



**Executive  
11 February 2013**

**Report from the Director of  
Environment and Neighbourhood  
Services**

Wards Affected:  
ALL

**Transportation Major Works Programme 2013-14**

**1.0 SUMMARY**

- 1.1 In 2012-13 roughly £7.5 million will have been spent improving Brent's transport infrastructure: resurfacing 7 miles of road and 4 miles of footway and building over 20 schemes to improve safety and accessibility for our residents.
- 1.2 In 2013-14 over £10.2 million will be spent improving Brent's roads, footways and transport infrastructure. This is a 36% increase and will be funded by Brent Council, Transport for London (TfL) and Section 106 funds from developers.
- 1.3 Of the total £10.2 million investment, £5.1 million has been allocated to Brent by TfL to support Brent's Local Implementation Plan (LIP) with a further £724,000 for Principal (A) roads. Details of the LIP and A road programme are provided in this report.
- 1.4 It is proposed to allocate £3.5 million of Brent capital to maintain the highway network, subject to approval of the Budget and Council Tax report on 11 February 2013 and full Council approval on 25 February 2013.
- 1.5 This report sets out recommendations for how Brent's £3.5 million capital budget should be allocated through a prioritised programme of:
- Major and minor pavement upgrades;
  - Road resurfacing; and
  - Improvements to the public realm.

**2.0 RECOMMENDATIONS**

- 2.1 That the Executive notes the proposed £10.2M investment in Brent's transport infrastructure, an increase of 36% above that in 2012-13.
- 2.2 That the Executive agrees to invest the Brent highways capital programme for 2013/14 of £3.5 million as follows:

	% of Brent capital Budget	Amount (£ 000's)
<b>Footways</b>		
Major footway improvements (long sections)	44%	1,525
Footway improvements (short sections)	4%	150
Public realm improvements	3%	125
<b>Sub-total</b>	<b>51%</b>	<b>1,800</b>
<b>Carriageways</b>		
Resurfacing of unclassified roads	38%	1,300
Resurfacing of B & C Class roads	4%	150
Resurfacing of short sections	4%	150
<b>Sub-total</b>	<b>46%</b>	<b>1,600</b>
Contingencies for TfL schemes	3%	100
<b>Total</b>	<b>100%</b>	<b>3,500</b>

- 2.3 That the Executive approves the proposed 2013/14 highway improvement schemes and reserve schemes listed in Appendices 2 & 3.
- 2.4 That the Executive note the funding of £5.147million from TfL to fund a wide range of transport improvements for Brent's residents through the LIP programme (set out in Appendix 5) and the £724,000 Principal A Road maintenance programme (set out in Appendix 2).
- 3.0 DETAIL**
- 3.1 Highway Improvements in 2012-13**
- 3.1.1 Our focus is to improve and maintain the roads, footways and transportation network to enhance the environment and improve the safety of Brent residents, and those passing through the Borough.
- 3.1.2 By 31 March 2013, roughly £7.5 Million (funded by Brent, TfL and S106) will have been spent on improving Brent's transport infrastructure:
- 38 roads (7 miles in length) will have been resurfaced;
  - 4 miles of footways will have been resurfaced and improved;
  - 6 major improvement schemes will be delivered, including:
    - Sudbury Town Centre improvements
    - Harrowdene Road Traffic Calming
    - Wembley Corridor Accessibility scheme
    - Ealing Road Safety Scheme
    - Willesden Green Accessibility improvements
    - Donnington Road 20MPH Zone

- 16 local improvement schemes will be delivered including;
  - Dudden Hill Lane Safety Scheme
  - Willesden High Road Safety Scheme
  - Kenton Road Safety Scheme
  - Chichele Road Safety Scheme
  - School Travel Plan Engineering Measures
  - Bus stop accessibility improvements

3.1.3 Appendix 1 lists major footway upgrades and road resurfacing works carried out in the borough during 2012/13.

## 3.2 Improving the condition of Brent's roads in 2013-14

3.2.1 Brent's roads are one of its most important physical assets. The table below sets out their condition by indicating the percentage of each length of road type where maintenance should be considered.

Year	% of roads where maintenance should be considered		
	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%

3.2.2 The outcomes show that attention needs to be paid to unclassified roads, which make up 80% of all borough roads. Maintenance requirements are prioritised from the results of an independent network condition survey with input from experienced local engineering staff whom assess a wide range of factors including:

- Information received from Councillors, MPs, residents, road users and other stakeholders;
- Levels and locations of accident claims (e.g. Claims for trip hazards);
- Structural integrity of the road or footway and the associated safety implications;
- Amount of pedestrian and vehicular usage; and
- Proximity to schools.

