

EXECUTIVE29th MARCH 2004

FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARD ALL

**REPORT TITLE : HIGHWAY MAINTENANCE MAJOR WORKS PROGRAMME
2004/2005**

1.0 SUMMARY

- 1.1 This report makes recommendations to Members detailing the prioritised programme for the major footway upgrade projects, road surfacing schemes, improvements to grass verge areas, renewal of marginal highway land, new street signage and gulley maintenance. Executive approved the sum of £3.88m for the 2004/5 Capital programme, bringing forward £55k to carry out additional work on facilities for pedestrian crossings, for completion in the 2003/4 financial year.

2.0 RECOMMENDATION

- 2.1 The Executive agree to utilise the split of £3.825m as follows:

	% of budget	Amount of Budget
• Major footway upgrade	60.5	£2,305k
• Major carriageway resurfacing	23.5	£900k
• Improvement to grass verge areas	3.5	£130k
• Renewal of marginal highway land	2.5	£100k
• New street signs	4.5	£170k
• Upgrading approaches to pedestrian crossings	0.5	£20k
• Gulley Replacement/Maintenance	2.5	£100k
• Concrete Roads	2.5	£100k

- 2.2 The Executive approve the schemes and reserve schemes, as listed in Appendices 1 - 4.

3.0 FINANCIAL IMPLICATIONS

- 3.1 The Executive notes that the total sum of £656k is available from the 2004/05 revenue budget for upgrading footways (Borough and Principal Roads) and resurfacing carriageways (Borough Roads). Additionally a capital sum of £3.825m is to be used to upgrade footways (Borough and Principal Roads), resurfacing carriageways (Borough Roads), footway improvements to grass verge sites, renewal of highway marginal land, new street signage and gullies, upgrading approaches to pedestrian crossings and concrete road treatments.

3.2 The Executive notes that £1,229k is available for Principal Road resurfacing schemes from the Local Transport Capital Expenditure settlement 2004/05. 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 schemes will be managed by StreetCare, in consultation with Highways Operations and Transportation.
- Gulley maintenance will be managed by Transportation, Civil Engineering, 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 DIVERSITY IMPLICATIONS

- 7.1 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 Maintenance 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. These will take the form of levels and grades associated with wheelchair users, for example of road crossing points, and for partially sighted/blind persons at signalised crossing facilities. The highway standards employed are nationally recognised by such bodies as the Department of 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 compliant by design at the time of construction.

8.0 DETAIL

8.1 Highways Maintenance Priorities

- 8.1.1 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.
- 8.1.2 Each scheme has been prioritised using a weighting factor which takes into consideration its structure and safety implications, pedestrians and vehicular usage and high routine maintenance costs due to repetitive damage.
- 8.1.3 Various smaller footway sites throughout the Borough that need 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.
- 8.1.4 The programme for implementing dropped kerbs and tactile paving 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 in relation to 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.

8.2 **Concrete Roads**

8.2.1 The Borough road 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, some 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 revealing sections of the old concrete road construction.

The areas of defect in question often do not meet the current Council criteria for repair. However, long term exposure of the concrete road slab will ultimately result in frost/rain exposure eroding the concrete slabs and joints. This could result in a costly road reconstruction programme in the future.

A 2.5% proportion of the Major carriageway resurfacing budget has been allocated to resealing concrete roads in priority order to arrest the current decline in condition (see Appendix 4).

8.3 **Improvements to Grass Verge Areas**

8.3.1 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 £130k has been allocated for the strengthening and protection of soft verges.

8.3.2 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.

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

8.4 **Highways Marginal Land**

8.4.1 "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, 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 of disrepair

- Bare earth where shrubs that have died are not replaced and a poor standard of horticultural maintenance.

8.4.2 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.

8.4.3 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.

8.4.4 Using these criteria officers from Landscape Team, StreetCare, Environmental Health and Highways Maintenance shall identify and prioritise sites to link up with EnviroCrime initiatives and/or Highways Maintenance major footway and carriageway schemes, (see Appendix 1).

8.5 **Gully Replacement/Repair Programme**

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

8.5.2 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.

8.5.3 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.

