

## Appendix 1

### APPENDIX 1 (Footways)

#### £1,400k FOOTWAY UPGRADE PROGRAMME 2010/11

Road Name	Total	Ward	Source
*The Crescent	£40k	DOL	A/C
*Clarence Road	£48k	KIL	A/C
*Eagle Road	£136k	WEM	A/C
*Woodgrange Close	£49k	KEN	A/C
*Carlton Ave East (Windermere Ave Preston Rd)	£270k	PRE	A/C/D
*Bridgeway	£33k	ALP	A/C
*Churchill Avenue	£77k	NPK	A/C
*Paddock Road	£83k	DOL	A/B
*Blenheim Gardens	£66k	MAP	A/C
*Cecil Road	£57k	HAR	A/B
*Preston Road (Carlton Ave East St Augustines Ave)	£180k	PRE	A/B/D
The Paddocks	£136k	BAR	A/C
Harley Road	£80k	HAR	A/C
Windsor Crescent	£55K	BAR	A/C
Ilex Road	£90K	DNL	A/C/D
Total	£1,400k		

#### Reserves

Georgian Court	£63k	TOK	A/C
Old Kenton Lane	£174k	FRY	A/C
Keslake Road	£194k	QPK	A/B/C
Goldsmith Lane	£131k	QBY	A/C
Ancona Road	£69k	KGN	A/C
St.Raphaels Way	£155k	STN	A/C/D

\* reserve scheme from 2009/10 programme

#### Source;

A = Recommendation by engineering staff  
B = Councillor Request

C = Requests from member of the public  
D = Request from Accident Claims Officer

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

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## **£100k SHORT SECTIONS OF FOOTWAY UPGRADE**

Various sites to be identified by officers in Transportation

## **£75k IMPROVEMENT TO GRASS VERGE AREAS & ACCESSIBILITY**

Various sites to be identified in consultation with StreetCare

## **£50k HIGHWAYS MARGINAL LAND**

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

## **£50k RENEW SIGNAGE**

Various sites in the Borough.

## **£75k GULLIES & ASSOCIATED FOOTWAY PONDING**

Various sites in the Borough.

## **£50k MAINTENANCE OF ROAD CHANNELS AND FOOTWAY BOUNDARIES**

Various sites to be identified by officers in Transportation and StreetCare

## **£50k HIGHWAY IMPROVEMENTS IN PARK ROYAL**

Various sites to be identified by officers in Transportation and PRP.

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

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## Appendix 2 Carriageways

### £1,300k CARRIAGEWAY SURFACING BOROUGH ROAD SURFACING PROGRAMME 2010/11

Road Name	Total	Ward	Source
*The Crescent	£24k	DOL	A/C
*Ashford Road	£33K	MAP	A/C
*Cambridge Road	£25K	KIL	A/C
*District Road	£71K	SUD	A/B/C
*Rugby Road	£43K	QBY	A/B/C
*Buxton Road	£16K	WGR	A/C
*Fortunegate Road (Glynfield Rd – Craven Pk)	£27K	HAR	A/C/D
*St Thomas's Road	£13K	HAR	A/B/C
*Maybank Avenue (Rosemead Ave – the Rise)	£51K	SUD	A/B/C
*Blair Avenue	£15K	WHP	A/C
*Deacon Road	£59K	WGR	A/C
*Pine Road	£37K	MAP	A/C
*St Augustine's Avenue	£61K	PRE	A/B/C
*Totternhoe Close	£16K	KEN	A/C
*Casseldon Road	£21k	STN	A/C
*Mora Rd (Cedar Rd – Cricklewood Bdy)	£33k	MAP	A/C
*Lyndhurst Close	£9k	WHP	A/C
*Kinloch Drive	£25k	WHP	A/C
Athlon Road	£41k	ALP	A/C
Carlton Avenue East (Princes Avenue to Preston Road)	£24k	PRE	A/B/C
Leigh Gardens	£53k	QPK	A/C
St.Andrews Avenue	£23k	NPK	A/C/D
Thomas A Beckett Close	£7k	SUD	A/B/C
Wentworth Hill	£21k	BAR	A/C
Toley Avenue	£24k	BAR	A/B
Barn Hill	£55k	BAR	A/C
Elthorne Way	£13k	FRY	A/B
Meadow Garth	£46k	STN	A/B
Ranelagh Road	£20k	WEM	A/C
West Ella Road	£30k	HAR	A/D
Braemar Avenue	£65k	WHP	A/B/D
Central Road	£47k	SUD	A/C
Kingswood Avenue	£67k	QPK	A/C
Liddell Gardens	£38k	QPK	A/B/D
Mead Plat	£12k	STN	A/C/D
Shaftesbury Avenue (Westward Way to Preston Road)	£55k	KEN	A/D
Vivian Avenue (Oakington Manor Drive to Chalfont Avenue)	£80k	TOK	A/B/D