3.2.3 It is recommended that £1.3 million (37%) of the Brent capital funding for transport is allocated to improve the condition of the unclassified network, which will deliver approximately 6 miles of improvements to unclassified roads during 2013-14. This is an 18% increase in last year's budget allocation. Appendix 2 contains details of streets which have been selected as a result of the above assessment process.

3.2.4 To improve the condition of Brent's A Roads, TfL has allocated £724k, which is prioritised on the basis of a London-wide condition survey. Specific improvement schemes that have been prioritised for the A (principal) road network are set out in Appendix 2.

- 3.2.5 A network condition survey undertaken during 2012 has been used to identify sections of the B and C road network requiring improvement. Given the currently stable condition of the B and C road network it is recommended that £150k (4%) of the Brent capital funding for transport is allocated for improvements. Members should note that additional sites may be identified from the results of a further condition survey due in January 2013.
- 3.2.6 There are short sections of road on the Borough's road network that have deteriorated over the course of the year, and are therefore in need of resurfacing. These are often lengths of 50 metres or less. These areas can cost a significant amount of over a long period of time due to the need to carry out periodic maintenance repairs to potholes. It is therefore proposed to invest £150k (4%) of the Brent capital funding for transport for this year to resurface shorter sections of road throughout the Borough where there are on-going maintenance requirements identified by highway safety inspectors.

### 3.3 Improving the condition of Brent's footways in 2013-14

- 3.3.1 Brent's footways are key to our residents and businesses. The table below sets out the condition of the busiest footways in the borough (prestige areas in town centres and busy urban shopping areas). High usage footways form approximately 10% of the network.

Year	% of the high usage footways where maintenance should be considered
<b>2008/2009</b>	20%
<b>2009/2010</b>	17%
<b>2010/2011</b>	27%
<b>2011/2012</b>	12%

- 3.3.2 The condition of this network improved considerably during 2011/12 through the introduction of a more frequent inspection regime and delivery of an extensive programme of improvements.
- 3.3.3 However, there has been a notable increase in requests for footway repairs and responsive maintenance during the current financial year. It is therefore recommended that £1.525 million, approximately 44% of this year's Brent capital funding for transport, be assigned to improving the condition of footways in the Borough. This is an increase of approximately 25% over last year's budget allocation. Appendix 1 contains details of the footways which have been selected for improvement as a result of this process.
- 3.3.4 There are some short sections of footway that are in poor condition and these can cost a significant amount of over a long period of time due to the need to carry out periodic maintenance. Investment in resurfacing will, over time, reduce the need for revenue investment to make repairs, enabling us to deliver more repairs on the remainder of the network. It is therefore proposed to invest £150k (4%) of this year's Brent capital funding for transport to resurface short sections of footway that need strengthening or upgrading using more durable materials.

- 3.3.5 Appendix 6 is a key to the abbreviations used for borough wards in appendices 1-4. The plan in Appendix 7 illustrates the location of proposed maintenance works during 2013-14.

### **3.4 Reducing the risk of flooding in Brent**

- 3.4.1 There are approximately 24,500 road gullies in the borough. These will all be cleaned as part of a cyclic maintenance programme procured through the new London Highways Alliance Contract (LoHAC). The cleaning cycle will include:
- 3,300 high-priority (regularly blocking) gullies cleaned every six months;
  - 1,300 medium-priority gullies cleaned each year; and
  - 14,100 gullies cleaned every eighteen months as part of a rolling programme.
- 3.4.2 There are occasions where cleaning will not resolve surface water flooding problems and gullies and drainage pipes will require replacement.
- 3.4.3 For 2013-14 DEFRA has allocated Brent £216,000 of direct grant ring-fenced revenue funding, to be used to deliver drainage improvements in the borough. This drainage programme includes:
- The installation of land drainage at following locations:
    - John Billam Sport Ground, Woodcock Hill
    - Silver Jubilee Park, The Mall
    - Vale Farm
    - Northwick Park
  - Replacement of the highway drainage system to prevent flooding outside 10 to 22 Woodcock Hill, Kenton;
  - Install new or repair existing gullies at over 80 locations in the borough; and
  - Inspect and clear watercourses at:
    - Tramway Ditch, Stag Lane, NW 9
    - Northwick Park, Kenton
    - London Road Ditch
    - Park View ditch, Wembley
    - Dors Close ditch, Birchen Grove
    - Fryent Way ditch

### **3.5 Public Realm**

- 3.5.1 The Public Realm programme involves three key areas of highways major works programme investment:
- A. Works to strengthen footways and soft verges;
  - B. Works to improve areas of “marginal” land that are part of the public highway but are not footways, verges or carriageways; and
  - C. Works to maintain, upgrade, rationalise or replace directional and regulatory highway signs.
- 3.5.2 It is therefore proposed to allocate £125,000 (3%) of the 2013/14 Brent capital funding for transport to these areas of work.

