

LONDON BOROUGH OF BRENT

Executive - 12 April 2005

Report from the Director of Environment

For action/information

Wards affected:
ALL

Report Title: Environment Capital Spend 2005/6: Highway Major Works Programme

Forward Plan Ref: ES-04/05-292

1.0 SUMMARY

This report makes recommendations to Members detailing the prioritised programme for the major footway upgrade projects, road surfacing schemes, improvements to grass verge areas and accessibility, renewal of marginal highway land, new street signage, gully maintenance and the maintenance of road channels and footway boundaries to facilitate street cleaning. Executive approved the sum of £3.95m for the 2005/6 Capital programme.

2.0 RECOMMENDATIONS

2.1 The Executive agree to utilise the split of £3.95m as follows:

	% of Budget	Amount of Budget
▪ Major footway upgrade	59.5	£2,350k
▪ Major carriageway resurfacing	23.0	£900k
▪ Improvement to grass verges and accessibility	3.0	£130k
▪ Renewal of marginal highway land	2.5	£100k
▪ New street signs	4.5	£170k
▪ Gulley Replacement/Maintenance	2.5	£100k
▪ Concrete Roads	3.0	£120k
▪ Maintenance of road channels and footway boundaries to facilitate street cleaning	2.0	£80k

2.2 The Director of Environment to release items 20 – 27 in the Major footway upgrade list (Appendix1) only after receiving the March 2005 carriageway survey results in respect of

BVPI 97A, % of non-principal classified roads in poor condition and BVPI 97B, % of unclassified roads in poor condition. If not released, this funding is to be diverted to improving the condition of the carriageways (see paragraph 3.1.9).

- 2.3 The Executive approve the schemes and reserve schemes, as listed in Appendices 1 - 4. Appendix 5 is a key to the abbreviations used for Borough Wards in Appendices 1-4 and Appendix 6 is a Borough map identifying the major schemes within each Ward.

3.0 DETAIL

3.1 Highway Priorities

- 3.1.1 The results of an annual independent Borough condition survey have been used to determine the footway upgrade and carriageway resurfacing programme. Carriageways and footways that require structural maintenance are recorded over the course of the year for inclusion in the annual condition survey.

Streets that are included in the survey are those that have been identified by;

- a) Engineering staff (undertaking responsive and routine inspections),
- b) Councillors (including the results from the annual questionnaire),
- c) Members of the public (subject to verification by engineering staff),
- d) Accident investigations.

The footway upgrade programme (see Appendix 1) and carriageway resurfacing programme (see Appendix 2) identify the sources of inclusion in the annual condition survey.

- 3.1.2 All streets identified for inclusion in the annual condition survey are then forwarded to an independent survey company, Data Collection Limited, whom carry out a Course Visual Inspection (CVI) in accordance with the United Kingdom Pavement Management System (UKPMS) visual survey manual. This company undertake similar surveys for Transport for London (TfL) and other Local Authorities. No indication of how these footways or carriageways were identified is given to this company. Principal roads have been surveyed and are prioritised by TfL as part of their London wide survey.
- 3.1.3 The survey results list all the footways and carriageways in order of priority based on a defectiveness rating. Senior engineering staff then carry out a final survey of the prioritised streets that could be included within the budget provision and then decide on the most economical and suitable engineering solution.
- 3.1.4 Accident claim records are also used to identify 'hot spots'. Higher risk areas are generally footways where there is a high pedestrian usage e.g. town centres, shopping areas, local amenities, (schools, libraries etc.) There is a separate programme for the renewal and regeneration of town centres within the borough. Other areas of footway that are high risk will be included within the repetitive damage budget allocation identified within the report.
- 3.1.5 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.
- 3.1.6 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.

