

	<p align="center">Officer Key Decision 14 August 2023</p>
	<p align="center">Report from Tony Kennedy Head of Highways Management to the Corporate Director Resident Services</p>
<p align="center">Highway Capital Maintenance Programme 23/24</p>	

Wards Affected:	Kenton, Wembley Hill, Preston
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt:	Open
No. of Appendices:	2 – Appendix 1 – Principal Roads Programme 2023-24 Appendix 2 – Major Footway Reconstruction Programme 2023-26
Background Papers:	None
Contact Officer(s): (Name, Title, Contact Details)	Jonathan Westell, Highways Contracts & Delivery Manager jonathan.Westell@brent.gov.uk Tony Kennedy, Head of Service, Highways Management tony.kennedy@brent.gov.uk

1.0 Purpose of the Report

- 1.1 Following cancellation of the August Cabinet, the 2023/24 Highway Capital Maintenance programme is now scheduled to be presented for approval to September’s Cabinet.
- 1.2 This report seeks approval to bring forward two locations from the proposed 2023/24 Principal Roads Carriageway resurfacing programme and ten locations from the proposed 3-year 2023-26 Planned Footway Maintenance programme, with work to commence in August.

2.0 Recommendation(s)

That the Corporate Director, Resident Services:

- 2.1 Agrees that two highway schemes (the longest two) on the 2023/24 Principal Roads programme (see Appendix 1) and ten locations for major footway reconstruction (see

Appendix 2) be approved for an early start in August, ahead of Cabinet approval of the full 2023/24 Highway Capital Maintenance programme in September.

3.0 Detail

- 3.1 To facilitate implementation of the 2023/24 Principal Roads programme and the major footway reconstruction programme, by giving approval for implementation before the customary annual Highways Capital Maintenance report goes to Cabinet, due this year in September.
- 3.2 Our planned maintenance programmes usually commence in June and run to the end of March. However, this year we have experienced delays in preparing the programmes due to data collection and analysis issues, as well as staff resources prioritised to the mobilisation of our new Highways contracts.
- 3.3 A report is scheduled to be presented to September's Cabinet, therefore the earliest works are presently likely to commence is mid to late October, as programming and advance notifications will need to be arranged. This means we will be commencing the programmes 3-4 months later than usual and miss the benefits and efficiencies of commencing the work during the milder summer weather, when traffic is generally lighter.
- 3.4 The council, as the local highway authority, has a duty to maintain the public highway and delays to commencing our planned programmes increases the risk of accidents, further deterioration, and complaints.
- 3.5 To assist the contractor in mobilising we have confined the work for both carriageway and footways to locations in relative proximity to each other. For the carriageway works this will have the benefit of the contractor being able to plan for both schemes to be carried out simultaneously (night working). For footways the contractor will have the flexibility of moving gangs and equipment between jobs to maximise output.
- 3.6 The locations to be brought forward are in the Kenton, Wembley Hill and Preston wards, with a total works value of £2.2m, made up from £1.1m Principal Roads (£200k contribution from TfL) and £1.1m Major Footway construction.
- 3.7 **Principal Roads** – The two longest areas for resurfacing on the full programme have been selected to bring forward. They are both in the north and will enable the contractor to achieve efficiencies through programming. It will also provide a substantial improvement in road surface condition making these two routes, which have received many reports / complaints, more resilient to defects occurring during the colder wetter months.
- 3.8 **Footways** – Working on multiple schemes in a confined area will enable the contractor to pool and allocate resources to ensure maximum output can be achieved. The value of work for each contractor is circa £500k with around 1500m of footway construction for each. This will be sufficient to ensure the contractor retains the resource in the borough and has work through to mid-October when they will be ready to commence additional locations from the full Cabinet approved programme.

4.0 Financial Implications

- 4.1 The proposed works are to be funded within existing budgets – See below breakdown of 23/24 highways capital maintenance funding.