### **3.6 Improving Brent's bridges and structures**

- 3.6.1 The Council are responsible for 53 highway structures, including 38 bridges and 15 culverts. The majority of bridges are small structures spanning brooks. Funding for bridge maintenance is allocated by Transport for London on a regional priority basis. The London Bridge Engineering Group is currently reviewing the pan-London programme and funding will be confirmed in February 2013. Appendix 4 includes information on the boroughs higher priority schemes, but there are higher priority schemes elsewhere in London.
- 3.6.2 Although funding has not been confirmed, it is likely that an allocation of £150,000 will be made by TfL for strengthening the two bridges on Twyford Way.

### **3.7 Improving Brent's Transport Infrastructure**

- 3.7.1 The Council have been allocated £5.1 million Local Implementation Plan (LIP) funding from TfL in 2013-14 for supporting transport infrastructure improvements, sustainability and road safety education. This is an increase of 26% from the £4.084 million allocation for 2012-13. Appendix 4 provides details of the agreed funding allocations.
- 3.7.2 Through the LIP programme it is proposed to deliver four major schemes during 2013-14, including;
- Harlesden Town Centre Improvement Scheme;
  - Engineers Way Public Realm and Accessibility;
  - Chevening Road Area 20MPH Zone; and
  - A5 Corridor (Kilburn High Road) Improvements.

### **3.8 Minimising Disruption**

- 3.8.1 Regular meetings are held with companies that carry out work on the highway to combine programmes and plan to minimise congestion. These consultation meetings are held to ensure that schemes that have been prioritised do not conflict with planned developments, regeneration schemes or utility works. However, where unplanned works commence during the year, it may be necessary to defer one or more schemes. Where this is the case, the next prioritised reserve scheme will take the place of the deferred scheme, which will then become a priority for the next financial year. Schemes that are not completed within 2013/14 will be included in the following years highways major works programme.

### **3.9 New Contract arrangements for delivering schemes in Brent**

- 3.9.1 The Executive of 10 December 2012 approved the award of the London Highways Alliance Contract (LoHAC) to Conway AECOM as the Councils method for the delivery of highways services and improvement schemes from 1 April 2013.
- 3.9.2 This collaborative contract was procured by TfL in partnership with the London Boroughs included the development of a common specification enabling

authorities to adopt best practice and a collaborative approach encouraging innovation and efficiencies to optimise value for money.

- 3.9.3 Inflationary contract price increases will be based on the 'Price Adjustment Formulae Indices(Highways Maintenance) 2010', developed by the Highways Term Maintenance Association (htma), the Civil Engineering Contractors' Association and the BCIS. This index incorporates 21 different indices all of which have an effect on the cost of delivering a highways maintenance contract and this ensures that the contract rates track closely to delivery costs.
- 3.9.4 The LoHAC frameworks contain a price adjustment clause which will be applied annually. The percentage uplift/ reduction to be applied to the contract price list will be calculated based on the change in work category index over the previous twelve months as an annual average to mitigate against anomalies. The increase is due after the first year of the contract and will not impact on the programme.
- 3.9.5 We do not anticipate any resource implications in delivering the 2013/14 highways major work programme.

#### 4.0 FINANCIAL IMPLICATIONS

- 4.1 The table below summarises the major works funding available for highways and transport infrastructure improvements available for 2013-14. Overall investment in Brent's transportation infrastructure has increased by 20% above 2012-13.

	% of Available Budget	Amount (£ 000's)
<b>BRENT CAPITAL</b>		
<b>Footways</b>		
Major footway upgrade	44	1,525
Footway upgrades – short sections	4	150
Improvements to the public realm	3	125
<b>Sub-total</b>	<b>51</b>	<b>1,800</b>
<b>Carriageways</b>		
Major resurfacing of borough roads	37	1,300
Major resurfacing of B&C roads	4	150
Road resurfacing – short sections	4	150
<b>Sub-total</b>	<b>46</b>	<b>1,600</b>
Contingencies for TfL schemes	3	100
<b>SUB-TOTAL BRENT CAPITAL</b>	<b>100</b>	<b>3,500</b>
<b>TfL FUNDING</b>		
A roads	11	724
LIP schemes and measures	77	5,147
S106 (est.)	12	800
<b>SUB-TOTAL OTHER MAJOR WORKS</b>	<b>100</b>	<b>6,671</b>
<b>TOTAL MAJOR WORKS FUNDING</b>		<b>10,171</b>

- 4.2 In 2013-14, the Brent capital funding for transport is provided by unsupported borrowing. These funds have to be repaid over the following years. Using the council's consolidated rate of interest, it is currently estimated that the council will repay the £3.5 million borrowed at an annual cost of £250,000 to the council's revenue budget for 25 years from 2014-15.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 Section 41 of the Highways Act 1980 ("The Act") places a duty on the Council as Highway Authority to maintain the public highway. Breach of this duty can render the Council liable to pay compensation in permitted circumstances if a person using the highway is injured as a result of the Council's failure to maintain it. There is also a general power under section 62 of the Act to improve highways.

