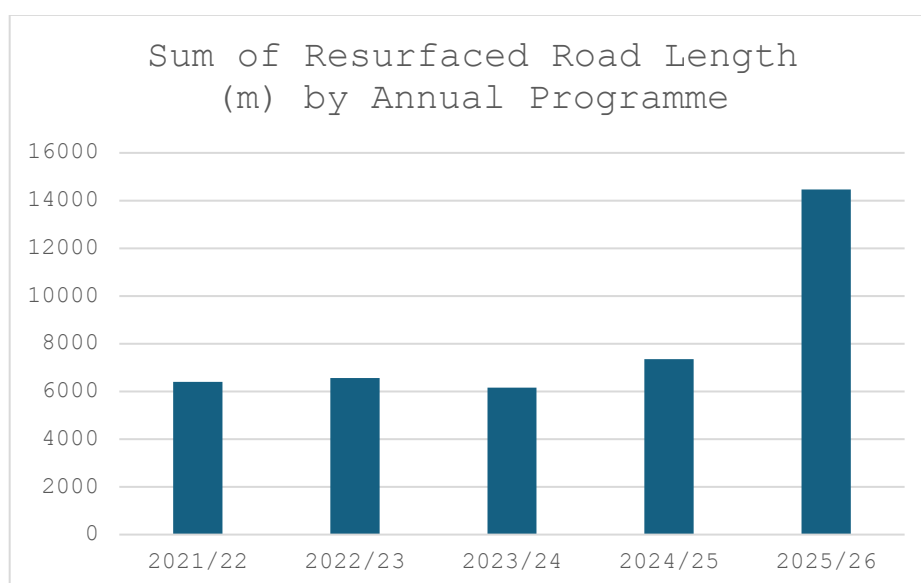


Appendix L – Carriageway & Footway Resurfacing 2021- 2026

1. Carriageways -Overall Programme 2021- 2026

- Approximately 100 major carriageway resurfacing schemes have been delivered or programmed.
- The programme covers every ward in Brent, demonstrating a borough-wide approach.
- Schemes range from short local repairs of 40–100m to major strategic resurfacing schemes exceeding 1.5km.
- Investment has included both residential roads and the principal road network (A-roads and B-roads).

Programme	Sum of Length (km)
2021/22	6.400
2022/23	6.569
2023/24	6.154
2024/25	7.351
2025/26	14.472
Total Over Five years	40.946 km



1.1 Carriageways - Programme Coverage and Network Condition

Brent maintains approximately 469.5 km of carriageway. Although around 100 resurfacing schemes have been delivered between 2021/22 and 2025/26, only a small proportion of the network can be renewed each year, meaning that full network renewal would take many decades.

Annual condition surveys show that, whilst increased investment has helped stabilise and gradually improve overall network condition, deterioration continues elsewhere as roads age and traffic volumes increase.

The resurfacing programme therefore adopts a risk-based asset management approach, prioritising investment using condition survey data, engineering assessments and network importance to maximise the benefits of available funding.

Although recent survey results indicate that this strategy is improving network condition, a significant maintenance backlog remains, and sustained long-term investment will be required to continue improving the network and reduce future reactive maintenance.

Using our figures:

- Total Brent carriageway network: 469.5 km
- Major resurfacing completed over five years: 40.946 km

This equates to:

- 8.19 km resurfaced per year ($40.946 \div 5$)
- Approximately 1.74% of the network renewed each year ($8.19 \div 469.5 \times 100$)

At this average rate:

- ***$469.5 \text{ km} \div 8.19 \text{ km/year} = \text{approximately } 57 \text{ years to resurface the entire carriageway network once.}$***

1.2 Carriageways - Comparison with the National Average (ALARM Survey)

The findings of the Annual Local Authority Road Maintenance (ALARM) Survey indicate that English local authorities typically report an average carriageway resurfacing cycle of around 60 to 100 years, with many councils extending beyond this because available funding has not kept pace with asset deterioration. The survey also consistently reports a substantial national maintenance backlog, with councils increasingly adopting a risk-based approach.

Against this benchmark, Brent's implied average resurfacing cycle of approximately 57 years compares favourably and is marginally better than the national average reported through the ALARM Survey. This reflects the significant capital investment made by the Council in recent years, supplemented by Strategic Community Infrastructure Levy (SCIL) funding and an asset management approach that targets structural maintenance where it will deliver the greatest long-term benefit.

