	Cabinet 13th September 2021
	Report from the Strategic Director of Regeneration and Environment

Highways Capital Scheme Programme 2021-22

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	Three Appendix A - Highways Maintenance Programme Completed in 2020/21 Appendix B - Major Footway Reconstruction 2021/22 Appendix C – Ward Abbreviations
Background Papers:	None
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1.0 Purpose of the Report

1.1 To approve the Highways Maintenance Scheme Programme for 2021-22.

2.0 Recommendations

2.1 That Cabinet approves the proposed Highways Maintenance Scheme Programme 2021-22 as detailed in Appendix B.

2.2 That the Cabinet notes the receipt of a petition on 9th August 2020 for Logan Road with 52 signatures asking for the renovation and upgrading of the pavements in that road , and comments made in response to the petition (Section 3.4.2 d) - g))

3.0 Detail

3.1 Summary

3.1.1 In 2020/21, £3.5m of Brent Capital and £0.239m of TfL funding was spent improving the condition of Brent's roads and highway structures, including resurfacing of around 6.8 miles of road. This equates to about 2 % of the road network (see Appendix A for details).

3.1.2 In addition, up to the end of 2020/21, £15.4m of Brent Capital had been spent improving the condition of Brent's footways as part of the £20m footway improvement programme. The programme continues at time of writing (August 2021) but will finish later this year, apart from the Kilburn High Road Project for which £1m of the £20m has been set aside. It is estimated that once complete, around 45 miles of footway will have been resurfaced, which equates to about 8.5% of the footway network. (see Appendix A for details).

3.1.3 As the footways were the subject of their own £20m major investment programme, in 2019/20 and 2020/21 the whole of the £3.5m Brent highways capital was allocated to maintain carriageways and highway structures. As the £20m footway improvement programme draws to a close, the £3.5m annual figure of Brent Capital for 2021/22 reverts to being used for the maintenance of footways as well as carriageways and highway structures.

3.1.4 In previous years, 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) was "paused", with only very limited funding available across London; Brent received no funding in 2018/19 and 2019/20. In 2020/21, Brent received £239,000 of TfL funding to resurface Willesden Lane (Sidmouth Road to Coverdale Road)

3.1.5 For 2021/22, there are two possible London-wide PRN funding scenario, a £15m and a £30m allocation, which has yet to be decided upon by TfL. Brent have submitted a bid to TfL for Principal Road (A-road) improvements consisting of five schemes totalling £1.371m corresponding to the £30m funding scenario; a £15m settlement would reduce the Brent allocation commensurately .

3.1.6 This report sets out recommendations for how Brent's base £3.5m capital budget should be allocated during 2021/22 through prioritised programmes of:

- Major road and footway resurfacing;
- Preventative maintenance for roads and footways, including Injection patching
- Improvements to Highway Structures
- Improvements to the public realm, and
- Renewal of Road Markings

3.1.7 This programmes are drawn up 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, 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 a trial of a preservative coating for existing carriageway surfacing.

3.1.8 We have taken advantage of new technology to improve our asset condition data collection. Now, for carriageways, a video survey of the whole borough can be completed in a week. The rapidity of this survey method means that we can have comprehensive and up-to-date road defect data and so can target repairs much more effectively, as well as automatically picking up other useful inventory and condition information.

3.1.9 The Highways & Infrastructure service are keen to play an ever-increasing role in reducing carbon and other greenhouse gas emissions from within our remit.

3.2 *Last Year's Highways Maintenance Investment 2020/21*

3.2.1 In 2020/21 Brent's annual highways maintenance investment programme consisted of £3.5m base Brent capital funding, and a £239,000 allocation from TfL from LIP funding.

3.2.2 By the end of 2020/21, approximately £3.5m had been spent on maintaining Brent's carriageways and highway structures funded from Brent capital. Appendix A provides details of the works delivered, which resulted in (amongst other things) around 6.8 miles of roads being resurfaced.