## **6.0 DIVERSITY IMPLICATIONS**

- 6.1 The public sector duty is set out at Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic. A protected characteristic is defined in the Act as:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;(including ethnic or national origins, colour or nationality)
- religion or belief;
- sex;
- sexual orientation.

- 6.2 The proposals in this report have been subject to screening and officers advise Members that there are no diversity or Public Sector Equality Duty implications, which require partial or full assessment. The works proposed under the highways main programme do not have different outcomes for people within the nine protected characteristic groups.

- 6.3 Design criteria used in all highway work considers the special requirements of various disabilities. 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. It is also noted that 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.

## **7.0 STAFFING / ACCOMMODATION IMPLICATIONS**

- 7.1 There are no staffing or accommodation implications from this report.



## 8.0 BACKGROUND INFORMATION

None.

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Appendix 1 Road and footway improvements completed in 2012/13  
Appendix 2 Road improvements for 2013-14  
Appendix 3 Footway improvements for 2013-14  
Appendix 4 Bridge improvements for 2013-14  
Appendix 5 LiP schemes for 2013-14  
Appendix 6 Ward abbreviations  
Appendix 7 – Plan illustrating location of maintenance schemes 2013-14

## APPENDIX 1 Improvements completed in 2012-13

### Major road improvements completed in 2012/13

Road Name	Ward	Length metres
Heber Road	MAP	205
Walton Close	DOL	80
Ashcombe Park	DNL	260
Normanby Road	DNL	210
Wrottesley Road	KGN	660
Dawlish Road	MAP	130
Winchester Avenue	QBY	650
Chevening Road (St.Laurences Close to Brondesbury Park)	QPK	520
Rainham Road	QPK	205
Birchen Grove (Blackbird Hill to Runbury Circle)	WHP	485
Lonsdale Avenue (Beatrice Avenue to Cecil Avenue)	WEM	315
Scarle Road	WEM	490
Beaconsfield Road	WLG	165
Chapter Road (244 to Park Avenue)	WLG	705
Kingsmead Avenue	WHP	285
St.Michaels Road	MAP	195
Swinton Close	BAR	55
Peter Avenue	BPK	455
Granville Road	KIL	340
Woodcock Hill (Preston Road to Draycott Avenue)	KEN	530
Harlesden Gardens (St.Johns Avenue to Crownhill Road)	HAR	225
Priory Park Road	SUD	90
Woodgrange Avenue	KEN	435
Stanley Park Drive	ALP	205
Peploe Road	QPK	300
St.Andrews Road	WLG	145
<b>Total length</b>		<b>8.34km (5 miles)</b>

### Classified road improvements completed in 2012/13

<b>B&amp; C Roads</b>		
Road Name	Ward	Length metres
Abbey Road (Commercial Way to Ealing boundary)	STN	310
Great Central Way (Yeats Close to NCR underpass)	STN	330
<b>Total length</b>		<b>0.64km (0.4 miles)</b>

## Principal A Roads

Road Name	Ward	Length metres
A4089 Ealing Road(Glacier Way to Bridgewater Road)	ALP	350
A404 Harrow Road (Roundtree Road to Rugby Avenue)	SUD	480
A407 Walm lane (from Station Parade to High Road Willesden)	WLG/MAP	440
A404 Harrow Road (from Jesmond Avenue to Flamstead Avenue)	WEM/TOK	220
A404 Harrow Road (from Victoria Avenue to Monks Park)	TOK	320
A4005 Bridgewater Road (from Whitton Avenue to Nos 146)	ALP	440
A404 Watford Road by Northwick park hospital	NPK	280
A407 High Road Willesden (Dudden Hill lane to Huddlestons Road)	WLG	750
A4088 Dudden Hill Lane (Clifford Way to Lennox Gardens)	DNL	340
<b>Total length</b>		<b>3.62km (2.2 miles)</b>

