



**Cabinet**  
15 April 2019

**Report from the Strategic Director  
of Regeneration and Environment**

**Highways Capital Scheme Programme 2019-20**

<b>Wards Affected:</b>	All
<b>Key or Non-Key Decision:</b>	Key
<b>Open or Part/Fully Exempt:</b> (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
<b>No. of Appendices:</b>	Three: Appendix A Brent Highways Infrastructure Works Appendix B Proposed Highways Maintenance Programme 2019/20 Appendix C Ward Abbreviations
<b>Background Papers:</b>	None
<b>Contact Officer(s):</b> (Name, Title, Contact Details)	Jonathan Westell, Highways Contracts & Delivery Manager <a href="mailto:jonathan.Westell@brent.gov.uk">jonathan.Westell@brent.gov.uk</a> 020 8937 3660  Tony Kennedy, Head of Service, Highways & Infrastructure <a href="mailto:tony.kennedy@brent.gov.uk">tony.kennedy@brent.gov.uk</a> 020 8937 5151  Chris Whyte Operational Director, Environmental Services, Regeneration and Environment <a href="mailto:chris.whyte@brent.gov.uk">chris.whyte@brent.gov.uk</a> 020 8937 5342

## 1.0 Purpose of the Report

- 1.1 To approve the Highways Capital Scheme Programme 2019-20. This report also requests approval to invite tenders in respect of a contract/framework for footway maintenance as required by Contract Standing Orders 88 and 89.

## **2.0 Recommendations**

- 2.1 That Cabinet approves the proposed highways maintenance programme for 2019/20 as detailed in Appendix B.
- 2.2 That Cabinet notes a variation to the current policy for the specification of footway materials for short sections work.
- 2.3 That Cabinet gives approval for Officers to invite tenders for a framework / contract primarily to provide for the £20m investment in footways, over the three years (2019/20, 2020/21 and 2021/22).
- 2.4 That Cabinet delegate to the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Regeneration & Environment authority to agree relevant pre-tender considerations for the procurement of a suitable contractor(s) and thereafter evaluate tenders on the basis of such pre-tender considerations.
- 2.5 That Cabinet delegate to the Strategic Director for Regeneration & Environment, in consultation with the Lead Member for Regeneration & Environment authority to select contractor(s) and enter into agreement(s) with the contractor(s).

## **3.0 Detail**

### **3.1 Summary**

- 3.1.1 In 2018/19 approximately £4.161m has been spent improving the condition of Brent's highways, including resurfacing of around 4.2 miles of road and reconstructing about 3.9 miles of pavement. This equates to about 1.3 % of the road network and 0.7% of the pavements.
- 3.1.2 The £4.161m was made up of £3.5m Brent Capital and a £0.661m DfT grant. In October 2018, the Chancellor announced £420 million for local highways maintenance with priority given to addressing potholes. This additional resource was allocated using the highways maintenance funding formula and £0.661m was Brent's Allocation.
- 3.1.3 Condition surveys of the borough's highways indicate that there is still an imbalance between the roads and the pavements, with the pavements being in a worse condition. Accordingly the Council is minded to implement a major investment in the boroughs footways over the following three years (2019/20, 2020/21 and 2021/22) to improve the condition. Allowing for arrangements to be put in place for the delivery of the programme, it is estimated that Officers will be able to deliver £2m of this by the end of 2019/20 with the balance being delivered in 2020/21 and 2021/22.
- 3.1.4 Asphalt is the default material for footways. However, like for like replacement is still used for short sections of footway renewal to marry the relatively small areas in with the surrounding materials. This approach will be reviewed as it

has been acknowledged that some small locations can be renewed with asphalt without being in conflict with the surrounding environment. The appropriate material for short sections will be determined by the Head of Highways & Infrastructure and considered on a scheme by scheme basis.

3.1.5 The £3.5m annual Brent Capital is used for the maintenance of carriageways, footways and structures. Priorities are identified over the previous year in preparation of the programme and for the past two years approx. £4m in total has been allocated for footways. During 2019/20 it is proposed to allocate the whole of the base £3.5m Brent highways capital to maintain carriageways and structures. A total of £500k will be allocated to Structures, an increase of £300k on previous years, to deliver a specific project with the remaining budget allocated to carriageways. This will have the additional benefit of increasing the amount of planned carriageway repairs whilst delivering planned footway works through the major investment programme.