- 3.1.7 Consideration of future developments, regeneration funding or planned utility work is given to avoid any abortive works. Therefore, schemes that have been prioritised may be deferred until later in this financial year or to next financial year. Where this is the case, the next prioritised reserve scheme will take the place of the scheme postponed, which will then become a priority for the next financial year.
- 3.1.8 As part of a footway upgrade scheme, dropped kerbs and tactile paving are provided at crossing points, 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. We also address any specific locations of concern to disabled residents, in consultation with Brent Association of Disabled People (BADP). In 2004/5 we achieved 100% compliance in respect of the percentage of controlled pedestrian crossings at traffic signalled junctions with facilities for the disabled, i.e.those with a pedestrian phase such as pelican, puffin or toucan crossings. This is an Audit Commission Performance Indicator (BVPI 165).
- 3.1.9 Data Collection Limited, also carry out a CVI survey of the Boroughs non-principal classified road network as required under BVPI 97 A, and a minimum of 25% of the non-principal unclassified road network (the whole network being covered over a four year period), for BVPI 97 B. The results of the 2003/4 survey indicated lower quartile performance for both BVPI 97A and 97B. The results of the March 2005 condition survey will be used to assess the impact of last years resurfacing programme and the expenditure necessary to improve performance. £150k from the Revenue budget is to be used for carriageway repairs to non-principal classified and non-classified roads. Additionally, schemes 20-27 with a total value of £792k from the Major footway upgrade list (Appendix1) are subject to review and, if necessary, this funding or a proportion thereof, may be diverted for improving carriageways.

3.2 **Concrete Roads**

- 3.2.1 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.
- 3.2.2 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.
- 3.2.3 A 3.0% 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). If this level of expenditure is maintained, 90% of the concrete roads in the Borough which are subject to surface deterioration will be resurfaced within the next 5 years, preventing costly future reconstruction.

3.3 **Improvements to Grass Verge Areas & Accessibility**

- 3.3.1 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 where footway parking dispensation has been

granted. In narrow streets many existing grass verges are not sufficiently sustainable. The report sought approval to hard pave such verges in order to facilitate a footway parking scheme. There are other streets in the Borough that are narrow and would benefit from minor kerb re-alignment works to improve accessibility. This year £130k has been allocated for the strengthening, and/ or protection of soft verges, and improving accessibility.

3.3.2 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.

3.3.3 Staff in Transportation surveyed all the sites identified and prioritised each to determine the annual programme.

3.4 **Highways Marginal Land**

3.4.1 "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.

3.4.2 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.

3.4.3 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.

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

3.5 **Gully Replacement/Repair Programme**

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

- 3.5.2 The majority of the gullies were installed during the 1920's – 1930's 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.
- 3.5.3 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.
- 3.5.4 When Highways and Emergency Operations carry out routine gully cleaning, approximately 10 gullies per month are found to be defective.
- 3.5.5 With careful monitoring, Transportation, Civil Engineering, can repair/replace approximately 125 gullies with the £100k budget.

3.6 **Highway Signage Renewal**

- 3.6.1 In 2004/2005 the Highways team completed a survey of all the street name plates within the Borough to create a database, prioritise those in need of replacement, and also managed a renewal programme to replace over 800 street name plates on the principal road network, roads adjoining the A406 North Circular Road and prioritised unclassified roads, with traditionally styled recycled polycarbonate street name plates.
- 3.6.2 The 2005/2006 programme will continue to replace street name plates on the principal road network and other areas of prioritised non-classified (Borough roads). The new street name plates have enhanced the street scene and assisted users of the highway network.
- 3.6.3 This funding will also be used to continue to survey and renew directional and regulatory signage on the principal road network and other primary distributor roads throughout the Borough. This initiative will be managed by the Traffic Team in Transportation, and will include the rationalisation of signage to reduce street clutter.
- 3.6.4 Consideration will be given to all other highways schemes, including traffic schemes, programmed over the coming financial year that will involve the removal of signage, in order to avoid abortive work.
- 3.6.5 Areas have been prioritised that would visibly benefit from signage renewal, improving both road safety and the street scene.

3.7 **Maintenance of road channels and boundaries to facilitate street cleaning**

- 3.7.1 The StreetCare Intensive Ward Cleaning initiative may be hindered by localised areas of highway that are in poor condition.
- 3.7.2 This sum of money will be used to carry out minor repairs, typically to highway channels or the back edges of footways, where the surface has started to erode or deteriorate, and where this is a particular impediment to proper cleaning.
- 3.7.3 The Highways Team will work in partnership with StreetCare and programme these repairs utilising the £80k budget allocation.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Executive notes that the total sum of £350k is allocated from the 2005/6 revenue budget for upgrading footways (Borough and Principal Roads) and resurfacing and repairing carriageways (Borough Roads). Additionally a capital sum of £3.95m is to be used to upgrade footways (Borough and Principal Roads), resurfacing carriageways (Borough Roads), footway improvements to grass verge sites and accessibility, renewal of highway marginal land, new street signage, gully replacement and maintenance, concrete road treatments and the maintenance of road channels and footway boundaries to facilitate street cleaning.
- 4.2 The Executive notes that £1,089k is available for Principal Road resurfacing schemes from the Local Transport Capital Expenditure settlement 2005/06. These schemes are listed in Appendix 3, and are prioritised from a London-Wide Survey commissioned by Transport for London (TfL). The schemes are all funded by TfL.
- 4.3.1 The cost of the footways [Borough Roads & Principal Roads] and carriageways (Borough Roads) schemes will be accommodated within the Revenue and Capital budget allocations.