## Major footway improvements completed in 2012/13

Road Name	Ward	Length metres
Sudbury Court Road (Elms Lane to Sudbury Court Drive)	NPK	1030
Regal Way (Preston Road to Westward Way)	KEN	880
Parkside	DOL	620
Coniston Gardens	FRY	630
Elms Park Avenue	SUD	460
Princes Avenue (North Way to Stag Lane)	QBY	1000
Tatum Road	STN	190
Brondesbury Road (Donaldson Road to Hazelmere Road)	KIL	370
Montpelier Road	PRE	810
Chambers lane (Dobree Avenue To Sidmouth Road)	BPK	310
Attewood Avenue	WHP	460
<b>Total length</b>		<b>6.76km (4 miles)</b>

## Appendix 2 Road improvements planned for 2013-14

### Funded by Brent Capital Budget in 2013-14

	<b>Total</b>	<b>Ward</b>
*Napier Road	£24k	KGN
*Grove Way	£28k	TOK
*The Grove	£37k	FRY
*Kingsley Road	£28k	KIL
*Scudamore Lane	£16k	QBY
*Shelly Gardens	£23k	NPK
*Longfield Avenue	£25k	PRE
*Bruce Road	£36k	STN
*Lewis Crescent	£21k	STN
*Brook Road (NCR to Crest Road)	£78k	DOL
*Bowrons Avenue	£66k	WEM
Carlyon Road	£38k	ALP
Preston Hill	£139k	BAR/KEN
College Road	£62k	BPK
Blenheim Gardens	£91k	MAP
Alderton Close	£25k	WHP
Charterhouse Avenue	£85k	SUD
Abercorn Gardens	£20k	KEN
Chevening Road (Chamberlayne Road to Keslake Road)	£91k	QPK
Dryburgh Gardens	£40k	QBY
Avenue Road	£25k	KGN
Belton Road	£46k	WLG
Harlesden Gardens (Crownhill Road to Park Parade)	£42K	KGN
Cairnfield Avenue	£116k	DLN
Thirlmere Gardens	£98k	PRE
<b>Total</b>	<b>£1300k</b>	
<b>Reserve Schemes</b>		
Mount Road	£36k	DOL
Cranhurst Road	£52k	ALP
Dorothy Avenue	£56k	MAP
Bowater Close	£12k	FRY
Oakleigh Court	£17k	QBY
Pebworth Road	£74k	NPK
Kenmere Gardens	£31k	ALP
Sandhurst Road	£113k	QBY
Holycroft Avenue	£21k	PRE
<b>CARRIAGEWAY SURFACING NON-PRINCIPAL CLASSIFIED (B&amp;C) ROADS PROGRAMME 2013/14</b>		
Brondesbury Park (High Road to Sidmouth Road)	£68k	BPK
Further sites to be prioritised based on survey results in January 2013.		

\* Reserve scheme from 20012/13 programme

## A-Road improvements to be funded by TfL in 2013-14

Road Name	Total	Ward
A404 Harrow Road (Furness Road – Scrubs Lane)	96k	KGN
A4006 Kingsbury Road (Valley Drive to -Roe Green)	286k	FRY
A4006 Kenton Road (Gayton Road – Hawthorn Road)	288k	KEN
A4088 East Lane (Peel Road – Pembroke Road)	54k	PRE
<b>Total</b>	<b>£724k</b>	

All the above schemes identified by the results of a London-wide SCANNER survey and to be funded by TfL

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

## APPENDIX 3

### Footway improvements to be funded by Brent Capital Budget in 2013-14

Road Name	Total	Ward
*Kempe Road	£168k	QPK
*Lea Gardens	£59k	TOK
*Cecil Avenue	£117k	WEM
*Northwick Avenue	£208k	NPK
*Greenhill Park	£78k	HAR
Alverstone Road	£161k	BAR
Chatsworth Road (Mapesbury Avenue to Christchurch Avenue)	£152k	BPK
Denzil Road	£127k	DNL
Verney Street	£123k	WHP
Sherrick Green Road	£228k	DNL
Beaumont Avenue	£104k	SUD
<b>Total</b>	<b>£1525k</b>	
<b>Reserve Schemes</b>		
(Dependent on sufficient funding be available following completion of schemes of a higher priority).		
Garden Way	£137k	STN
Donnington Road	£201k	KEN
Chapter Road (Balmoral to Deacon Road)	£217k	WLG
Elmstead Avenue (Preston Road to Princess Avenue)	£117k	PRE
Springfield Mount	£129k	FRY
Odessa Road	£66k	KGN
Hampton Rise	£32k	KEN
Cedar Road	£98k	MAP
Dalmeny Close	£44k	SUD
Thurlby Road	£126k	WEM

