving sites that will be subject to the enforcement of moving traffic contraventions. Enforcement will reduce congestion and improve road safety.

3.10 **Footway upgrades – short sections**

- 3.10.1 There are sections of footway that are subject to repetitive damage in some streets that have not been prioritised from the results of the independent condition survey, due to their overall condition score.
- 3.10.2 Such areas are high cost in terms of lifecycle costs and the need to carry out periodic maintenance. Often the renewal of these areas cannot be funded through the responsive highway maintenance budgets, as they are already under considerable pressure, due to their cost.
- 3.10.3 Various smaller footway sections throughout the Borough that need strengthening due to ongoing maintenance requirements shall be identified by engineering staff, and programmed for upgrade using more durable materials utilising this £100k allocation.

3.11 **Concrete Roads**

- 3.11.1 The non-principal unclassified network has a small proportion of concrete finished carriageways, which were constructed some 50 years ago. Many of these roads were overlaid with bituminous macadam, over 30 years ago. At this present time, many of these treated roads are suffering from areas of the bituminous macadam wearing course 'plucking out', thereby exposing sections of the old concrete road construction.
- 3.11.2 These areas although aesthetically unpleasing, often do not meet the current council criteria for repair. Additionally, this will also result in them not appearing in the top tier of the defectiveness rating list that is produced following each annual condition survey.
- 3.11.3 However, long term exposure of the concrete will ultimately result in a combination of frost and rain eroding the concrete slabs and joints. This could result in a costly road reconstruction programme in the future.
- 3.11.4 In recent years, a small proportion of the overall capital budget has been allocated to resealing those concrete roads adjudged to be in the greatest need of attention, in order to arrest the current decline in condition (see appendix 2). If this level of expenditure is maintained in the short term, approximately 95% of the concrete roads in the borough which are currently subject to some degree of surface deterioration will be resurfaced within the next 2 years, thereby preventing costly future reconstruction works.
- 3.11.5 For 2010/11, a budget of £75k has been allocated to continue the concrete road resurfacing programme.

3.12 **Improvements to Grass Verge Areas & Accessibility**

- 3.12.1 The Executive approved the report titled 'Highways Grass Verges in Narrow Streets' on 23rd January 2003. There are a number of narrow streets in the borough where parking fully on the carriageway can cause obstructions and where footway parking dispensation has been granted. In some narrow streets many existing grass verges are not sufficiently sustainable. The report sought approval to hard pave such verges in order to facilitate a footway parking scheme, where the verges are not sustainable.

There are also other streets in the Borough that are narrow and would benefit from minor kerb re-alignment works to improve accessibility.

- 3.12.2 Since 2004/5 funding has been allocated to addressing these local issues, and approximately 10 to 12 schemes have been implemented each year. This year £75k has been allocated to continue the programme of strengthening, and/ or protection of soft verges, and improving accessibility.
- 3.12.3 Streets that have grass verges that are repeatedly damaged due to vehicular encroachment were identified by officers in Transportation and StreetCare, who considered reports from councillors, members of the public, consultative forums, and staff inspections.

3.12.4 Staff in transportation surveyed all the sites identified and prioritised each to determine this year's programme.

3.12.5 Appendix 1 details the locations identified to date, the remainder of the budget will be utilised on improvements to additional sites identified throughout the year. These will be prioritised by officers in Transportation and StreetCare.

3.13 **Highways Marginal Land**

3.13.1 "Highways Marginal Land" is defined as land that is part of the highway but not footway, carriageway or grass verge. Typically it is treated as an amenity having grass, trees and shrubs. For many years this land has been rather neglected and many of these sites present problems of:

- fly tipping items such as furniture and fridges
- significant quantities of litter
- sharps, i.e. needles and other drugs related paraphernalia and dog fouling
- overgrown shrubs providing opportunities for crime and contributing to the fear of crime
- hard elements in disrepair
- bare earth where shrubs that have died are not replaced and a poor standard of horticultural maintenance.