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Total £1300K

## RESERVES

Cecil Road	£18k	HAR	A/C/D
Woodcock Hill	£133k	KEN	A/C
The Avenue (65 to Forty Lane)	£81k	BAR	A/C
Uxendon Hill	£47k	BAR	A/B/C
Mount Pleasant (Beresford Avenue to Highcroft Avenue)	£29k	ALP	A/D
Dennis Avenue	£9k	TOK	A/C
Doyle Gardens (All Souls Avenue to College Road)	£38k	KGN	A/C/D
Princes Avenue (Brempton Road to Honeypot Lane)	£46k	QBY	A/B
Walrond Avenue	£13k	WEM	A/C
Dyne Road	£49k	KIL	A/C
Plympton Avenue	£15k	KIL	A/C
Rosemead Avenue	£22k	WEM	A/B/C
Furness Road (Holland Road to Doyle Gardens)	£23k	KGN	A/C
Mersham Drive	£19k	FRY	A/C
The Close	£12k	WEM	A/C
Brinkburn Gardens	£26k	QBY	A/B
Byron Road	£32k	DOL	A/C
Humber Road	£37k	DOL	A/C
Bryan Avenue (Rowden Avenue to Peter Avenue)	£25k	BPK	A/B
Lane Close	£6k	DOL	A/C
Mount Pleasant Road	£74k	BPK	A/B/C
Fernbank Avenue	£44k	SUD	A/B
Rosebank Avenue	£49k	SUD	A/B
Holyrood Gardens	£44k	QBY	A/C

\* reserve scheme from 2008/9 programme

### Source;

A = Recommendation by engineering staff

C = Requests from member of the public

B = Councillor Request

D = Request from Accident Claims Officer

## £300k CARRIAGEWAY SURFACING NON-PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2010/11.

**Road Name** **Total** **Ward**

Sites to be prioritised following the SCANNER survey results available in March 2010.

## £275k SHORT SECTIONS OF CARRIAGEWAY RESURFACING

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Various sites to be identified by officers in Transportation

### £75k CARRIAGEWAY SURFACING OF CONCRETE ROADS 2010/11

Road Name	Total	Ward	Source
Tring Avenue	£16k	TOK	A/B/C
Regent Close	£9k	KEN	A/C
Ledway Drive	£27k	BAR	A/C
Park View	£6k	TOK	A/B/C
Wiggington Avenue	£17k	TOK	A/C

Total      £75k

### RESERVE

Sunleigh	£27k	ALP	A/B
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### Source;

A = Recommendation by engineering staff

C = Requests from member of the public

B = Councillor Request

D = Request from Accident Claims Officer

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

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## Appendix 3 Carriageways

### £622k PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2010/11

Road Name	Total	Ward
A4089 Ealing Road(Bridgewater Road to Mount Pleasant)	£272k	ALP
A404 Watford Road from Nos 28 to Nos 74	£93k	SUD/NPK
A4006 Kingsbury Road (from Church Lane to Roe Green)	£114k	FRY
A4089 Bridge Road (approach to Forty Lane)	£55k	BAR
A5 Edgware Road (Wakemans hill Avenue to Hay Lane)	£88k	FRY
Total	£622k	

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.

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## APPENDIX 4 (Major carriageway and footway completed works 2006/7 to 2009/10)

### Main Programme 2009/10

#### CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2009/10

Road Name	Ward	Length metres
Tintern Avenue	QBY	225
Brampton Grove	BAR	330
Harvist Road	QPK	925
The Mall (Ambce stn to 17)	KEN/BAR	495
Preston Hill (Preston Rd – The Mall)	KEN/BAR	400
Maybury Gardens	WLG	200
Dimsdale Drive	WHP	230
Linden Avenue	TOK	280
Beech Way	STN	105
Chalkhill Road (Bridge Rd- Windsor Cres & Blackbird Hill – Demeta Close)	BAR	640
Manor Drive	TOK	500
Oakington Manor Drive (Harrow Rd – St Michaels Ave & Victoria Ave – Wyld Way)	TOK	715
Priory Park Road	KIL	450
Sheldon Road	MAP	195
St.Julians Road	KIL	160
St Michaels Avenue (Oakington Manor Drive – Vivian Ave)	TOK	255
Tennyson Avenue	QBY	156
Valley drive	FRY	830
Waltham Drive	QBY	305
Warren Road	DOL	445
Brampton Road	QBY	430
Lennox Gardens	DNL	160
Springfield Gardens	FRY	380
Tudor Court North (Grand Ave – St Michaels Ave)	TOK	200
Beatrice Avenue	WEM	163
Union Road	WEM	178
Buchanan Gardens	KGN	480
Holland Road	KGN	623