However, a theoretical 57-year resurfacing cycle should not be interpreted as meaning every road will be resurfaced every 57 years. In practice, heavily trafficked A roads and principal bus routes will require resurfacing more frequently due to higher traffic loading, whereas lightly trafficked residential roads

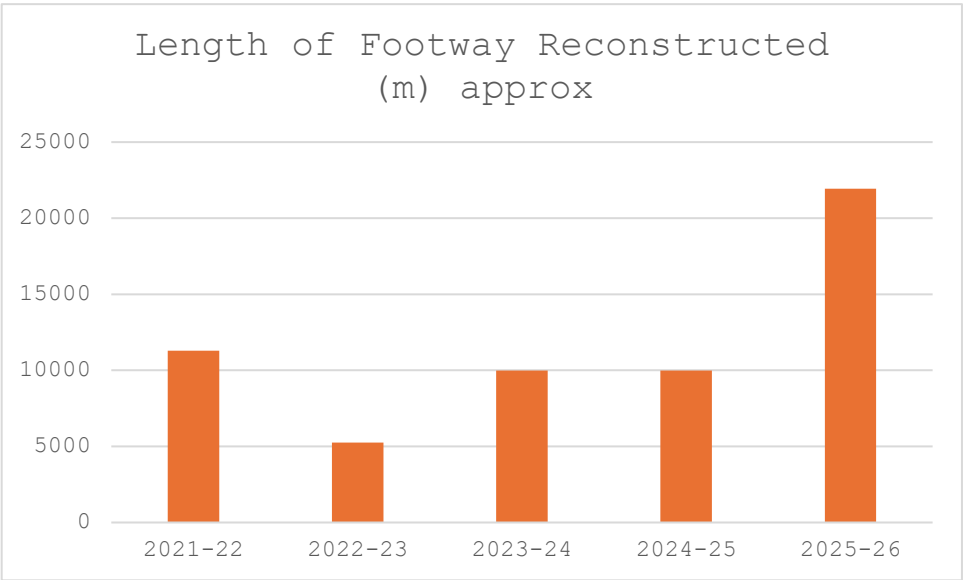
may remain serviceable for considerably longer. The Council therefore prioritises investment based on objective condition survey data, engineering assessments, road hierarchy and network importance rather than adopting a fixed renewal cycle.

Footways -Overall Programme 2021- 2026

2.1 Programme Analysis

Brent has reconstructed 58.46 km of footways over the five-year period, averaging 11.69 km per year. The programme has accelerated significantly in recent years, with 2025/26 representing by far the largest annual investment, delivering almost 22 km of reconstructed footway—more than double the annual average of the preceding four years. This was due to an allocation of approx. £4.5m of SCIL funding for footways over and above that allowed as part of the £3.5m base-level capital highways maintenance funding. This reflects the Council's increased investment in renewing ageing footway infrastructure and addressing areas of greatest need.

Year	Length Reconstructed (m)
2021/22	11,296
2022/23	5,245
2023/24	9,992
2024/25	9,992
2025/26	21,935.52
Total	58,460.52 m (58.46 km)



2.2 Network Coverage

Brent maintains approximately 847 km of adopted footways. Over the last five years:

- 58.46 km has been reconstructed.
- This equates to 11.69 km per annum.
- Approximately 1.38% of the footway network is reconstructed each year.

At this average rate:

- ***847 km ÷ 11.69 km/year = approximately 72 years to reconstruct the entire footway network once.***

2.3 Comparison with Other Authorities

Unlike carriageways, there is no nationally recognised equivalent to the ALARM Survey that reports average footway reconstruction frequencies across local highway authorities. The ALARM Survey focuses primarily on carriageway condition and maintenance backlogs.

Benchmarking information published in highway asset management strategies from authorities such as Thurrock, West Berkshire, Plymouth and Westmorland & Furness demonstrates that councils generally monitor the percentage of footways requiring maintenance, lifecycle modelling and overall condition rather than reporting an average reconstruction cycle.

These authorities similarly adopt risk-based asset management approaches. There is an indication that, similar to Brent under current funding levels, maintaining footways in a steady-state condition remains a challenge and continued long-term investment is required