5.0 LEGAL IMPLICATIONS

- 5.1 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 a 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.

6.0 DIVERSITY IMPLICATIONS

- 6.1 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 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.

7.0 STAFFING

- 7.1 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 the Highways Team, Transportation, in consultation with the Traffic Team, and Highways Operations in StreetCare.
 - Gully maintenance will be managed by the Transportation, Civil Engineering team, in consultation with Highways Operations in Streetcare.

- Maintenance of road channels and footway boundaries schemes will be managed by the Highways Team, Transportation, in consultation with Streetcare.

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

8.0 ENVIRONMENTAL IMPLICATIONS

8.1 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 vehicular safety, thereby contributing to a safer environment for all highway users. Footway renewal work includes the consideration of pedestrian crossing points, and the provision of dropped kerbs and tactile paving will improve the highway network infrastructure for people with disabilities.

8.2 Where feasible, existing materials such as kerbstones and paving are incorporated into the design detail when footways are upgraded. Materials that are not suitable for re-use are disposed of at tips where they are graded and recycled as hardcore fill. Road planings arising from carriageway resurfacing are either provided free of charge to Parks Services or to residents to maintain their private alleyways in partnership with the Envirocrime alley gating initiative. This material has similar properties to quarry stone, stabilises when compacted and is therefore suitable for regulating and maintaining alleyways and providing 'hard standing' surfaces.

8.3 Subject to suitability, availability and cost, recycled material may be specified for use in footway upgrade schemes.

8.4 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. Also, where narrow carriageway widths impede access, grass verges are often damaged by vehicular override and are therefore not sustainable. The ability to provide a formalised footway parking scheme in the future, access improvements and the protection of sustainable grass verge areas would reduce vehicle accidents and maintain access for servicing and emergency vehicles, in many situations.

9.0 BACKGROUND INFORMATION

Details of Documents:

9.1 Relay/Resurface Residents/Councillor Letters/ Questionnaires – File RR/1
Footway Priority Lists 2005/2006 – File FRE/1
Carriageway Priority Lists 2005/2006 – File CRE/1
Highway Engineers Recommendations – File RR/1
Consultative Forums – RR1
Accident Reports – 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)

£2,350k [CAPITAL] £150k [REVENUE] - Footway Upgrades

<u>£2,650k FOOTWAY UPGRADE PROGRAMME 2005/2006</u>		<u>Ward/s</u>	<u>£</u>	<u>*Source</u>
1.	Various sites in Borough subject to repetitive damage		150k	
2.	Watford Road, (Sudbury Ct Rd – Sudbury Ct Drive, west footway)	NPK	115k	A/B
3.	All Souls Avenue NW10 (Philimore Gardens – Doyle Gardens)	BPK/ KGN	135k	A
4.	Princes Avenue NW9 (Eton Grove – North Way, south footway)	QBY	40k	A/B
5.	Lomond Close, Wembley	ALP	40k	A/B
6.	West Way, NW10	WHP	130k	A/B
7.	Wimborne Drive, NW9	QBY	130k	A/C
8.	Tudor Court South, Wembley (St Michaels Avenue – Outside 22)	TOK	70k	A/B
9.	Rydal Gardens, Wembley	PRE	80k	B/C
10.	Harrow Road NW10 (Wakemans Rd – Kilburn Lane, North footway)	KGN	90k	A/C
11.	Sidmouth Road NW10 (Staverton Rd – Brondesbury Park)	BPK	150k	A
12.	Dimsdale Drive NW9	WHP	73k	A/B
13.	Marquis Close, Wembley	ALP	40k	A/B
14.	Salmon Street NW9 (Mallard Way – Slough Lane)	BAR	55k	A/C
15.	Falcon Way, Kenton	KEN	170k	A/B
16.	Whitby Gardens NW9	QBY	65k	A/B
17.	Brondesbury Road NW6 (Hazelmere Rd – Kilburn High Rd)	KIL	95k	A/C
18.	Wickliffe Gardens, Wembley	BAR	60k	A/B
19.	Fortunegate Road NW10 (Outside 155 – Curzon Crescent)	HAR	20k	A
20.	Woodstock Road, Wembley	ALP	220k	A/C
21.	Stag Lane NW9 (Grove Park – Holmstall Avenue, east footway)	QBY	110k	A/B
22.	Connaught Road NW10	HAR	77k	A
23.	Strode Road NW10	WLG	45k	A/B
24.	Peploe Road NW6	QPK	145k	A
25.	Links Road NW2	DOL	65k	A/B
26.	Elmcroft Gardens NW9	QBY	40k	A/C
27.	Conduit Way (Brentfield – Twybridge Way)	STN	90k	A/D
Total			2,650k	