Schemes	2020/21	2021/22	2022/23	2023/24
	£000	£000	£000	£000
BRENT BASE CAPITAL ALLOCATION				
Major resurfacing of B, C & unclassified roads; Preventative maintenance unclassified roads	2,120	1,058	1,535	2,175
Carriageway Short Sections	150	150	150	150
Injection patching	500	250	250	250
Injection Patching Traffic Management	25	Included above	Included above	
Highway Structures (*& Drainage)	500	450	450*	450
Improvements to the public realm	125	105	125	125
Condition Surveys & Analysis	30	50	100	100
Renewal of Road Markings	50	50	50	100
Major Footway Works	0	1,387	690	0
Footway Short Sections			150	150
Sub-total Base Brent Capital	3,500	3,500	3,500	3,500
£20 m Major Footway Resurfacing, Refurbishment of Local Shopping Parades, Major Town Centre Refurbishments	9,984	3,934		
Recovery Funding		1,821		
£15 m - Major Footway Resurfacing			1,010	3330
£15 m - Major resurfacing of Principal ("A") roads			990	2000
Sub-total Major Footway Investment	9,984	5,755	2,000	5,330
TfL Funding for Principal Roads	239	0	0	0
TOTAL HIGHWAY MAINTENANCE PROGRAMME	13,723	9,255	5,500	8,830

4.2 The table above does not include the slippage from prior year budgets. For FY23/24 the capital monitoring reports takes into account this slippage and is the 'revised budget'. Carriageways on the monitoring reports is £3.5m and in line with the table above (Sub-total Base Brent Capital). The Footways revised budget for FY23/24 in the capital monitoring is £5.2m – not the £5.3m in the table above – this is due to budget FY22/23 having an underspend which has been slipped into FY23/24. Pulling works forward will increase the reported Revised Budget figure and would need formal approval of this paper. Budget FY24/25 would be reviewed and revised down in line with this paper proposal during the budget build for FY24/25.

4.3 There are no significant risks outside normal business activity.

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. 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.

5.2 The value of the proposed works falls below £5m and is therefore not required to be considered by the Cabinet.

6.0 Equality Implications

- 6.1 The Council must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment and victimisation
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it, pursuant to s149 Equality Act 2010. This is known as the Public Sector Equality Duty.
- 6.2 The Public Sector Equality Duty covers the following nine protected characteristics: age, disability, marriage and civil partnership, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 6.3 The purpose of the duty is to enquire into whether a proposed decision disproportionately affects people with a protected characteristic. In other words, the indirect discriminatory effects of a proposed decision. Due regard is the regard that is appropriate in all the circumstances.
- 6.4 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.

7.0 Consultation with Ward Members and Stakeholders

- 7.1 The Cabinet Member for Environment and the Leader of the Council have been consulted about this matter, including the lists of locations in Appendices 1 & 2.

8.0 Human Resources/Property Implications (if appropriate)

- 8.1 Not Applicable – None.

Report sign off:



Peter Gadsdon
Corporate Director of Resident
Services

Appendix 1 - Principal (A Road) Maintenance Programme 2023/24

Schemes to be brought forward

Principal (A Road) Maintenance Programme	Length (m)	Treatment	Ward
A4006 Kenton Road (Woodcock Hill to Rushout Avenue)	1062	Major	Kenton
A4088 East Lane (Preston Road to Harrowdene Road)	915	Major	Wembley Hill/Preston

Appendix 2 - Major Footway Reconstruction 2023/26

Schemes to be brought forward

Major Footway Reconstruction 2023/26	Length (m)	Treatment	Ward	North South
Ledway Drive	442	Asphalt/Brick	Kenton	North
Totternhoe Close	378	Asphalt/Brick	Kenton	North
Southwell Road	188	Asphalt/Brick	Kenton	North
Ashridge Close	232	Asphalt/Brick	Kenton	North
Gabrielle Close	254	Asphalt/Brick	Preston	North
Hollycroft Avenue	366	Asphalt/Brick	Preston	North
Acacia Avenue	120	Asphalt/Brick	Wembley Hill	South
Park Place	150	Asphalt/Brick	Wembley Hill	South
Stanley Road	130	Asphalt/Brick	Wembley Hill	South
Oakington Avenue	1035	Asphalt/Brick	Wembley Hill	South

Note:

Top Ward priority based on Asset Management