

LONDON BOROUGH OF BRENT

EXECUTIVE
23RD June 2003
FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARD ALL

**REPORT TITLE : HIGHWAY MAINTENANCE MAJOR WORKS PROGRAMME
2003/2004**

1.0 SUMMARY

1.1 This report makes recommendations to Members detailing the prioritised programme for the major footway upgrade projects, road surfacing schemes, hard paving of grass verges, renewal of marginal highway land, new street signage and gulley maintenance. A sum of £1.5m has been allocated in the Capital Programme for 2003/04.

2.0 RECOMMENDATION

2.1 The Executive agree to utilise the split of £1.5m as follows:

	% of budget	Amount of Budget
• Major footway upgrade	56	£845k
• Major carriageway resurfacing	23	£350k
• Hard paving of grass verges	5	£80k
• Renewal of marginal highway land	4	£60k
• New street signs	3.5	£50k
• Upgrading approaches to pedestrian crossings	3.5	£50k
• Gulley	3	£40k
• Implementing dropped kerbs in shopping areas	2	£25k

3.0 FINANCIAL IMPLICATIONS

3.1 The Executive notes that the total sum of £656k is available from the 2003/04 revenue budget for upgrading footways [Borough and Principal Roads] and resurfacing carriageways [Borough Roads]. Additionally £1.5m capital sum is to be used to upgrade footways (Borough and Principal Roads), resurfacing carriageways (Borough Roads), hard paving of grass verges, renewal of highway marginal land, new street signage and gulleys.

3.2 The Executive notes that £1,329k is available for Principal Road resurfacing schemes from the Local Transport Capital Expenditure settlement 2003/04. These schemes are listed in Appendix 3. These schemes are prioritised from a London-Wide Survey commissioned by Transport for London (TfL). These schemes are all funded by Transport for London (TfL).

3.3 The cost of the footways [Borough Roads & Principal Roads] and carriageways [Borough Roads] schemes will be accommodated within the Revenue and Capital budget allocations.

4.0 STAFFING IMPLICATIONS

4.1 The Transportation Unit (Highways Maintenance) 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 StreetCare and Parks Service.
- Sign renewal and gully maintenance schemes will be managed by StreetCare, in consultation with Highways Operations.

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

5.0 ENVIRONMENTAL IMPLICATIONS

5.1 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 vehicle safety, thereby contributing to a safer environment for all highway users. Dropped kerb/tactile paving works in shopping areas and at crossing points will improve the highway network infrastructure for people with disabilities.

5.2 Where existing grass verges are too narrow to provide a sustainable grass cover, they suffer frequent repetitive damage from vehicles and do not make a positive contribution to the street scene. The ability to provide a formalised footway parking scheme in the future would reduce vehicle accidents and maintain access for servicing and emergency vehicles in many situations.

6.0 LEGAL IMPLICATIONS

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 general power under section 62 to improve highways.

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.

7.0 DETAIL

7.1 Highways Maintenance Priorities

7.1.1 The results of an annual independent Borough condition survey have been used to determine the footway upgrade and carriageway resurfacing programme. Included in the survey were all roads and footways that were identified by Councillors (through annual consultation), members of the public (subject to verification by a highway engineer), and engineering staff undertaking routine and responsive inspections. The footway upgrade programme (see Appendix 1) and carriageway resurfacing programme (see Appendix 2) identify the sources of inclusion in the annual condition survey.

7.1.2 Each scheme has been prioritised in consideration of its structural condition, safety implications, usage and the maintenance due to repetitive damage.

7.1.3 Various smaller footway sites throughout the Borough that needs strengthening due to ongoing maintenance requirements are identified by engineering staff, and programmed for repair utilising the repetitive damage budget. These are specific areas within a street whereby only a section requires strengthening.

7.1.4 The programme for implementing dropped kerbs and tactile paving in shopping areas and at crossing points will be in accordance with best practice to Department of the Environment Transport and the Regions (DETR) guidelines to assist people with disabilities with their mobility. Specific locations are subject to consultation with Brent Association of Disabled People (BADP). The percentage of pedestrian crossings within the Borough with these facilities is an Audit Commission performance indicator.

7.2 Highways Grass Verges In Narrow Streets

7.2.1 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 existing grass verges are not sufficiently sustainable. The report sought approval to hard pave such verges in order to facilitate a footway parking scheme. This year £80k has been allocated for the strengthening of soft verges.