3.1.6 Normally for 2019/20, in addition to £3.5m of Brent capital, TfL would add funding for Principal Road (A-road) improvements. However, in November 2017 TfL published details of their new five-year Business Plan and between 2018/19 and 2019/20 investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and TfL Road Network (TLRN) has been “paused”, with only very limited funding available across London. As for 2018/19, the LIP’s BPRN Roads funding for Boroughs in 2019/20 is still at the minimal level. TfL have now confirmed that Brent can submit applications by 22<sup>nd</sup> March for up to 2 schemes for 2019/20. Officers are not currently aware when the council will be notified of the results of the applications and there is no guarantee either scheme will be selected. We received no funding in 2018/19 representing a budget reduction of circa. £900,000 for resurfacing PRN routes.

3.1.7 This report sets out recommendations for how Brent’s base £3.5m capital budget plus £2m of footways investment programme should be allocated during 2019/20 through prioritised programmes of:

- Major and minor pavement reconstruction;
- Major Road resurfacing;
- Preventative maintenance
- Carriageway Injection patching
- Improvements to Highway Structures
- Improvements to the public realm, and
- Renewal of Road Markings

3.1.8 This programme will be delivered using Brent’s Highway Asset Management Planning (HAMP) approach, which provides a systematic long term methodology for maintaining the borough’s highways. The HAMP approach, which was started in 2014/15, delivers better value for money through adoption of a sensible and forward thinking maintenance plan. Additional preventative maintenance programming is being proposed, using injection patching on roads, and is being considered in the form of thin surfacing for existing asphalt pavements.

- 3.1.9 Major footway investment will be focused to prioritise prominent locations of high footfall so improving their condition, look and feel. Locations will include local shopping parades, outside schools, places of worship, medical centres etc. and where possible we will accommodate members' nominations.

### **3.2 *Last Year's Highways Maintenance Investment 2018/19***

- 3.2.1 In 2018/19 Brent's annual highways maintenance investment programme consisted of Brent capital funding and a DfT grant, which is used to fund a roads maintenance programme for local roads.
- 3.2.2 By 31<sup>st</sup> March 2019, approximately £4.161m will have been spent on maintaining Brent's highway infrastructure funded Brent capital. Appendix A provides details of the works delivered, which will result in (amongst other things) around 4.2 miles of roads being resurfaced and about 3.9 miles of footways being reconstructed.
- 3.2.3 Members will recall that at the May 2016 Cabinet, it was resolved that the default surfacing material for footway reconstruction is now asphalt rather than slab paving, with concrete block paving used at vehicle crossings and street corners. By using asphalt, the council is able to make its limited resources stretch further, meaning more pavements can be repaired, making the borough a safer, more accessible place to live.

### **3.3 *Managing Highways Assets***

- 3.3.1 Highway infrastructure is the most visible, well-used and valuable physical asset owned by the Council. Brent's highways assets include:
- 505 km (315 miles) of roads;
  - 847 km (529 miles) of pavements;
  - 90 bridges and structures;
  - 20700 road gullies;
  - 10,000 street trees; and
  - 22,848 street lights and other illuminated street furniture.

The value of this asset is estimated at around £3.8 billion

- 3.3.2 The table below sets out the condition of Brent's roads by indicating the percentage of each length of road type where maintenance should be considered.

Year	% of roads where maintenance should be considered		
	A class roads	B and C class roads	Unclassified roads
2008/2009	8%	9%	23%
2009/2010	11%	9%	23%
2010/2011	9%	7%	27%
2011/2012	9%	6%	26%
2012/2013	8%	9%	20%
2013/2014	13%	11%	21%
2014/2015	16%	16%	21%
2015/2016	6%	10%	21%
2016/2017	6%	5%	24%
2017/2018	22%	7%	21%
2018/2019	6%	7%	18%