**Total length 11.290km**

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## MAJOR FOOTWAY UPGRADE PROGRAMME 2009/10

Road Name	Ward	Length metres
Braemar Ave	WHP	560
Alder Grove	DOL	700
Water Rd	ALP	490
Dewsbury Rd	DNL	1030
Tudor Court South (Grand Ave East – St Michaels Ave)	TOK	500
Brondesbury Villas	KIL	400
Stag Lane (Roe Grn – Grove Rd)	QBY	714
The Mall (school side only)	KEN/BAR	614
Manor Close	QBY	380
Chevening Road	QPK	1928
Crummock Gardens	FRY	670
Uxendon Hill (West Hill – Alverstone Rd)	BAR	1040
	<b>Total length</b>	<b>9.026km</b>

## CARRIAGEWAY SURFACING OF CONCRETE ROADS 2009/10

Road Name	Ward	Length metres
Norval Road	NPK	830
Priory Crescent	NPK	135
Priory Hill	NPK	230
	<b>Total length</b>	<b>1.195km</b>

## CARRIAGEWAY SURFACING NON –PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2009/10

Road Name	Ward	Length metres
Hay Lane (Edgware Road – Buck Lane)	FRY	0.48
Abbey Road (Commercial Way – Eldon Way)	STN	0.49
Chamberlayne Road (Bannister Road)	BPK	0.39
Salisbury Road (Premier Corner - Kilburn Lane)	QPK	0.24
	<b>Total length</b>	<b>1.60km</b>

## PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2009/10

Road Name	Ward	Length metres
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A4088 Forty Lane (The Mount – Blackbird Hill)	BAR	0.32
A404 High Road Wembley – Ealing Road	WEM	0.58
A404 Harrow Road, Wembley (Talbot Road – Copland Ave)	WEM	0.28
A4000 Station Road (Tubbs Road – Acton Lane)	HAR/KGN	0.36
Included associated footway upgrade work	<b>Total length</b>	<b>1.54km</b>

## **Main Programme 2008/09**

### **CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2008/09**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
West Hill	BAR	420
Windsor Road, NW2	WGN	190
Beverly Drive	QBY	1250
Langdon Drive, Wembley	BAR	190
Meadow Way NW9	FRY	192
Sudbury Croft, Wembley	NPK	100
Lushington Road, NW10	KGN	215
Sunnydene Gardens, Wembley	ALP	100
Tracey Avenue, NW2	MAP	105
Brookside Close, Kenton	KEN	100
Page Close, Wembley	BAR	80
Sunningdale Gardens, NW9	FRY	91
Chadwick Road	HAR	266
Morland Gardens	STN	151
Linden Ave (Dagmar – Station Terrace)	QPK	200
Sandy Lane	KEN	95
Queensbury Road	ALP	805
Old Church Lane	WHP	539
Oakington Avenue	PRE	549
Paddock Road	DOL	366
Tiverton Road	QPK	250
Fairway Avenue	NPK	200
Preston Road (Woodcock – The Avenue)	PRE	450
Alder Grove	DOL	350
Claremont Road	QPK	250
Barn Hill	BAR	400
Crummock Gardens	FRY	200
Regal Way (45 – Preston Hill)	PRE	180
Marsh Road, Alperton	ALP	230
	<b>Total length</b>	<b>8.514km</b>

### **MAJOR FOOTWAY UPGRADE PROGRAMME 2008/09**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
Brook Ave, Wembley	PRE	970
Harlesden Road NW10 (Robson Ave – Pound Lane)	WLG	450
Marsh Road, Alperton	ALP	450
The Glen, Wembley	PRE	260
Lindsay Drive, Kenton	KEN	2304
Meredith Avenue, NW2	MAP	195

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Meadow Way, Wembley	PRE	520
Morland Gardens	STN	190
Stonebridge Park	STN	750
Uffington Road	WLG	360
First Avenue	PRE	330
West Hill	BAR	400
Chadwick Rd	HAR	195
<b>Total length</b>		<b>7.374km</b>