\* reserve scheme from 2012/13 programme

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

## APPENDIX 4 Potential bridge schemes for 2013-14

Bridge Assessment & Strengthening Programme Bid (Funding to be confirmed February 2013)		Value
LoBEG Chair and Sector Leader Admin	Administrative costs	£30,000
Ledway Drive - B67	Assessment	£8,000
Northview Crescent C02	Assessment	£8,000
Allendale Road B33	Strengthening	£40,000
Mead Platt C09	Strengthening	£95,000
North End Road - B62	Strengthening	£30,000
The Rise- B06	Strengthening	£40,000
Twybridge Way (1) B49	Strengthening	£75,000
Twybridge Way (2) B50	Strengthening	£75,000
	<b>Total Bid</b>	<b>£401,000</b>

**APPENDIX 5 - 2013-2014 Brent Council, Transport for London funded "Local Implementation Plan" (LIP) Programme.**

**2013/14 Spending Submission was submitted on 5<sup>th</sup> October 2012 in line with Transport for London guidance and the Council's overarching Local Implementation Plan objectives, which serves to deliver the Mayor's Transport Strategy at the same time as addressing localised problems/issues. The programme will be formally reported to the 7<sup>th</sup> February 2012 Highways Committee and this table summarises scheme titles, what they (broadly) seek to address, and financial allocations.**

**INFRASTRUCTURE SCHEMES**

The proposed schemes are made up of:

1. Previously committed (multi-year funded) projects;
2. Neighbourhoods or corridor schemes with a significant record of road collisions resulting in deaths, serious and minor injuries;
3. Support for overarching borough regeneration commitments and major improvement schemes ( e.g. Wembley, Harlesden town centre);
4. Proposals, suggestions and concerns received from Brent's members, residents and businesses; and
5. Schemes that support the delivery of Brent's TfL approved three-year transport plan - the second Local Implementation Plan (LIP) 2011/14.

Scheme	Description	Value
<b>A5 Corridor, integrated transport interventions.</b>	Road danger reduction (RDR) led urban realm improvements. Addressing poor crossing facilities, wide carriageways and parking/loading/unloading issues. New street trees to be introduced. Thrust of the initiative is to focus on the stretch of highway/footway from Chichelle Rd to Exeter Rd which presents something of a "missing link" between the Cricklewood Broadway Outer London Fund (OLF) initiative, and the Brent/Camden proposals for improvements to Kilburn High Road, from Kilburn Underground station towards Maida Vale. Spans LIP3 (14/15 onwards).	£174,000
<b>Ealing Road (north) - from Bridgewater Rd to High Rd, Wembley inc. High Rd Wembley Jctn with Lancelot Rd.</b>	Road danger/congestion reduction interventions along a hugely busy corridor. Addressing poor quality local crossing facilities and dated urban realm. Loading/unloading issues exasperate congestion issues, causing delays to bus services particularly during peak (morning and evening) times midweek, and Saturday mornings. Low volume of local cycle parking and general poor cycling infrastructure provision. Likely to span LIP-3 (14/15 onwards).	£50,000
<b>Willesden High Road</b>	Walking led urban realm improvements along a busy town centre corridor. Finishing fund relating to a Local Implementation Plan (LIP)-1 intervention, spanning 2008/09 onwards. Essentially, scheme snagging and potential footway renewal.	£30,000

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<b>Harrow Road, Sudbury (Small Town Centre Area)</b>	Measures to accommodate changes to bus use/vehicle types coupled with pedestrian improvements/desire-line interventions. Upgrading of the local public realm. Planting of street trees where practicable.	£50,000
<b>Bus Stop Accessibility Programme</b>	Ensuring bus user accessibility to Brent's bus stops. Examples include higher kerb-lines to facilitate wheelchair/ramp access and ensuring bus passengers do not alight onto grass verges. Including 'JIM' Route 182 development of future year design improvements to facilitate smoother passage of buses along this former Flagship/3G route.	£85,000
<b>Chevening Road - Harvist Road Area - merge TMO with Aylestone Avenue Area 20mph zone</b>	Road danger reduction and associated vehicle speed reduction measures/traffic calming/introduction of a 20mph speed limit.	£180,000
<b>Site specific waiting &amp; loading restriction reviews</b>	Development and delivery of new/review existing waiting & loading restrictions/addressing problematic locations in the borough.	£60,000
<b>Wembley Regeneration - Wembley Park Urban realm improvements</b>	Wembley Park Urban realm, pedestrian accessibility and road danger reduction benefits linked to 'North End Road' proposal/opening up regeneration area.	£35,000
<b>Wembley Regeneration - Wembley Triangle - Placemaking &amp; Urban realm improvements</b>	Wembley Triangle' - placemaking & urban realm. Linked to widening of over-bridge/nr Wembley Stadium station. Capacity improvement led intervention.	£50,000
<b>Wembley Regeneration - Empire Way/Engineers Way Signals and Civic Centre area Urban realm improvements</b>	Delivery of accessibility and public realm improvements along Engineers way including enhanced pedestrian facilities on Empire Way signal junction.	£300,000
<b>School Travel Plans and routes to/within the vicinity of schools. Engineering measures including new/improved pedestrian crossing</b>	Development and delivery of accessibility and pedestrian safety measures around and on the routes to various schools, including places with barriers to walking in the borough. Examples include Carlton Vale/Fernhead Rd (Falcon Rd) and Dudden Hill Lane (north-west of Burnley Road).	£270,000