Schemes 20-27 subject to review following March 2005 carriageway condition survey results

Reserve 1. Barn Way, Wembley	BAR	80k	A/C
Reserve 2. Harrow Road, Wembley (Elms Lane – St Andrews Ave)	NPK/SUD	70k	A/D
Reserve 3. Tiverton Road NW10 (Chevening Rd – Okehampton Rd)	QPK	80k	A
Reserve 4. East Lane, Wembley (O/s Sudbury Court Sports Club)	PRE	95k	A
Reserve 5. Hoveden Road NW2	MAP	95k	A/C
Reserve 6. Hillside NW10 (Twybridge Way – Craven Park)	STN	190k	A/B
Reserve 7. Lyon Park Avenue, Wembley	ALP	106k	A

(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)

	<u>Ward/s</u>	<u>£</u>
1. Leith Close NW9	WHP	5k
2. Castleton Avenue, Wembley	PRE	10k
3. Tewkesbury Gardens NW9	QBY	7.5k
4. Harrowdene Close, Wembley	SUD	15k
5. Birchwood Court, NW9	QBY	3.5k
6. Grove Way, Wembley	TOK	15k
7. Palace Court, Kenton	KEN	3.2k
8. Park Chase, Wembley	TOK	5.3k
9. Sudbury Croft, Wembley	NPK	10k
10. Oakleigh Court NW9	QBY	3.5k
11. Elms Lane, Wembley	NPK	3k
12. Harrow Road, Wembley (Access to Montague Fell)	NPK	2k
13. Hillcroft Crescent, Wembley	TOK	4k
14. Milford Gardens, Wembley	WEM	3k
15. Beverley Gardens, Wembley	BAR	6.5k
16. Priory Close, Wembley	SUD	8.5k
17. Westview Close, NW10 (Junction with Southview Avenue)	DNL	4k
18. Stewart Close, NW9	FRY	2.5k
19. Briarwood Close, NW9	FRY	2.5k
20. Woodgrange Avenue, Kenton	KEN	1.5k
22. Meadowbank Road, NW9	WHP	11.5k
22. Various Sites – Short Sections of yellow lines to improve access		3k
	Total	130k

Reserve sites; to be identified in consultation with StreetCare

HIGHWAYS MARGINAL LAND (£100k CAPITAL)

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

Total **£100k**

RENEW SIGNAGE (£170k CAPITAL)

Various sites in Borough.

GULLIES & ASSOCIATED FOOTWAY PONDING (£100k CAPITAL)

Various sites in the Borough.

MAINTENANCE OF ROAD CHANNELS AND FOOTWAY BOUNDARIES (£80k CAPITAL)

Various sites in the Borough.

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

APPENDIX 2 (Carriageways)