3.2.3 Additionally by the end of 2020/21, a cumulative total of £15.4m of the £20m footway improvement programme had been spent; this programme started in November 2019.

3.3 Managing Highways Assets

Brent's Highway Assets

3.3.1 Highway infrastructure is the most visible, well-used and valuable physical asset owned by the Council. The latest 2021 value of Brent's asset is estimated at around £4.5 bn and includes:

- 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.

Asset Condition Surveys

3.3.2 We have taken advantage of new technology to improve our asset condition data collection. Now, for carriageways, a video survey of the whole borough can be completed in a week, much quicker than a traditional manual survey. The survey is undertaken from an ordinary car using a standard mobile phone. The innovative part is that Artificial Intelligence (AI) software then scans the images, quickly and reliably identifying defects and categorising them into types.

3.3.3 Being quick, this survey method means we can progress repairs at pace; from the start of *borough-wide* video survey, through data analysis, to a programme of pothole repair works commencing on the ground can be as little as three weeks. The rapidity of this survey method means that we have comprehensive and up-to-date road defect data and so can target repairs (e.g. injection patching) much more effectively.

3.3.4 The video survey has other benefits; officers can interrogate the images to see exactly why one section is showing up “red” condition; inventories of traffic signs (temporary and permanent) are collected automatically; and the system can (for instance) identify faded road markings, allowing us to produce a comprehensive intelligence–lead prioritised refresh programme much more efficiently.

3.3.5 The video surveys are currently vehicle mounted, so traditional Detailed Visual Inspections are still required for footways. We survey 50% of the footway network per year as we believe this is a good balance between cost and data quality; the overall condition of a footway does not tend to deteriorate rapidly in the same way a road can do, when it’s subject to a bad winter and heavy traffic. Here, though we are also making improvements to data; this year we will start to collect grass verge inventory and condition data, so (although it is a snapshot) we can see just how many of our grass verges are damaged through vehicle overrun, inconsiderate builders and illegal crossovers.

3.3.6 It is proposed to utilise up to £50,000 of Brent capital funding to undertake asset condition surveys during 2019/20. These surveys assist us in managing the asset by providing data on the long-term deterioration of the network and also help us draw up prioritised

Structural Asset Condition

3.3.7 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.

	% of roads where maintenance should be considered		
Year	**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%
2019/2020	14%*	10%*	14%*
2020/2021	17%	14%	9%

3.3.8 * Please note the 2019/20 results have been recalculated since the Sept 20 report as the new survey method required calibration before the results were representative.

3.3.9 The Classified road network has deteriorated in condition, with A roads worsening from 14-17% in need of maintenance and B&C roads likewise going from 10-14%. The A road performance reflects the lack of LIP funding over recent years. Unclassified roads make up 80% of all borough roads and from the latest surveys, and their condition has improved, from 14% to only 9% of Brent’s unclassified roads now in need of substantial maintenance. This reflects the increased budget for road resurfacing in 2019/20 and 2020/21 as the footway allocation within the £3.5m normally used for footways was “repurposed” for extra carriageway maintenance in those years. The extensive injection patching programmes 2019-2021 no doubt helped the carriageway condition

3.3.10 The overall footway condition has substantially improved from 47% in 2018/19 via 42% in 2019/20 to 33% in 2020/21. This reflects the substantial impact made by the £20m footway improvement programme.

3.3.11 As time goes on roads and pavements 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.

Highways Asset Management & Scheme Prioritisation

3.3.12 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, to extend their lifespans and reduce repair costs long-term, and provide the best value for money for the Council.

3.3.13 The strategy initially involves introducing a programme of major resurfacing works along with preventative maintenance, which takes the form of thin surface treatments (to seal roads against water ingress) and injection patching (to slow down the rate of deterioration)

3.3.14 During 2020/21, officers have assessed the network to determine the current condition of both roads and pavements. Officers then take account of a range of factors to define relative priorities for maintenance as follows:

- 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.