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

8.5.5 With careful monitoring, Transportation, Civil Engineering, can repair/replace approximately 125 gullies with the £100k budget.

8.6 **Highway Signage Renewal**

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

8.6.2 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.

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

9.0 BACKGROUND INFORMATION

Details of Documents:

- 9.1 Relay/Resurface Residents/Councillor Letters – File RR/1
Footway Priority Lists 2004/2005 – File FRE/1
Carriageway Priority Lists 2004/2005 – File CRE/1
Highway Engineers Recommendations – File RR/1
Wembley Area Consultative Forums – RR1
- 9.2 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)

- £2,305k [CAPITAL] £576k [REVENUE] - Footway Upgrades

£2,826k FOOTWAY UPGRADE PROGRAMME 2004/2005

	£	<u>Source**</u>
1. Various sites in Borough subject to repetitive damage	200k	
2. Helena Road, NW2	65k	C
3. Uphill Drive, NW9	80k	A
4. Watford Road, Wembley (Sudbury Court Road – Perrin Rd)	105k	A
5. Waxlow Road, NW10	70k	A
6. Carlton Vale, NW6 (Malvern Place – Nelson Close)	190k	A
7. Brinkburn Gardens, NW9	155k	B
8. Franklyn Road, NW10	110k	A
9. Greenway, Kenton	75k	A
10. Chamberlayne Road, NW10 (Wrentham Ave – Okehampton Rd)	90k	B/C
11. Lyon Park Avenue, Wembley	100k	B
12. Bryan Avenue, NW10	140k	A
13. Willesden Lane, NW6 (Dyne Road – Tennyson Road)	120k	A/D
14. Harlesden Road, NW10 (Doyle Gardens – Wrottesley Road)	112k	B
15. Ennerdale Drive, NW9	122k	A
16. Peter Avenue, NW10	140k	A
17. Crossways, Wembley	106k	A
18. All Soul's Avenue, NW10 (Doyle Gdns – Donnington Road)	190k	A
19. Oakdale Avenue, Kenton	55k	A
20. Eton Avenue, Wembley (Charterhouse Avenue – Watford Road)	15k	B/C
21. Carlton Vale, NW6 (Fernhead Road – Malvern Place)	105k	A/D
22. St Johns Avenue, NW10	100k	B
23. Ambleside Road, NW10	60k	A
24. Dryburgh Gardens, NW9	126k	B
25. Rowley Close, Wembley	30k	A
26. Carlton Vale, NW6 (Nelson Close to Kilburn Park Road) one side only	40k	A
27. Rowdon Avenue, NW10	48k	A
28. Essex Road, NW10	82k	A
29. Watford Road, Wembley (East Lane to Hill Road)	50k	A/B
Total	£2,881k	

Reserve 1. Watford Road, Sudbury (Hill Road – The Crescent)	115k	A/B
Reserve 2. Chamberlayne Road, NW10 (Okehampton Rd – All Souls Ave)	185k	B/C
Reserve 3. Peel Road, Wembley	110k	B
Reserve 4. Girton Avenue, NW9	133k	B

(Bold denotes Capital Schemes)

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

**Source

A = Recommendation by engineering staff
B = Councillor Request

C = Requests from member of the public
D = Request from Accident Claims Officer

IMPROVEMENT TO GRASS VERGE AREAS (£130k CAPITAL)

1. Castleton Avenue, Wembley	5k
2. Leith Close, NW9	5k
3. Townsend Lane, NW9	10k
4. Danethorpe Road, Wembley	5k
5. Conway Gardens, South Kenton	10k
6. Kings Drive, Wembley	5k
7. Farm Avenue, Wembley	5k
8. Tudor Court North/South, Wembley	25k
9. Church Lane, NW9 (Nos. 160 – 214)	60k
Total	£130k

DROPPED KERBS AT CROSSING POINTS (£20k CAPITAL)

1. Harlesden High Street (junction with Furness Road)
2. Willesden High Road (junction with Brondesbury Park)
3. Wembley High Road (junction with London Road)
4. Wembley High Road (junction with Park Lane)

HIGHWAYS MARGINAL LAND (£100k CAPITAL)

£

Sites to link up with EnviroCrime initiatives and/or Highways
Maintenance major footway and carriageway schemes
to be identified.