3.13.2 This neglect has a negative effect on the street scene and adjacent business and residential property. Therefore it is recommended that action is taken to tackle some of the worst sites.

3.13.3 Officers have examined many of these sites and consider that priority for action should be those sites that have several of the following features:

- dangerous element (sharps, dog fouling and overgrown planting)
- established fly tip sites
- total number of people affected, both residents and passers by
- joined up working possibilities
- quantifiable negative effects
- damage to hard elements and structures such as raised plant beds
- quality of soft landscaping and maintenance
- additional funding available, possibly from non-Council sources.

3.13.4 Using these criteria officers from Landscape Team, StreetCare, Environmental Health and Highways will identify and prioritise sites to link up with EnviroCrime initiatives and / or highways footway and carriageway schemes.

3.13.5 For 2010/11 a capital allocation of £50k has been allocated to continue to target improvements in these areas.

3.14 **Gully Replacement / Repair Programme**

- 3.14.1 There are approximately 25,000 gullies in the borough and the number of gullies is increasing every year, due to new developments.
- 3.14.2 The majority of the gullies were installed during the 1920's – 1930's, and are now coming to end of their life cycle.
- 3.14.3 At present there are 60 to 70 gullies which need repair or replacement. An average cost to repair an existing gully is approximately £750, and to replace it with a completely new one is in the region of £1,450.
- 3.14.4 When Highways and Emergency Operations carry out routine gully cleaning, approximately 5-8 gullies per month are found to be defective.
- 3.14.5 With careful monitoring, the principal engineer (land drainage) can repair / replace approximately 75 gullies with a budget of £75k.
- 3.14.6 Additional gullies can also be installed to alleviate surface water flooding problems caused by heavy precipitation, instances of which are increasing due to climate change.

3.15 **Highway Signage**

- 3.15.1 In 2004/2005 the highways team completed a survey of all the street name plates within the borough to create a database, prioritise those in need of replacement, and also managed a renewal programme using traditionally styled recycled polycarbonate street name plates. This not only improved the public realm, but assisted the emergency services and helped reduced congestion. Primary routes were given priority, followed by residential streets.
- 3.15.2 In 2005/6, 2006/7, 2007/8, 2008/9 and 2009/10 funding was allocated to continue the programme, and the street name plate renewal scheme is now substantially complete.
- 3.15.3 Funding has also been used to continue to survey and renew directional and regulatory signage on the principal road network and other primary distributor roads throughout the borough. This initiative will be managed by the Traffic team in Transportation, and will include the rationalisation of signage to reduce street clutter.
- 3.15.4 Consideration will be given to all other highways schemes, including traffic schemes, programmed over the coming financial year that will involve the removal of signage, in order to avoid abortive work.
- 3.15.6 Areas have been prioritised that would visibly benefit from signage renewal, improving both road safety and the street scene.
- 3.15.7 The 2010/11 programme will utilise £50k of funding to continue to improve the boroughs directional and regulatory signs.
- 3.15.8 With the Council taking over the enforcement of moving traffic contraventions, the funding will also help ensure the compliance of banned

right turns, weight restrictions and school keep clear signage, with traffic regulations.

3.16 **Public Realm Improvements on Primary Routes**

3.16.1 Officers in Transportation are finalising the Councils public realm design guide which will be presented to Members for their consideration and approval. This document will set out

the principals of good design practice and the approach to be adopted in designing improvement schemes. It will also detail materials and street furniture types to be used.

3.16.2 In recent years improvement schemes have included the use of painted street furniture such as bollards and pedestrian guard railings which will, over time, require repainting. Street furniture which may be slightly damaged or require repainting would not be usually be repaired under the responsive maintenance budget which is targeted to carrying out repairs for public safety, and would only be renewed or repainted if the street is prioritised for footway upgrade or in conjunction with a TfL funded improvement scheme.