3.3.15 Officers continue 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.

3.3.16 Our Asset Management software uses the Council's condition survey data to 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 programmes for:

- Major resurfacing programme for B, C and unclassified roads;
- Preventative maintenance for unclassified roads (both thin surfacing and injection patching programmes)
- The footway resurfacing programme.
- Road-marking refresh programme

Preventative Treatments and Innovation

3.3.17 Thin surface treatments used in preventative maintenance is appropriate where the deterioration in the surface (as measured by highway condition survey data) has not yet resulted in 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. This year, as an innovation, we will be carrying out a trial in two streets of a thin preservative coating. This coating is applied to carriageways resurfaced 7-8 years ago, but which are in reasonable structural condition, to maintain the condition of the bituminous surface with the aim of postponing the requirement for more costly resurfacing sometime in the future.

3.4 Highways Investment during 2021/22

3.4.1 Carriageway Works

a) The 2021/22 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. Appendix C gives the key to the Ward name abbreviations used in Appendix B

b) In summary the proposed carriageway works programme of £1.508m includes:

BRENT BASE CAPITAL – 2021/2022	**£000**
Major resurfacing of B, C & unclassified roads; Preventative maintenance unclassified roads	1058
Injection patching	250
Renewal of Road Markings	50
Carriageway Short Sections	150
Total	**1508**

Principal Road Network Funding

c) In previous years, in addition to £3.5m of Brent capital, TfL would add funding for Principal Road (A-road) improvements. Historically this would represent a budget of around £900,000 for resurfacing PRN routes. 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) was “paused”, with only very limited funding available across London; Brent received no funding in 2018/19 and 2019/20. In 2020/21, Brent received £239,000 of TfL funding - to resurface Willesden Lane (Sidmouth Road to Coverdale Road)

d) For 2021/22, there are two possible London-wide PRN funding scenarios, a £15m and a £30m allocation, and we are awaiting a final decision by TfL. Brent have submitted a bid to TfL for Principal Road (A-road) improvements consisting of five schemes totalling £1.371m corresponding to the £30m funding scenario; a £15m settlement would reduce the Brent allocation commensurately .

Injection patching

e) In summer 2018, a successful pilot 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 at about half the cost (£20) of a conventional planned repair (£40*) and a third the cost of a conventional reactive repair (£60*)[*2019 Alarm Survey]

f) Though it should be pointed out that the process does not claim to provide repairs as long-lasting as traditional patch repairs, many repairs have indeed turned out to be long lasting, and there is no doubt that injection patching is a useful addition to our palette of repair types.

g) Given this success, in 2019/20 a two-year contract was let for Injection Works to Velocity UK Ltd and a programme of repairs was carried out with a £500,000 annual budget to deliver a borough wide programme of injection patching pothole repairs.

h) The 2020/21 injection-patching programme started in May 2020 and finished in September 2020, during which time 8,989 repairs in total were completed.

i) The previous two-year injection-patching contract has now expired, and a new two–year contract is being re-procured this summer with a view to starting this year's programme in September. As last winter 20/21 was relatively mild, the amount of rapid road surface deterioration we have experienced this spring has been reduced. This consideration, together with the fact that the contractor was finding fewer potholes towards the end of last year's programme, leads officers to propose a reduction in budget for this year to £250,000.

j) Previously the injection-patching programme has been confined to the local roads ("Unclassified Roads") where there was less chance of heavy traffic scouring out the repair with their wheels during tight turning manoeuvres. It is intended in 2021/22 to extend the benefits of the process, by trying injection patching on straight main roads where there is less chance of damaging the repairs through the turning action of wheels.

Carriageway Short Sections

k) Short lengths of carriageway that are in poor condition can cost a significant amount in reactive maintenance repairs, as well as being a cause of accident claims. It is therefore proposed to invest £150k of this year's overall budget to resurface short sections of carriageway. The programme will be determined "in–year" according to priorities at the time. The cost of the thin preservative coating trail (section 3.3.9) will come from this budget.