### CARRIAGEWAY SURFACING OF CONCRETE ROADS 2008/9

Road Name	Ward	Length metres
Windermere Avenue (Carlton Ave East – Ennerdale Gdns)	PRE	350
Stapenhill Road	WEM	220
Rydal Gardens	QBY	360
Talbot Road	WEM	265
<b>Total length</b>		<b>1.195km</b>

### CARRIAGEWAY SURFACING NON –PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2008/9

Road Name	Ward	Length metres
Alperton Lane (Marsh Rd – Ealing Rd)	ALP	380
Crest Road (Alder Gr – Brook Rd)	DOL	480
Crest Road (Brook Rd – Tanfield Ave)	DOL	480
Carlton Vale (Cambridge Rd – Kilburn Park Rd)	KIL	180
Wembley Hill Road (Park Ln – East Ln)	WEM	587
Wembley Hill Road (Park Ln – Empire Way)	WEM	587
Drury Way (Tesco roundabout – Laxcon Way)	STN	200
<b>Total length</b>		<b>2.894km</b>

### PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2008/9

Road Name	Ward	Length metres
A4089 Park Lane (High Road Wembley to Lea Gdns)	WEM/TOK	565
A5 Shoot Up Hill (Christchurch Ave to Walm Lane)	MAP	625
A404 Watford Road (East Lne to Rbout at Butlers Grn)	SUD/NPK	730
Included associated footway upgrade work	<b>Total length</b>	<b>1.920km</b>

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## Main Programme 2007/08

### CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2007/08

Road Name	Ward	Length metres
Crawford Avenue, Wembley	SUD	410
Lapstone Gardens, Kenton	KEN	275
Tiverton Road, Alperton	ALP	65
Litchfield Gardens, NW10	WLG	265
Longstone Avenue NW10 (Cemetery – Drayton Rd)	WLG/HAR	350
Manor House Drive NW10	BPK	490
Wembley Way, Wembley	TOK	150
The Glen, Wembley	PRE	160
College Road, NW10 (Purves – Leigh Gardens)	PRE	240
Barn Hill Road, Wembley ( Junction Blackbird Hill)	QPK/KGN	40
Townsend Lane, NW9	BAR	990
Wood Lane, NW9	WRP	975
All Souls Avenue, NW10	WRP	600
The Avenue, Wembley (Preston Road – West Close)	KGN/BPK	660
Springfield Mount, NW9	FRY	360
Waterloo Road, NW2	DOL	465
Calder Gardens, NW9	QBY	290
Lantern Close, Wembley	SUD	140
Rylandes Road, NW2	DOL	110
Capitol Way, NW9	QBY	150
Cavendish Road, NW2	BPK	495
Monks Park, Wembley (Park View– Harrow Road)	TOK	975
Goodson Road NW10	HAR	165
Fortunegate Road, NW10 (Fawcett Rd - Leopold Road)	HAR	325
Crediton Road, NW10	QPK	240
Anson Road, NW2 (Chichele Road – Meredith Avenue)	MAP	290
Glenwood Grove, NW9	WHP	265
Highcroft, NW9	FRY	90
Hill Close, NW2	DOL	83
Kenwyn Drive, NW2	DOL	440
Vincent Gardens, NW2	DOL	600
Buller Road, NW10	QPK	100
Parkside, NW2	DOL	395
Astley Avenue	WGN	195
<b>Total length</b>		<b>11.843km</b>

### MAJOR FOOTWAY UPGRADE PROGRAMME 2007/08

Road Name	Ward	Length metres
Mapesbury Road NW2 (Willesden Lane –Dartmouth Road)	BPK/MAP	920
Holmstall Avenue NW9	QBY	860
College Road NW10 (Purves – Leigh Gardens)	QPK/KGN	235
Conduit Way (Meadow Garth – Twybridge Way)	STN	535
Belton Road NW10	WLG	592
Chipstead Gardens NW2	DOL	480

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Vivian Avenue, Wembley (Park Entrance–Chalfont Ave)	TOK	398
Elms Lane, Wembley (St Andrews Avenue- Sudbury Ct Rd)	NPK	724
Oldborough Road, Wembley	NPK	924
Wybourne Way NW10 (Conduit Way – Brentfield Rd)	STN	485
Newton Road, Wembley	ALP	270
The Circle NW2	DNL	790
<b>Total length</b>		<b>7.213km</b>