<b>facilities</b>		
<b>Kenton Road Junction with Claremont Avenue</b>	Road danger reduction interventions...continuation/completion of 2012/13 scheme (implementation)	£70,000
<b>Greenhill Park - Nicoll Road Area. Neighbourhood Scheme</b>	Rationalising parking, assessing rat-running and potential speeding issues, addressing road casualty figures, improving the urban realm, planting street trees	£150,000
<b>Major Schemes Harlesden Town Centre Delivery of Brent's LIP-2 (2011-2014) "Major Scheme"</b>	Providing major transport, casualty reduction and public realm to the Harlesden Town Centre. Implementation to take place Jan 2013 to 2014	£2,500,000
<b>Harlesden Town Centre (LIP Contribution to Major Scheme)</b>	Supporting LIP funding for Brent's LIP-2 "Major Scheme" – Urban Realm and Road Danger Reduction improvements. Large redevelopment of Harlesden town centre. Possible improvements to "routes in" to Harlesden town centre to be picked up in LIP-3, 2014/15 and beyond.	£400,000
<b>Challenge Close, Harlesden</b>	Developing the urban realm and improving linkage/accessibility to an open/green space on the edge of Harlesden Town Centre, strengthening links to the Harlesden Town Centre (Major Scheme) project.	£35,000
<b>Local Transport Funding</b>	Local Transport Funding forms a £100,000 pot of funding that boroughs can use to enhance projects in their capital programme. As an example, in 2012-13, some of the funding went towards Road Safety based theatre, within Brent's schools	£100,000
	<b>Total</b>	<b>£4,539,000</b>
<b>"SOFT" MEASURES (NON CARRIAGEWAY/FOOTWAY INFRASTRUCTURE)</b> These are generally non-infrastructure measures or measures that do not involve major capital works on the footway/highway, or measures that are primarily sustainable transport/road safety education led.		
<b>LIP Policy, programme and Monitoring (Design/consultation funding for future year Corridor &amp;</b>	Development work relating to future year's LIP schemes/programme	£5,000

<b>Neighbourhoods projects)</b>		
<b>Car Clubs – TMOs, signs and lines</b>	Funding for promoting the concept of car clubs and attempting to increase for demand for car clubs - particularly in the north of Brent. If demand increases and new car club locations are suggested by operators, then an element of the "local transport fund" may be used for signs/lines/TROs.	£5,000
<b>Installation of Electric Vehicle Charging Points (EVCPs)</b>	To facilitate the delivery of electric vehicle charging points (EVCPs) in Brent, building on previous year's work and the planned implementation of 2 new points in 2012/13 working alongside Sainsburys, at their Kenton and Alperton stores.	£30,000
<b>Environmental health initiatives - Air Quality</b>	Continued support for Brent's Environmental Health team for localised air quality monitoring linked to motor-borne air pollution/roadside diffusion tubes and reports/studies linked to this area. Linkage with WestTrans/sub-regional air quality monitoring.	£15,000
<b>Urban Realm / Street Trees</b>	To facilitate the planting of new, shallow-rooting street trees linked to urban realm improvement projects where projects listed here are being delivered across Brent.	£15,000
<b>School Travel Plans (non-engineering measures) programme</b>	"Smarter Travel" interventions linked to the development of School Travel Plans (STPs) across Brent. Budget used for supporting materials for STP work within schools.	£25,000
<b>"Bike It" project, Sustrans/Brent</b>	A partnership project with Brent NHS, Sustrans have been commissioned to lead on this targeted cycling development project, offering training and promoting the health/lifestyle benefits of cycling.	£30,000
<b>Travel awareness programme</b>	On-going travel awareness work, such as events and promotional activities, magazine articles and adverts to further promote and raise awareness for sustainable transport across Brent.	£15,000
<b>Education, Training &amp; Publicity (ETP) initiatives</b>	Road danger reduction related activities across the borough, such as awareness raising campaigns and other promotional activities related to making a Brent's roads safer for all users. Increased allocation which now incorporates the highly successful and well received "Theatre in School" Programme.	£50,000
<b>Adult &amp; child cycle training programme</b>	An annual programme of cycle training activity delivered on behalf of the Council by Cycle Training UK, officers are pleased to be able to slightly increase the allocation back to the 2008/09 level of £100k/annum.	£100,000