3.4.2 Footway Repairs

a) The overall footway condition has substantially improved in recent years from 47% in 2018/19 via 42% in 2019/20 to 33% in 2020/21. This reflects the substantial impact made by the £20m footway improvement programme, which started in November 2019

b) Contracts were let with three suppliers who are now engaged in implementing the programme that now comprises 112 complete footway schemes across the borough. At

time of writing (August 2021), the vast majority of the schemes have been completed, with six in progress and only the six shopping parade schemes left to do.

c) To carry on the practice established during the £20m footway improvement programme, for roads where the existing footway (including vehicle crossings) is all bituminous surfacing, that for the improvement works concrete blocks will be used on vehicle crossings and at street corners. This will provide consistency across all highway footway schemes in the borough.

d) **Logan Road Footways**
The Council received a petition on 9th August 2020 for Logan Road with 52 signatures which relates to Highways. This is a re-submission of a petition originally received in August 2020. It contains "additional supporting information" , a statement from the Members of the Century Bowling Club. As the submission of this duplicate petition coincides with the decisions being made on 13 September 2021, it was decided to take the petition to Cabinet and that it is mentioned it in this report.

e) The petition says *"We the following residents of Logan Road demand that the London Borough of Brent renovate and upgrade the pavements in our road. These are currently unsafe and have not been upgraded in living memory".*

f) Logan Road is not recommended for inclusion in the 2021/22 footway improvements programme in Appendix B. Although, as discussed elsewhere, the £20m investment in footways over the last two years has seen a significant improvement in overall footway condition, there is still a third of the borough's footways in need of major maintenance. The footways in Logan Road were surveyed and 49% by length were in poor structural condition; this is not high enough in our priority listings to be considered for inclusion in this year's programme; the footways put forward in that programme have a minimum of 70% in poor condition.

g) As a local road, Logan Road is inspected annually for any potentially unsafe defects, identified by applying the Council's intervention levels. The next inspection is due in December; in between times, defects can always be reported to the Council for attention through the normal channels.

3.4.3 Investing in Public Realm

This year it is proposed that the Public Realm programme will continue with an allocation of £0.105m. The works will be to strengthen and protect footways and soft verges, particularly at junctions, to mitigate the effects of vehicle overrun.

3.4.4 Reducing the risk of flooding in Brent

Implementation of Sustainable Drainage Systems (SuDS) within our Developments

a) Since the introduction of the Flood & Water Management Act 2010, the Highways & Infrastructure service assesses every major development within the borough to ensure that each is in accordance with the London plan for sustainable drainage. So, each development will have at least a 50 % reduction in surface water discharge from the current level, which will incrementally decrease the volume of flow entering the sewer system during any rainfall event which will start to reduce significantly highway flooding.

b) To accompany the reduction in discharge, we ensure that each development incorporates SuDS infrastructure such as green roofs, blue roofs and permeable paving that provides amenity for our residents, reduces carbon outputs, and enhances biodiversity.

Flood risk alleviation schemes

We are currently looking at hydraulic modelling to assess the prime areas of flooding within the borough and are looking at new opportunities to implement new schemes in order to alleviate flooding, provide amenity, and increase our biodiversity and lowering our carbon outputs

Watercourse Maintenance

We manage the non-statutory main rivers within the borough and undertake inspections and maintenance to ensure that the watercourses are able to attenuate rainfall flows sufficiently and prevent "fluvial flooding" This occurs when the water level in a river, lake or stream rises and overflows onto the surrounding banks neighbouring land. By contrast, a pluvial flood occurs when an extreme rainfall event creates a flood independent of an overflowing water body

Gully Cleansing

a) We prioritise gully cleansing to prevent local flooding, with both scheduled and reactive gully cleansing activities taking place. There are approximately 20718 road gullies in the borough, which are cleaned as part of a cyclic maintenance. 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 FM Conway's performance continues and the contractor has remained on programme. 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) We implement small scale schemes 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 flows that are greater than the capacity of the network will still result in localised flooding. This flooding will normally dissipate away down the drains given time.