- **£900k [CAPITAL] £200k [REVENUE] - Carriageway Upgrades**

£950K CARRIAGEWAY SURFACING BOROUGH ROADS PROGRAMME 2005/2006

<u>Source**</u>	<u>Ward/s</u>	<u>£</u>	
1. Various sites in the Borough - Carriageway repairs to non-principal classified, and non-classified roads (BVPI 97A & 97 B)		150K	
2. Salmon Street NW9 (Fryent Way – Mallard Way)	BAR	70k	A/C
3. Ilmington Road Kenton	KEN	27k	A
4. Balnacraig Avenue NW10	WHP	15k	A/B
5. Rosslyn Cresent, Wembley	PRE	31k	A
6. Sidmouth Road NW2 (Staverton Road – Willesden Lane)	BPK	62k	A/C
7. Aylestone Avenue NW6	BPK	109k	A/B
8. Sutherland Court NW9	QBY	57k	A
9. Monson Road NW10	KGN	32k	A/B
10. Harlesden Road NW10 (Pound Lane – Grange Road)	WLG	75k	A/B
11. Alington Crescent NW9	WHP	35k	B/C
12. Stag Lane NW9 (Roe Green – Princes Avenue)	QBY	85k	A/B/C
13. Roe Green NW9	FRY	56k	A/B/C
14. Clarendon Gardens, Wem(Castleton Ave – Rosslyn Cres.)	PRE	27k	A
15. Mulgrave Road NW10	DNL	50k	A
16. Herbert Gardens NW10	KGN	35k	A/B
17. Eyhurst Close NW2	DOL	6k	A/B/C
18. Sudbury Avenue, Wembley	SUD	85k	A/B
19. Norcombe Gardens, Kenton	KEN	25k	A/B
20. Kelceda Close NW2	DOL	7k	A/B
21. Ardley Close NW10	WHP	15k	A/B
22. Wood Lane NW9 (Kinloch Drive - Blair Avenue)	WHP	30k	A/B
23. Conley Road NW10	HAR	16k	A
Total		950k	
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Reserve 1. Keslake Road NW6	QPK	70k	B/C
Reserve 2. Beresford Avenue, Wembley	ALP	125k	A/C
Reserve 3. Burnley Road NW10 (Hamilton Road- Dudden Hill Lane)	DNL	60k	A/C
Reserve 4. Olive Road NW2	MAP	102k	B/C
Reserve 5. Keyes Road NW2	MAP	32k	A/B
Reserve 6. Stonebridge Way NW10	TOK	57k	A

(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)

£1,089K(CAPITAL) PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME

	<u>Ward/s</u>	<u>£</u>
1. A4088 East Lane (Pembroke Road – Preston Road)	PRE	220k
2. A4003 Willesden Lane (Dyne Road – Tennyson Road)	KIL/QPK	70k
3. A4088 Neasden Lane North (Press Road – Aboyne Road)	WHP	143k
4. A407 Church Road (Opposite the junction of Suffolk Road)	HAR	145k
5. A4088 Neasden Lane (Underpass, Westbound)	WHP	88k
6. A4140 Salmon Street (Near the junction of Greenhill)	BAR	69k
7. A404 Harrow Road (Scrubbs Lane – College Road)	KGN	184k
8. A404 Brentfield (Harrow Road – Hillside)	STN	170k
	Total	£1,089k
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Reserve 1. A4000 Station Road (Tubbs Road – Acton Lane)	KGN/HAR	70k

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

APPENDIX 4 – (Carriageways)

£120k (CAPITAL) CARRIAGEWAY SURFACING OF CONCRETE ROADS

	<u>Ward/s</u>	<u>£</u>
1. Elmcroft Gardens NW9	QBY	9k
2. Pasture Road, Wembley	NPK	42k
3. Rydal Gardens, Wembley	PRE	26k
4. Holly Grove NW9	FRY	8k
5. Longley Avenue, Wembley	ALP	27k
6. Laburnham Grove NW9	FRY	8k
	Total	£120k
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Reserve 2. Sycamore Grove NW9	FRY	11k
Reserve 3. Nathans Road, Wembley	NPK	28k

APPENDIX 5 – WARD ABBREVIATIONS

<u>WARD</u>	<u>ABBREVIATION</u>
- ALPERTON	ALP
- BARNHILL	BAR
- BRONDESBURY PARK	BPK
- DOLLIS HILL	DOL
- DUDDEN HILL	DNL
- FRYENT	FRY
- HARLESDEN	HAR
- KENSAL GREEN	KGN
- KENTON	KEN
- KILBURN	KIL
- MAPESBURY	MAP
- NORTHWICK PARK	NPK
- PRESTON	PRE
- QUEENS PARK	QPK
- QUEENSBURY	QBY
- STONEBRIDGE	STN
- SUDBURY	SUD
- TOKYNGTON	TOK
- WEMBLEY CENTRAL	WEM
- WELSH HARP	WHP
- WILLESDEN GREEN	WLG