3.16.3 Therefore, a budget of £100k has been allocated to public realm improvements on primary routes to extend the useful life of the street furniture and aesthetically improve the street scene.

3.16.4 Typically, this would include the rationalisation / renewal or repainting of street furniture and localised repairs of the carriageway or footway on primary distributor routes, but the funding would also be used where appropriate for other measures to enhance the street scene.

3.17 **Maintenance of road channels / footway boundaries to facilitate street cleaning**

3.17.1 The StreetCare intensive ward cleaning initiative may be hindered by localised areas of highway that are in poor condition.

3.17.2 This sum of money will be used to carry out minor repairs, mainly to the back edges of footways and road channels in poor condition or where the surface has started to erode or deteriorate, and where this is a particular impediment to proper street cleaning.

3.17.3 The repair of these areas will improve street cleaning and therefore the results of the ENCAMS survey which supports the best value CAA processes.

3.17.3 The Highways team will work in partnership with StreetCare and programme these repairs utilising the budget allocation of £50k.

3.18 **Highway improvements in Park Royal**

- 3.18.1 Park Royal is one of the largest industrial areas in London, the Country, and a major area of employment within the borough.
- 3.18.2 Park Royal Partnership (PRP) is a business membership organisation totally committed to the promotion and development of Park Royal, which provides a valuable source of employment for many of the boroughs residents.
- 3.18.3 In 2008/9, and 2009/10 PRP match funded £70k and £50k respectively towards highway improvement work in the area to improve accessibility and help attract new businesses into the area.
- 3.18.5 Officers in Transportation continue to work with PRP to identify and agree areas that require improvement, and explore funding opportunities.
- 3.18.6 Although, 100% match funding is no longer feasible, 35% match funding is achievable through European funding for improvement work carried out within the calendar year.
- 3.18.7 Therefore, a capital budget of £50k has been allocated to these improvements which should enable us to carry out work to the value of £135k within the calendar year, over the 2009/10 and 2010/11 fiscal years.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Executive notes that a capital sum of £4,000k is to be used as identified in 2.1 to upgrade footways (borough and principal roads), resurfacing carriageways (borough roads), footway improvements to grass verge sites and accessibility, renewal of highway marginal land, new street signage, gully replacement and maintenance, concrete road treatments, public realm improvements on primary routes, short sections of carriageway resurfacing and footway upgrade, the maintenance of road channels and footway boundaries to facilitate street cleaning, and match funding for improvements in the Park Royal area.
- 4.2 The Executive notes that £622k is available for Principal Road resurfacing schemes from the local transport capital expenditure settlement 2010/11. These schemes are listed in appendix 3, and are prioritised from a London-side survey commissioned by Transport for London (TfL). The schemes are all funded by TfL.
- 4.3 With the exception of principal road resurfacing, the cost of the schemes will be accommodated within the capital budget allocations.
- 4.4 The work will be delivered utilising the highways term contracts. These are framework agreements whereby three contractors have been appointed to each of the six term contracts. The contracts commenced on 1st August 2008, for a three year period with an option to extend for a further year, following approval of the award of contracts by Executive on 27th May 2008.

- 4.5 The prices in the contracts are subject only to annual retail price index (RPI) increases thereafter on the anniversary of the start date, rather than significantly higher ROADCON industry index. Due to the current economic downturn, we are not anticipating any significant increase in the rates charged, and these rates may actually be slightly reduced. Therefore, this should have little impact on the number of schemes we will be able to complete utilising the capital budgets.
- 4.6 Contractors have performed satisfactorily and the current work programme will be successfully completed with final outturns forecast to meet budget targets for 2009/10. The term contracts are also utilised in delivering various TfL funded highway improvement schemes.
- 4.7 We do not anticipate any resource implications in utilising the existing term contracts to deliver the 2009/10 highways major work programme.