7.2.2 Streets that have grass verges that are repeatedly damaged due to vehicle encroachment were identified by officers in Transportation and StreetCare, whom considered reports from Councillors, members of the public, consultative forums, and staff inspections.

7.2.3 Staff in Transportation surveyed all the verges identified and prioritised each to determine the annual programme.

7.3 **Highways Marginal Land**

7.3.1 “Highway 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, ie needles and other drugs related paraphernalia and dog fouling
- Overgrown shrubs providing opportunities for crime and contributing to the fear of crime
- Hard elements of disrepair
- Bare earth where shrubs that have died are not replaced and a poor standard of horticultural maintenance.

7.3.2 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.

7.3.3 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.

7.3.4 Using these criteria officers from Landscape Team, StreetCare and Environmental Health have prioritised the sites listed in Appendix 1.

7.4 **Gully Replacement/Repair Programme**

7.4.1 There are approximately 25,000 gullies in the borough and the number of gullies are increasing every year due to new developments.

7.4.2 The majority of the gullies were installed during 1920 – 1930s and are now coming to end of their life cycle. Every year, we are repairing and replacing gullies but due to limited funds available, very few gullies can be repaired.

7.4.3 At present there are 70 to 80 gullies which need repair or replacement. An average cost to repair an existing gully is approximately £700 and £1,400 to replace it with new gully complete.

7.4.4 When Highways and Emergency Operations carry out routine gully cleaning, approximately 10 gullies per month are found to be defective.

7.4.5 With careful monitoring, StreetCare can repair/replace approximately 70 gullies with the £40k budget.

7.5 **Highway Signage Renewal**

7.5.1 Highway Operations have identified areas within the Borough that would benefit from the renewal of street signage.

7.5.2 Consideration has been given to all other highways schemes, including traffic schemes, programmed over the coming financial year that will address some signage removal, in order to avoid abortive work.

7.5.3 Areas have been prioritised that will visibly benefit from signage renewal to improve both road safety and the street scene.

8.0 **BACKGROUND INFORMATION**

Details of Documents:

8.1 Relay/Resurface Residents/Councillor Letters – File RR/1
Footway Priority Lists 2003/2004 – File FRE/1
Carriageway Priority Lists 2003/2004 – File CRE/1
Highway Engineers Recommendations – File RR/1
Wembley Area Consultative Forums – RR1

8.2 Any person wishing to inspect the above papers should contact Chris Margetts, Transportation Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5113.

Richard Saunders
Director of Environment

APPENDIX 1 (Footways)

• £845k [CAPITAL] £576k [REVENUE] - Footway Upgrades

£1,496k FOOTWAY UPGRADE PROGRAMME 2003/2004

		<u>£</u>	<u>Source**</u>
	1. Various sites in Borough subject to repetitive damage	200k	
Reserve*	2. Stag Lane, NW9 (Holmstall Avenue – Mollison Way - one side only)	55k	A
Reserve*	3. Hillfield Avenue, Wembley	150k	A
Reserve*	4. Barnhill Road, Wembley (Saxon Close – St Davids Close)	65k	A
Reserve*	5. Twybridge Way, NW10	80k	C
	6. Beresford Avenue, Wembley	50k	A/C
	7. Ballards Road, NW2	95k	A/C
	8. Swinton Close, Wembley	25k	A
	9. Lovat Close, NW2	30k	C
	10. Donnington Road, NW10	165k	A
	11. Dollis Hill Lane, NW2	130k	A
	12. Harrow Road, Wembley (Crawford Ave – Copland Avenue)	83k	A
	13. Coniston Gardens, Kenton	50k	A
	14. Walm Lane, NW2	175k	A/B/D
	15. Helena Road, NW10	68k	C
	Total	£1,421k	
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	16. Uphill Drive, NW9	78k	A
	17. Watford Road, Wembley (Sudbury Court Road – Perrin Road)	102k	A
	18. Watford Road, Wembley (Sudbury Court Road – The Crescent)	165k	A

(Bold denotes Capital Schemes)

All schemes subject to co-ordination with internal and external agencies.

Schemes 16, 17 and 18 are reserve schemes.