- 3.3.3 Unclassified roads make up 80% of all borough roads and currently 18 % of Brent's unclassified roads are in need of substantial maintenance. Classified roads were in the same condition at 7%. The latest A-Road survey shows an apparent significant improvement in condition from 22%, though the 6 % figure is more in line with the previous two years' results, so perhaps it is more representative of the true figure. Latest condition surveys also indicate 47 % of the all pavements are in need of substantial maintenance, a slight improvement on last year's 50%.
- 3.3.4 As time goes on roads that are currently in good condition will deteriorate, just like any physical asset such as a house or a vehicle. To keep on top of the deterioration of our asset the council must invest continually in maintenance.
- 3.3.5 To improve the way the council maintains its highways, the council adopted the Highway Asset Management Plan (HAMP) in February 2014. The HAMP sets out a strategy based on the need to repair our assets on a regular basis, before they fail, so as to extend their lifespans and reduce higher long term repair costs, and provide the best value for money to local people.
- 3.3.6 The strategy initially involves introducing a programme of major resurfacing works along with preventative maintenance, which will take the form of thin surface treatment to seal roads against water ingress and improve their anti-skid properties.
- 3.3.7 During 2018/19 Officers have assessed the network to determine the current condition both for roads and pavements. Officers have then taken account of a range of factors to define relative priorities for maintenance. Officers have used a scoring system to identify roads and pavements suitable for various maintenance treatments that assessed the following:
- Network Condition - condition-based on outcomes of annual condition surveys and inspection programmes;
  - Network hierarchy and traffic usage, including proximity of local schools / colleges;
  - Risk - Level of risk in terms of numbers of accident claims, historic pothole repair records and/or collision history; and

- Value for Money - The cost effectiveness of preserving roads that have not yet fully deteriorated and fixing those which have.

3.3.8 Preventative maintenance is appropriate where the deterioration in the surface (as measured highway condition survey data) by has not yet resulted in a problems with the underlying structure of the road. Similarly, major resurfacing is required when deterioration has progressed further and so more extensive (and more expensive) repairs are necessary

3.3.9 Officers continued to take account of councillor nominations for road maintenance and, where a number of schemes attract the same or similar scores, Officers prioritise councillor nominated schemes earlier in our proposed maintenance programmes. Officers may also deviate from priority order where, for instance, a section of road in relatively good condition may be resurfaced if it is on a street where the rest of the road needs maintenance and it would be illogical, or impractical, not to resurface the whole street.

3.3.10 Part of the £2m additional funding approved at the May 2016 Cabinet was to procure a highway asset management (AM) tool. Increased level of investment to maintain the highway network is one step forward in delivering an asset management approach; and the next step is being more efficient in how and where the investment is spent. This requires ability to analyse our information, including budget vs condition level modelling scenarios.

3.3.11 The AM tool uses the Council's Survey data to produce scenario-based asset management programmes both on an annual basis and for the long term (5, 10, 15 etc. year programmes) It can:

1. Calculate Asset Condition vs Budget scenario-based programmes taking into account the deterioration of the asset
2. Calculate road and footway condition at the end of a projected term.
3. Calculate the budget required to achieve a given target of road and footway condition at the end of a projected term, taking into account the deterioration of the asset

It can also produce annual road and footway maintenance programmes, including suggested treatments, for defined budgets to give optimum condition, taking into account deterioration of asset. Officers have used this function of the AM tool to draw up the flowing programme elements.

- Major resurfacing of B, C and unclassified roads;
- Preventative maintenance of unclassified roads
- Draft priorities for the major footway investment programme.

3.3.12 Investment was aimed to address the following; achieving greater equality in condition between footways and carriageways; accommodating members' requests for regenerating High Streets and other areas of high footfall by giving them greater priority, so improving their look and feel; and replacing slabs with asphalt when doing full footway renewals.

### 3.4 Highways Investment during 2019/20

#### 3.4.1 Carriageway Resurfacing

- a) The 2019/20 carriageway maintenance programme is shown in Appendix B. Roads have been prioritised from the results of an independent network condition survey, with input from local engineering staff, who assess the road against the wide range of factors noted above.
- b) In summary the proposed carriageway resurfacing programme of £3.0m includes:

<b>BRENT BASE CAPITAL – 2019/2020</b>	
Major resurfacing of B, C & unclassified roads; Preventative maintenance unclassified roads	2120
Injection patching	500
Injection Patching Traffic Management	25
Improvements to the public realm	125
Condition Surveys	30
Renewal of Road Markings	50
Carriageway Short Sections	150

(With £0.5m for highway structures making up the £3.5m)