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 proposed schemes include desk studies, special inspections, feasibility/ options studies, assessments in order to get an informed decision for subsequent design stages

and implementation of construction work. These activities are being undertaken in accordance to current design standards/ guidance documents and CDM Regulations, taking into account the public and site personnel safety and the environment. Applications via BridgeStation for LoBEG funding are also being submitted for schemes that are eligible.

c) In 2021/22, the £0.45m Brent capital will be used for various highway structures tasks including the following:

Elmstead Avenue over Wealdstone Brook - Parapet coping units repair
Brookfield Crescent/ Uxendon Manor School Fb - Parapet Replacement
Bridge Rd Wembley over Olympic Way - Desk Study & Special Inspection
Braemar Avenue Footbridge - Reinstatement of Approaches
Grange Museum Footbridge - RTA Repairs and VRS Installation
East Lane Retaining Wall
Drury Way over Canal Feeder - Structural Assessment
Forty Avenue Bridge - Parapet Repair

d) The Council's £76k revenue budget will be distributed across numerous structures for routine maintenance as well as the 2021/22 Principal Inspection programme.

3.4.6 Renewal of Road markings

a) 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) , as identified by the video condition survey and as prioritised by the asset management system.

b) Renewal of those road markings which are required for enforcement are managed by the Parking & Lighting Service.

3.5 Climate Change

The Challenge is Now

3.5.1 The Highways & Infrastructure service are keen to play an ever-increasing role in reducing carbon and other greenhouse gas emissions from within our remit. The industry code of Practice "Well Managed Highway Infrastructure" recommends:

"*The effects of extreme weather events on highway infrastructure assets should be risk assessed and ways to mitigate the impacts of the highest risks identified."* [Recommendation 21]

"The impact of highway infrastructure maintenance activities in terms of whole life carbon costs should be taken into account when determining appropriate interventions, material and treatments." [Recommendation 32]

3.5.2 It is important that decision making in highways asset management are taken with these recommendations in mind. At the same time London Boroughs should work to ensure that the Mayoral policy of London being carbon neutral by 2030 is achieved.

3.5.3 Thereby reduction of CO2 in highway interventions needs to be assessed, understood and mitigated through:

a) Reduction of carbon in the production of materials
b) Reduction of carbon in transportation of materials to site
c) Reduction of carbon in installation
d) Reduction of waste generated from site
e) Extension of life of the assets ensuring resilient materials are used that withstand climate change and deliver a service to society in the longer term.

Common Aims with Asset Management

3.5.4 The challenge of reducing carbon footprint for the maintenance of the highways asset dovetails well with the aim of highways asset management; which is to have a structured approach to managing assets effectively and minimise the whole life cost of the asset whilst delivering the required levels of service.

Given that our aim is to minimise ongoing maintenance; all maintenance has it's carbon footprint and so by minimising maintenance - especially by increasing planned maintenance (which is by its nature more cost effective) and thereby decreasing the need for reactive maintenance – we also decrease carbon emissions.