* Reserve schemes from 2002/2003 programme

**A = Recommendation by engineering staff

B = Councillor Request

C = Requests from members of the public

D = Request from accident Claims Officer

GRASS VERGES TO HARD PAVING SITES PROGRAMME (£80k CAPITAL)

1. Brent Way, Wembley £80k

DROPPED KERBS IN SHOPPING AREAS (£25k CAPITAL)

1. Cricklewood Broadway, NW2
2. High Street Harlesden, NW10
3. Kenton Road, Kenton

DROPPED KERBS AT CROSSING POINTS (£50k CAPITAL)

1. Carlton Vale, NW6
2. Watford Road, Wembley
3. Cricklewood Broadway, NW2

HIGHWAYS MARGINAL LAND (£60k CAPITAL)

- | | |
|---|-----------------|
| 1. Alperton Station, Ealing Road, Wembley | <u>£</u>
10k |
| 2. Oakington Manor Drive/Harrow Road, Wembley | 15k |
| 3. Watford Road/Kenton Road, Kenton | 15k |
| 4. The Avenue/Preston Road, Wembley | 12k |
| 5. Brentfield Road, NW10 | 8k |

Total **£60k**

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6. Church Road, NW9 (opposite Kingsbury Green) 4k

All schemes subject to co-ordination with internal and external agencies.

Scheme 6 is the reserve scheme.

RENEW SIGNAGE (£50k CAPITAL)

1. Harrow Road/Hillside, NW10
2. Roe Green/Kingsbury Road, NW9

GULLIES (£40k CAPITAL)

Various sites in Borough.

APPENDIX 2 (Carriageways)

• £350k [CAPITAL] £80k [REVENUE] - Carriageway Upgrades

£430K CARRIAGEWAY SURFACING BOROUGH ROADS PROGRAMME 2003/2004

	<u>£</u>	<u>Source**</u>
Reserve* 1. St Georges Close, Wembley	10k	A
Reserve* 2. Woodcock Dell Avenue, Kenton	30k	A
Reserve* 3. Basing Hill, Wembley	40k	A
4. Grittleton Avenue(Wyld Way – Monks Park), Wley	24k	C
5. Chalkhill Road, Wembley	39k	A/D
6. Stonebridge Park, NW10	35k	A
7. Grand Avenue, Wembley	28k	C
8. Minterne Road, Kenton	9k	C
9. Keswick Gardens, Wembley	15k	A
10. Sylvester Road, Wembley	37k	A
11. Chantry Close, Kenton	16k	C
12. Lodore Gardens, NW9	23k	A
13. Lyon Park Avenue, Wembley	75k	A
14. Maple Grove, NW9	26k	A
15. Bramston Road, NW10	23k	B
Total	£430K	
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16. Herbert Gardens, NW10 (All Souls Avenue to College Road)	48k	A/C
17. Brentfield Road, NW10 (Meadowgarth to NCR)	103k	A/C

(Bold denotes Capital Schemes)

All schemes subject to co-ordination with internal and external agencies.

Schemes 16 and 17 are reserve schemes.

* Reserve schemes from 2002/2003 programme

** A = Recommendation by engineering staff
B = Councillor Request
C = Requests from embers of the public
D = Request from accident Claims Officer

APPENDIX 3 – (Carriageways)

£1329k PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME

	<u>£</u>
1. Bridgewater Road, Wembley (Station Approach - Whitton Avenue)	135k
2. Ealing Road, Alperton (Carlyon Road – Alperton Lane)	142k
3. High Street Harlesden – Tubbs Road (Jubilee Clock to Park Parade)	99k
4. Watford Road, Wembley (j/w Sudbury Court Drive)	160k
5. East Lane, Wembley (Pembroke Road – Preston Road)	196k
6. Ealing Road, Alperton (Chaplin Road – Stanley Avenue)	187k
7. Harrow Road, Wembley (Victoria Court to Wyld Way)	122k
8. Watford Road, Wembley (Hill Road to East Lane)	82k
9. Church Road, NW10 (adjacent to West Ella Rd)	10k
10. Dudden Hill Lane, NW2 (Normanby Road to Burnley Road)	84k
11. Kingsbury Road, NW9 (Derwent Avenue – Townsend Lane)	112k
Total	£1,329k
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12. Willesden Lane, NW10	£357k

All schemes are subject to co-ordination with internal and external agencies.

Scheme 12 is the reserve project.