- c) Normally in addition to £3.5m of Brent capital in 2018/19, TfL would add funding for Principal Road (A-road) improvements. However, in November 2017 TfL published details of their new five-year Business Plan. Between 2018/19 and 2019/20 investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and TfL Road Network (TLRN) had been revisited. An allocation of circa £3m per annum for the next two years has been retained for the BPRN to continue condition surveys and deal with high priority sites. TfL, working with the boroughs through the London Technical Advisors Group (LoTAG), with agree how this allocation will be targeted to the highest priority sections of road. For the whole of London this is programme allocation is anticipated to be £11m. TfL have now confirmed that Brent can submit applications by 22<sup>nd</sup> March for up to 2 schemes for 2019/20. Officers are not currently aware when the council will be notified of the results of the applications.
- d) The following information was taken from TfL's Business Plan 2019/20 to 2022/23 (2018 Business Plan). The following table outlines the principal road renewal and bridge strengthening and assessment for London. This funding is allocated on a needs basis following condition surveys being completed. The 2018 business plan shows the second year pause on non-safety critical renewal as approved from the 2017 plan. The increase from 2021/22 is in recognition of the backlog in works. Further information on how this fund will be proportioned across eligible boroughs has not been announced. Assuming that criteria does not change and in light of the figures proposed Brent should receive an allocation for 2020/21. The exact allocation is not published yet, however, but it

is likely to be lower than the previous allocation level of £882,000. For 2021/22 it is assumed the council will receive more than £882,000 previously received.

<b>Funding Programme</b>	<b>2018/19 £m</b>	<b>2019/20 £m</b>	<b>2020/21 £m</b>	<b>2021/22 £m</b>	<b>2022/23 £m</b>	<b>5 year totals £m</b>
2017 Business Plan	11	11	27	50	51	150
2018 Business Plan	11	11	27	50	52	151
Percentage Change	0%	0%	0%	-28.9	+2%	+1%

- e) In summer 2018, a successful programme of injection patch repairs was carried out on unclassified roads (side roads). With this process, a large number of potholes can be treated quickly. A pothole repair can be done in about two minutes – the normal time it usually takes a conventional repair gang to do the job would be 10-15 minutes. The programme went very well, with a large number of defects being fixed across the borough in a short space of time, with minimal disruption and with only one relatively minor complaint.
- f) With the £100,000 budget and 2759 repairs done, this works out at an average of £36 per defect. The 2018 Alarm Survey found that the average cost of filling a pothole on a reactive basis in London is £89 (in the rest of England, £74). For filling a pothole on a planned basis the figures become £56 and £49 respectively. Though it should be pointed out that the process does not claim to provide repairs as long-lasting as traditional patch repairs, there is no doubt that injection patching is a useful addition to our palette of repair types.
- g) Given this success, it is proposed to allocate £500,000 to deliver a borough wide programme of injection patching pothole repairs through our 2019/20 Highways Capital Maintenance Programme. This is requiring a procurement exercise to award the work.
- h) During the summer 2018 programme streets were identified that due to their narrowness or the incidence of parked cars would need road closures in order for the injection patching machine to gain access for the repairs. An allowance of £25,000 has therefore been made for the Traffic Management needed to facilitate the road closures.
- i) It is proposed to utilise up to £30,000 of Brent capital funding to undertake asset condition surveys during 2019/20. These surveys will assist to prepare a long term asset management programme and confirm future year's capital programmes.