100k

Total **£100k**

RENEW SIGNAGE (£170k CAPITAL)

Various sites in Borough.

GULLIES & ASSOCIATED FOOTWAY PONDING (£100k CAPITAL)

Various sites in Borough.

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

APPENDIX 2 (Carriageways)

- **£900k [CAPITAL] £80k [REVENUE] - Carriageway Upgrades**

£980K CARRIAGEWAY SURFACING BOROUGH ROADS PROGRAMME 2004/2005

	<u>£</u>	<u>Source**</u>
1. Brentfield Road, NW10 (Meadowgarth - NCR)	103k	A/C
2. Herbert Gardens, NW10 (All Souls Avenue – College Road) 47k	47k	A/C
3. Walton Gardens, Wembley	12k	A
4. Carlton Vale, NW6	103k	A/B
5. Chamberlayne Road (Whitmore Gdns – Harvist Road)	80k	B/C
6. Milverton Road, NW6	65k	B
7. Mount Pleasant, Wembley (Sunleigh Rd – Woodstock Rd)	57k	B
8. Mount Pleasant, Wembley (Woodstock Rd – Beresford Ave)	52k	A
9. Tanfield Ave, NW2 (Dudden Hill Lane – Lovat Close)	37k	A
10. Tanfield Ave, NW2 (Lovat Close – Randall Ave)	58k	A
11. Staverton Road, NW2	60k	A/C
12. Georgian Court, Wembley	18.5k	A
13. Winchfield Close, Kenton	7.5k	B/C
14. Coles Green Road, NW2	86k	A/C
15. Dollis Hill Lane, NW2 (Coles Green Road – Mount Road)	44k	A
16. St Marys Road N.W.10	54k	A
17. Chaplin Road, Wembley (Ealing Road – Norton Road)	46k	A/B
18. Littleton Road & Littleton Crescent, Wembley	50k	B/C

Total £980k

Reserve 1. Corringham Road, Wembley	80k	A
Reserve 2. Ivy Road, N.W.2.	43k	A
Reserve 3. Glynfield Road N.W.10	30k	B
Reserve 4. Hillcrest Gardens, N.W.2	10k	A
Reserve 5. Aston Avenue, Kenton	20k	C

(Bold denotes Capital Schemes)

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

Source

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

APPENDIX 3 – (Carriageways)

£1,229k (CAPITAL) PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME

	<u>£</u>
1. Willesden Lane, NW6 (Mapesbury Road – Sidmouth Road)	357k
2. Forty Lane, Wembley (Bridge Road to The Paddocks)	131k
3. Fryent Way, NW9 (Fryent Close – Valley Drive)	121k
4. Neasden Lane North, NW2 (Underpass to Roundabout Eastbound)	132k
5. Station Road, NW10 (Tubbs Road – Acton Lane)	70k
6. Walm Lane, NW2 (Station Parade – Chichele Road)	144k
7. Park Lane, Wembley (Wembley Park Drive – Lea Gardens)	98k
8. Fryent Way, NW9 (junction with The Paddocks/Salmon Street)	96k
9. Watford Road, Wembley (junction with Sudbury Court Drive)	36k
10. East Lane, Wembley (junction with The Fairway)	5k
11. East Lane, Wembley (opposite Pembroke Road)	7k
12. Bridgewater Road, Wembley (junction with Ealing Road)	5k
13. East Lane, Wembley (opposite Sudbury Court Club)	27k
Total	£1,229k

Reserve 1. Willesden Lane (Dyne Road to Tennyson Road)	74k
Reserve 2. Neasden Lane (Westbound Underpass)	77k

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

APPENDIX 4 – (Carriageways)

£100k (CAPITAL) CARRIAGEWAY SURFACING OF CONCRETE ROADS

1. Carlton Ave West, Wembley	53k
2. The Crescent, Wembley	29k
3. Hawthorne Grove, NW9	8k
4. Robin Grove, Kenton	10k

Total £100k

Reserve 1. Kinross Close, Kenton	14k
Reserve 2. Kenneth Crescent NW2, (Jeymer ave to o/s 44)	12k