What we are doing already

3.5.5 On a regular basis councils are reporting carbon efficiencies in schemes and contracts and works on various industry magazines. Currently our approach can be encapsulated by the watchwords ***Reduce, Reuse and Recycle:***

Reduce – the most desirable of the three: we reduce the ongoing maintenance through asset management, and use resilient materials in our footways and carriageways to be fit for the challenges of today. This approach needs to cover all schemes in the public realm, such as town centre refurbishments, to make sure they do not become maintenance liabilities. Warm-mix asphalt has many benefits over standard bitumen including reduced emissions (up to 30% & 50% at the point of mixing & laying respectively), reduced overall costs, improved Health & Safety and enhanced technical performance. Our preventative maintenance programmes reduce the need for more intrusive and costly maintenance

Reuse – the next desirable is reusing materials where possible. For example, during footway improvement works wherever possible we reuse the existing granite kerbs, instead of shipping in completely new kerbs from places like Portugal or China

Recycle – lastly, if reducing or reusing is not possible, at least recycle***.*** It is standard practice now amongst contractors to recycle as many material arisings from highway works as possible, and turn it into granular fill, which can be used in the foundations of footway and carriageway construction. Often recycle rates are well over 90%.

A Strategic Approach - Establishing a Baseline

In order to be able to measure our success in reducing our carbon footprint, we need to measure at current (and recent) performance and set this as a baseline against which future initiatives can be measured. Westminster City Council, our neighbours, have devised a carbon assessment tool, which they use to quantify and reduce carbon in every scheme they do. Officers are currently engaged with consultants to establish the baseline for our highway maintenance operations.

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:

Schemes	2017/18 (£ 000)	2018/19 (£ 000)	2019/20 (£ 000)	2020/21 (£ 000)	2021/22 (£ 000)
BRENT BASE CAPITAL ALLOCATION					
Major resurfacing of B, C & unclassified roads; Preventative maintenance unclassified roads	1,100	920	2,120	2,120	1,058
Injection patching		100	500	500	250
Injection Patching Traffic Management			25	25	Included above
Highway Structures	200	200	500	500	450
Improvements to the public realm	125	125	125	125	105
Condition Surveys			30	30	50
Crossover conversion	50				
Renewal of Road Markings	50	50	50	50	50
Carriageway Short Sections	150	150	150	150	150
Major Footway Works	1,825	1,955	0	0	1,387
Sub-total Base Brent Capital	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**

BRENT CAPITAL –Major Footway Investment	2017/18 (£ 000)	2018/19 (£ 000)	2019/20 (£ 000)	2020/21 (£ 000)	2021/22 (£ 000)
Major Footway Resurfacing, Refurbishment of Local Shopping Parades, Major Town Centre Refurbishments	0	0	5,082	9,984	3,934
Sub-total Major Footway Investment	**0**	**0**	**5,082**	**9,984**	**3,934**
TfL Funding for Principal Roads	886	0	0	239	0*
TOTAL HIGHWAY MAINTENANCE PROGRAMME	**4,386**	**3,500**	**8,582**	**13,723**	**7,434**

**value could increase (if TfL allocate Brent any funding).*

4.2 As noted, in the past the £3.5m annual Brent Capital is used for the maintenance of carriageways, footways and structures, excepting 19/20 and 20/21 when the £20m footway improvement programme was in full flow and the £3.5m was allocated to carriageways, and structures only. Priorities are identified over time in preparation of the future programme of works. It is proposed this year to allocate the base £3.5m Brent highways capital to maintain carriageways footways and highway structures in 20/21, similar to 18/19.

4.3 It is proposed to utilise up to £50k of the £3.5m Brent Base Capital to undertake condition surveys during 2021/22. 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 Section 41 of the Highways Act 1980 places a duty on the council as highways authority to maintain the public highway. The Highways Maintenance Scheme Programme must make sufficient provision for the Council to comply with this duty. Breach of this duty can render the council liable to pay compensation if anyone is injured as a result of failure to maintain the highway. There is also a general power under section 62 of the Highways Act 1980 to improve highways.

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 3.3.9).

8.0 Human Resources/Property Implications (if appropriate

None.

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 procurements necessary to deliver the programme, 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 contracts required to deliver the programme as they are not services contracts but rather works contracts. Nevertheless, Officers will have had regard to considerations contained in the Social Value Act in relation to any procurements to deliver the programme.

Report sign off:

Alan Lunt

Strategic Director of Regeneration and Environment