### 3.4.2 Footway Repairs

- a) The latest survey of the condition of the borough pavements indicates that overall 47% are in need of maintenance.
- b) Accordingly the Council is minded to implement a major investment in the boroughs footways over the following three years (2019/20, 2020/21 and 2021/22) to improve the condition. There will be four scheme types as follows; the budget split between the scheme types will be governed by overall priorities.
  - i. **Thin Surfacing on Existing Asphalt Footways – i.e.** Preventative maintenance in line with good asset management practice; officers are looking into widening the palette of treatments we use on footways by considering the implementation of the appropriate use of thin surface treatments on existing asphalt footways
  - ii. **Major Footway Resurfacing** - as per normal highway capital maintenance programme. This and the above scheme type would consider footways with high volumes of footfall e.g. in the vicinity of schools or places of worship etc.
  - iii. **Refurbishment of Local Shopping Parades** – a “light touch” design, to solve obvious problems such as damage due to overrunning vehicles, and to take the opportunity to de-clutter, to minimise future demands on maintenance.
  - iv. **Major Town Centre Refurbishments** – expected to be only one over the three years; using standard materials wherever possible to create, cost effectively, an enhanced environment but one which can be effectively maintained in the future.
- c) The work to implement this major investment in footways will be the subject of a procurement exercise to test the market for this type of work and implement a procurement framework/contract which will provide some resilience in delivering these footway schemes and such other miscellaneous works as may be required. In order to get the best market engagement for this procurement exercise, a “Market Warming Event” was held on the 28<sup>th</sup> February 2019. This event was useful in helping to inform the procurement. Further consideration needs to be given into how best to procure and whether this should be by way of establishing a framework or letting individual contracts. As this procurement design process is ongoing, and in view of the need to commence the procurement before the following Cabinet meeting, authority is sought to delegate to the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Regeneration & Environment authority to agree relevant pre-tender considerations for the procurement of a suitable contractor(s). This will enable the procurement to commence immediately a conclusion has been reached as to the best means of procurement.
- d) As the procurement will take some months to deliver, and will stretch into the start of the first year 2019/20, the Year 1 footway programme will be smaller than Years 2 & 3 making up the balance of the £20m investment.

- e) In addition to the procedure outlined above in section 3.3, members have not only been asked for nominations for road and pavement resurfacing but will also have had a chance to provide further input into the major footway investment programme particularly, via a Members' Workshop.
- f) Residents can benefit if they apply to have a vehicle crossing construction or an extension done as part of footway reconstruction scheme, which is then charged at a reduced rate to reflect the smaller amount of work involved. This sometimes can hold the work up when applications are not submitted in a timely manner. Given the huge programme the council will need to deliver in 2019/20 and the following two years, it will need to minimise hold-ups; as residents will be notified at the start of the financial year and will have plenty of notice, if they have not paid for a crossover by the time construction starts in their road, at Officers' discretion they will not be able to take advantage of the reduced rate and the crossover will not be carried out as part of the footway works.
- g) Whilst the contract / framework is primarily to deliver footway schemes, the intention would be to establish a contract / framework that could also be used for other miscellaneous highways works if required.

### **3.4.3 Reducing the risk of flooding in Brent**

- a) Gully cleaning is prioritised to prevent local flooding, with both scheduled and reactive gully cleansing activities taking place. There are approximately 20718 road gullies in the borough. These are cleaned as part of a cyclic maintenance programme procured through the London Highways Alliance Contract (LoHAC). The cleaning cycle includes:
  - High-priority (regularly blocking) gullies cleaned every six months;
  - 1,300 medium-priority gullies cleaned each year; and
  - 14,688 gullies cleaned every twelve months as part of a rolling programme.
  - 18,874 gullies cleaned every eighteen months as part of a rolling programme
- b) The cleansing frequencies depend on the likelihood of gullies filling up with silt. Monitoring of the contractor's performance continues and the contractor has remained on programme. On-site monitoring of cleansing indicates that last year's improvement in the quality of cleansing has been maintained with monitoring scores of 100% (i.e. all gullies are being cleaned well). Hard to reach gullies (i.e. where there are parked cars over them, or on busy corners) are subject to repeat attendance until cleaned; if necessary other measures (e.g. suspending parking bays) will be considered where necessary.
- c) Gullies are also cleaned on a reactive basis in response to reports from members of the public or Councillors of blocked gullies.
- d) Small scale schemes are implemented to address localised flooding problems such as broken gullies or gully pipes, or localised gully capacity problems. Larger scale capacity problems are within the remit of Thames Water who are

responsible for the main drainage system. Whilst maintenance helps, rainfall which is more intense than the capacity of the network can cope with will still result in localised flooding, which will nevertheless dissipate away down the drains given time

- e) Officers are anticipating similar funding from Defra for flood risk management as was received in 2018/19 which translates into a revenue budget of £127k. This will be used for alleviating flooding in the borough and for improvements/upgrades to existing highway drainage as per the following proposed works programme:

<b>Flood Management Scheme</b>	<b>Proposed works</b>	<b>Cost Estimate</b>
Various locations in highway	Installation of Land Drainage	£20K
Silk Stream (Barnet agreement)	Trash screen cleaning at A5 Hendon	£15K
Tramway Ditch, Stag Lane, NW 9	Inspect and clear watercourses	£2K
Northwick Park, Kenton		£10K
Various location	Installation of new gullies to prevent flooding	£30K
Reactive gully cleaning and various works undertaken through maintenance programme	Clean and repair gullies, replace missing covers, CCTV survey	£49K
LoDEG	Drainage Engineering Group Subscription	£1k
Total		£127K

#### **3.4.4 Investing in Public Realm**

This year it is proposed that the Public Realm programme will continue with an allocation of £0.125m. The works will be to strengthen and protect footways and soft verges, particularly at junctions, to mitigate the effects of vehicle overrun.