5.0 LEGAL IMPLICATIONS

- 5.1 The Highways Act 1980 places a duty on the council to maintain the public highway under section 41. Breach of this duty can render the council liable to pay compensation if anyone is injured as a result of failure to maintain it. There is also a general power under section 62 to improve highways.
- 5.2 Any contracts let for the provision of works must be let in accordance with the Council's contract standing orders contained in part 3 of the constitution.

6.0 DIVERSITY IMPLICATIONS

- 6.1 The proposals in this report have been subject to screening and officers believe there are no diversity implications, which require partial or full assessment. The works proposed under the highways main programme do not have different outcomes for people in terms of race, gender, age, sexuality or belief. However, the design criteria used in all highway work does take note of the special requirements of various disabilities.
- 6.2 These will take the form of levels and grades associated with wheelchair users, for example road crossing points, and for partially sighted / blind persons at crossing facilities. The highway standards employed are nationally recognised by such bodies as the Department for Transport. This programme of works continues the upgrade of disabled crossing facilities at junctions which were not constructed to modern day standards. All new junctions are designed to be compliant at the time of construction.
- 6.3 Strengthened areas of footway are far less susceptible to damage and will therefore aid the movement of pedestrians that may find it difficult to walk on uneven pavements.

7.0 STAFFING / ACCOMMODATION IMPLICATIONS

- 7.1 Existing staff within the Transportation Service Unit (Highway Engineering Team) will manage all schemes with the exception of the following:

- Highways marginal land schemes will be managed by The Planning Service Landscape Team, in consultation with Transportation, StreetCare and the Parks Service.
- Sign renewal schemes will be managed by the Highways Engineering Team, Transportation, in consultation with the Traffic Team, and Highways Operations (StreetCare).
- Gulley maintenance will be managed by the Transportation, Civil Engineering team, in consultation with Highways Operations (StreetCare).
- Maintenance of road channels and footway boundaries schemes will be managed by the Highway Engineering Team in consultation with StreetCare.
- Public realm improvement schemes will be managed by the Highway Engineering Team in consultation with StreetCare and Planning.

7.2 There are no TUPE implications associated with the recommendations contained in this report.

8.0 ENVIRONMENTAL IMPLICATIONS

8.1 The proposed footway and carriageway upgrades are designed to enhance the street scene. They also assist in restricting claims made against this Authority by improving both pedestrian and vehicular safety, thereby contributing to a safer environment for all highway users. Footway renewal work includes the consideration of pedestrian crossing points, and the provision of dropped kerbs and tactile paving will improve the highway network infrastructure for people with disabilities.

8.2 Where feasible, existing materials such as kerbstones and paving stones are incorporated into the design detail when footways are upgraded. Materials that are not suitable for re-use are disposed of at tips where they are graded and recycled as hardcore fill. Road planings arising from carriageway resurfacing are either provided free of charge to Parks Services or to residents to maintain their private alleyways in partnership with the Envirocrime alley gating initiative. This material has similar properties to quarry stone, stabilises when compacted and is therefore suitable for regulating and maintaining alleyways and providing 'hard standing' surfaces.

8.3 Subject to suitability, availability and cost, recycled material may be specified for use in footway upgrade schemes.

8.4 Where existing grass verges are too narrow or suffer from frequent repetitive damage from vehicles or where narrow carriageway widths impede access, and are often damaged by vehicular override they are not sustainable and therefore do not make a positive contribution to the street scene. The ability to provide areas of formalised footway parking, improve accessibility and protect sustainable grass verge areas would not only enhance the street scene but help reduce vehicle accidents and maintain access for servicing and emergency vehicles, in many situations.

9.0 BACKGROUND INFORMATION

Details of Documents:

- 9.1 Relay/Resurface, Residents/Councillor, Letters/Questionnaires– File RR/1
Footway Priority Lists
Carriageway Priority Lists
Highway Engineers Recommendations
Accident Report Data
- 9.2 Any person wishing to inspect the above papers should contact Sandor Fazekas, Transportation Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 020 8937 5113.

Richard Saunders
Director of Environment & Culture