<b>West-sub region Travel Planners</b>	Brent's contribution to the travel-planning support provided to the borough by the West London Travel Planners - based in Ealing (via the <i>WestTrans</i> Partnership).	£30,000
<b>Workplace Travel Plans – Brent-wide</b>	To support the work of Brent's policy/sustainable transport team relating to the development of workplace travel plans within the borough.	£10,000
<b>School Buses Escort Programme</b>	Continued support for addressing anti-social behaviour on key bus routes in Brent whereby funding is used for a human presence on troublesome routes/services to ensure successful operation of public transport in the borough and limiting police time.	£30,000
	<b>Total</b>	<b>£360,000</b>
<b>FUTURE INITIATIVES</b> Budget for design and consultation work during 2013/2014. More detailed work leading to build/scheme delivery would take place in 2014/2015. These initiatives are predominantly road safety/road danger reduction-led initiatives - the primary and single most important objective being to significantly reduce road casualties at the identified/listed locations.		
<b>Brentfield - Hillside (Conduit Way to Wesley Rd)</b>	Collision Casualty/Road Danger Reduction Programme: Accidents within 36 month period ending April 2012: <b>27</b> accidents resulting in <b>30</b> casualties ( <b>KSI=3</b> , Pedestrians = 5, right turns = 9)	£20,000
<b>Forty Lane (Barn Rise to The Paddocks) &amp; Bridge Road (Forty Lane to Wembley Park Station):</b>	<b>Preliminary design &amp; consultation.</b> Collision Casualty/Road Danger Reduction Programme (to include loading/unloading & parking issues in the area). Accidents within 36 month period ending April 2012: <b>52</b> accidents resulting in <b>63</b> casualties ( <b>KSI=4</b> , Pedestrians =14, right turns = 21, dark=18)	£43,000
<b>Harrow Road -NW10 (45 m West of Trenmar Gardens to Wakeman Road)</b>	<b>(build/implementation)</b> Collision Casualty/Road Danger Reduction Programme Accidents within 36 month period ending April 2012: <b>23</b> accidents resulting in <b>25</b> casualties ( <b>KSI=5</b> , Pedestrians = 6, right turns = 9)	£85,000
<b>Neasden Lane (Denzil Road to High Road, Willesden)</b>	<b>Preliminary design &amp; consultation.</b> Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: <b>20</b> accidents resulting in <b>24</b> casualties ( <b>KSI=2</b> , Pedestrians =3, dark=6)	£20,000

<b>Neasden Lane - Tanfield Avenue - Dudden Hill Lane:</b>	<b>Preliminary design &amp; consultation.</b> Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: <b>20</b> accidents resulting in <b>25</b> casualties ( <b>KSI=3</b> , Pedestrians =2, dark=8)	£20,000
<b>Willesden Lane (Coverdale Road to Aldershot Road)</b>	<b>Preliminary design &amp; consultation.</b> Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: <b>36</b> accidents resulting in <b>33</b> casualties ( <b>KSI=4</b> , Pedestrians =8, Cyclists = 8)	£20,000
<b>Salisbury Road (Winchester Road to Harvist Road junction)</b>	<b>Preliminary design &amp; consultation.</b> Collision Casualty/Road Danger Reduction Programme - Accidents within 36 month period ending April 2012: <b>19</b> accidents resulting in <b>21</b> casualties ( <b>KSI=2</b> , Pedestrians =7, Cyclists = 7)	£20,000
<b>Kingsbury Road (Small Town Centre Area Scheme) - Including Urban improvements and traffic improvements</b>	<b>Preliminary design &amp; consultation.</b> Accidents within 36 month period ending April 2012: <b>35</b> accidents resulting in <b>39</b> casualties. Major Scheme "Step 1" pro-forma, to be submitted in 2014, and preliminary consultation/'conceptual design' work to commence once resources are identified.	£15,000
<b>Carlton Vale Cycling Improvements</b>	<b>Preliminary design &amp; consultation</b> Improved cycling facilities and safety measures	£5,000
	<b>Total</b>	<b>£248,000</b>
	<b>Grand Total</b>	<b>£5,147,000</b>

## APPENDIX 6 - 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