#### **3.4.5 Improving Brent's bridges and structures**

- a) The Council are responsible for 90 highway structures, including 60 bridges, 13 retaining walls and 17 culverts. The majority of bridges are small structures spanning brooks. Funding for bridge maintenance is normally allocated by Transport for London on a regional priority basis.
- b) The £0.500m Brent capital will be used for the following in 2019/20:
- Princess Frederica School Retaining Wall Strengthening - £350k

- Ealing Road over Grand Union Canal Assessment & Feasibility Study - £30k
  - Harp Island Close Bridge Assessment - £20k
  - Forty Avenue Bridge over Wealdstone Brook Assessment - £10k
  - Kenton Road/Woodcock Hill Culvert Assessment - £10k
  - Edgware Road Bridge Special Inspection - £20k
  - Neasden Lane Bridge over River Brent Assessment - £10k
  - Twybridge Way N & S (B49 & B50) Bridge Feasibility Study - £10k
  - Hillside Culvert over Canal Feeder (C03) Assessment - £20k
  - Further load assessments depending on results of 18/19 Principal Inspection (PI) results
- c) The Council's £76k revenue budget will be distributed across numerous structures for routine cyclic maintenance as well as the 2019/20 Principal Inspection programme. The Council's £500k capital budget will be distributed across numerous ongoing structural investigation and improvement schemes which include:
- 2019/20 Principal Inspections
  - 2019/20 LB Brent Secondments (includes General Inspections)
  - 2019/20 Reactive Maintenance & Interim Measures
  - Mead Platt over Mitchell Brook Culvert Special Inspection
  - Grange Museum Footbridge VRS upgrade

### **3.4.6 Renewal of Road markings**

- a) In recent years up until 2015/16 there was no funding allocated for the systematic renewal of road markings. However, following on from the practice started in 2015/16 officers recommend the continuation of a £50,000 annual renewal programme. This programme will continue to concentrate on the renewal of those markings most in need of attention (e.g. on main roads and at junctions) before in subsequent years establishing a borough-wide schedule of road marking restoration.
- b) Renewal of those road markings which are required for enforcement are managed by the Parking & Lighting Service.

## **4.0 Financial Implications**

- 4.1 The table below summarises the actual and proposed allocation of Brent capital funding for highways maintenance during the years 2017/18 - 2021/22:

<b>Schemes</b>	<b>2017/18 (£ 000's)</b>	<b>2018/19 (£ 000's)</b>	<b>2019/20 (£ 000's)</b>	<b>2020/21 (£ 000's)</b>	<b>2021/22 (£ 000's)</b>
<b>BRENT BASE CAPITAL ALLOCATION</b>					
Major resurfacing of B, C & unclassified roads; Preventative maintenance unclassified roads	1,100	920	2,120	ALLOCATION TBC	ALLOCATION TBC
Injection patching		100	500		
Injection Patching Traffic Management			25		
Highway Structures	200	200	500		
Improvements to the public realm	125	125	125		
Condition Surveys			30		
Crossover conversion	50				
Renewal of Road Markings	50	50	50		
Carriageway Short Sections	150	150	150		
Major Footway Works	1,825	1,955	0		
<b>Sub-total Base Brent Capital 2018/19</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>

<b>BRENT CAPITAL – Capital Pipeline - Major Footway Investment</b>	<b>2017/18 (£ 000's)</b>	<b>2018/19 (£ 000's)</b>	<b>2019/20 (£ 000's)</b>	<b>2020/21 (£ 000's)</b>	<b>2021/22 (£ 000's)</b>
Thin Surfacing on Existing Asphalt Footways, Major Footway Resurfacing, Refurbishment of Local Shopping Parades, Major Town Centre Refurbishments	0	0	2,000	9,000	9,000
<b>Sub-total Major Footway Investment</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>9,000</b>	<b>9,000</b>
<b>TfL Funding for Principal Roads**</b>	886	0	0	0	0
<b>TOTAL HIGHWAY MAINTENANCE PROGRAMME</b>	<b>4,386</b>	<b>3,500</b>	<b>5,500</b>	<b>12,500</b>	<b>12,500</b>

**\*\*value could increase if TfL allocate Brent any emergency funding.**

- 4.2 As noted in para 3.1.5 the £3.5m annual Brent Capital is used for the maintenance of carriageways, footways and structures. Priorities are identified over time in preparation of the future programme of works. For the past two years (17/18 and 18/19) c£2m a year has been allocated to footways. *For 2019/20 it is proposed to allocate the whole of the base £3.5m Brent highways capital to maintain carriageways and structures.*
- 4.3 It is proposed to utilise up to £30k of the £3.5m Brent Base Capital to undertake condition surveys during 2019/20. These surveys will assist preparation of a long term asset management programme.

- 4.4 Flood risk management expenditure is within the Environmental Service revenue budget and as such is not reflected in the capital programme of works. All required expenditure will be contained within budget.

## **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 Recommendation 2.3 seeks approval to invite tenders for a framework/contract(s) ("Contract") to improve footways. The nature and value of the Contract is such that it will be subject to the Public Contracts Regulations 2015 (the EU Regulations) in full. Further, the value of the Contract is such that it is classed as a High Value Contract under the Council's Contract Standing Orders and Financial Regulations.
- 5.3 For High Value Contracts, the Cabinet must approve the pre-tender considerations (Standing Order 89) and the inviting of tenders (Standing Order 88). For the reasons detailed in paragraph 3.4.2(c), delegated authority is sought to the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Regeneration & Environment to agree relevant pre-tender considerations for the procurement of a suitable contractor(s).
- 5.4 In order to avoid any delay in the award of contracts following the procurement, delegated authority to the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Regeneration & Environment to award contracts is also sought.
- 5.5 As this procurement is subject to the full application of the EU Regulations, the Council must observe the requirements of the mandatory minimum 10 calendar standstill period imposed by the EU Regulations before the contract can be awarded. The requirements include notifying all tenderers in writing of the Council's decision to award and providing additional debrief information to unsuccessful tenderers on receipt of a written request. The standstill period provides unsuccessful tenderers with an opportunity to challenge the Council's award decision if such challenge is justifiable. However if no challenge or successful challenge is brought during the period, at the end of the standstill period the Council can issue a letter of acceptance to the successful tenderer and the contract may commence.

## **6.0 Equality Implications**

- 6.1 The proposals in this report have been subject to screening there are considered to be no equalities implications that require 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.

- 6.2 In addition, the design criteria used in all highway work does take note of the special requirements of various disabilities. 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.
- 6.4 Officers will make sure accessibility ramps are provided to aid wheelchair users and those with prams. Officer will make sure high visibility barriers and tapping rails are provided to allow those with visual impairments to negotiate the works as they are in progress
- 6.5 Officers will make sure of the visibility of the required signage, also where temporary work is being carried out.
- 6.6 Officers will monitor of the quality of the work to ensure that the finished surface is to specification and does not form a mobility hindrance; and that signage and road markings are correctly provided as aid to movement.

## **7.0 Consultation with Ward Members and Stakeholders**

Officers will continue to take account of councillor nominations for road maintenance and, where a number of schemes attract the same or similar scores, Officers will prioritise councillor nominated schemes earlier in our proposed maintenance programmes (see section 3.3.10)

## **8.0 Human Resources/Property Implications (if appropriate)**

The major footway investment will require extra resources to implement. There are no direct implications for council staff arising from the tender.

## **9.0 Public Services (Social Value) Act 2012**

- 9.1 The Council is under duty pursuant to the Public Services (Social Value) Act 2012 ("the Social Value Act") to consider how services being procured might improve the economic, social and environmental well-being of its area; how, in conducting the procurement process, the Council might act with a view to securing that improvement; and whether the Council should undertake consultation. This duty does not strictly apply to the proposed contract as it is not a services contract. Nevertheless, Officers have had regard to considerations contained in the Social Value Act in relation to the procurement.

**Report sign off:**

***AMAR DAVE***

Strategic Director of Regeneration and  
Environment