### **CARRIAGEWAY SURFACING OF CONCRETE ROADS 2007/8**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
Rowley Close, Wembley	ALP	112
Bulmer Gardens, Kenton	KEN	134
Sheridan Gardens, Kenton	KEN	138
Belmont Avenue, Wembley	ALP	180
Park Avenue North, NW2 (Jeymer Road – Kendal Road)	DNL	390
Jackman Mews, NW2	WHP	80
Conduit Way, NW10 (Meadow Garth – North Circular Road)	STN	110
Kenelm Close, Wembley	SUD	230
<b>Total length</b>		<b>1.374km</b>

### **CARRIAGEWAY SURFACING NON –PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2007/8**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
Kilburn Park Road, NW6	KIL	450
Manor Farm Road, Wembley (Alperton Lane - Bilton Road)	ALP	948
Brondesbury Park, NW2 (Manor House Drive – Sidmouth Road)	BPK	220
Kilburn Lane NW6, (Bannister Road – Herries Street)	QPK	185
Chamberlayne Road ( to complete from 06/07)	BPK	225
<b>Total length</b>		<b>2.028km</b>

### **PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2007/08**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
A4005 Harrow Road, Wembley (Watford Rd – Perrin Road)	SUD	421
A4005 Harrow Road, Wembley (Perrin Rd – Sudbury Ct Drive)	SUD/ NPK	760
A5 Cricklewood Broadway, NW2 (Walm Lane – Chichele Road)	MAP	583
<b>Total length</b>		<b>1.764km</b>

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## Main Programme 2006/07

### CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2006/07

Road Name	Ward	Length metres
Burnley Road NW10 (Hamilton Road- Dudden Hill Lane)	DNL	300
Olive Road NW2	MAP	770
Keyes Road NW2	MAP	150
Stonebridge Way NW10	TOK	135
Dalmeyer Road NW10	DOL	215
Brondesbury Pk NW2 (The Avenue-Coverdale Road)	BPK	415
Elthorne Road NW9	WHP	425
Herne Close NW10	STN	52
Highfield Avenue NW9	FRY	380
Mortimer Road NW10	QPK	590
Slough Lane NW9	FRY	360
Spezia Road NW10	KGN	155
All Souls Avenue NW10 ( Doyle Gdns – Holland Rd)	BPK	215
Byron Avenue NW9	QBY	235
Chaplin Road, Wembley (Norton Rd-Harrow Rd)	WEM/SUD	790
Crownhill Road NW10	HAR	440
Foxholt Gardens, NW10	STN	180
Leghorn Road NW10	KGN	455
Linthorpe Avenue, Wembley	SUD	220
Parkview Road NW2	DNL	320
Twyford Abbey Road NW10 (Abbey Rd- Rainsford Rd)	STN	440
The Fairway, Wembley	NPK	810
Ancona Road NW10	KGN	195
Berkhamsted Avenue, Wembley	TOK	320
Brooksville Avenue NW6	QPK	210
Charlton Road, Wembley	BAR	165
Green Close NW9	FRY	60
Hazelmere Road NW6 (Glengall Rd – Charteris Rd)	KIL	155
Milman Road NW6	QPK	360
Rosecroft Walk, Wembley	SUD	75
Highmead Crescent NW9	FRY	288
	<b>Total length</b>	<b>9.484km</b>

### MAJOR FOOTWAY UPGRADE PROGRAMME 2006/07

Road Name	Ward	Length metres
Tiverton Road NW10 (Chevening Rd – Wrentham Av)	QPK	240
East Lane, Wembley (O/S Sudbury Court Sports Club)	SUD/NPK	1400
Hoveden Road NW2	MAP	380
Lyon Park Avenue, Wembley (Bridge Rd-Ealing Rd)	ALP/WEM	720
Herne Close, NW10	STN	104
Dollis Hill Lane (Brook Road – Randall Avenue)	DOL	1080
Slough Lane (Kingsbury Road – Lewgars Avenue)	FRY	720
St Pauls Avenue NW2	WLG	1010
Uxendon Hill, Wembley (Beverley Gdns- Alverstone Rd)	BAR	220
Church Drive NW9	WHP	860
Algernon Road NW6	KIL	270

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**Total length**

**7.004km**

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## CARRIAGEWAY SURFACING OF CONCRETE ROADS 2006/07

Road Name	Ward	Length metres
Mount Stewart Avenue, Kenton	KEN	498
Nathans Road, Wembley	NPK	482
Sycamore Grove NW9	FRY	148
Derwent Gardens, Wembley	PRE	187
	<b>Total length</b>	<b>1.315km</b>

## CARRIAGEWAY SURFACING NON –PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2006/07

Road Name	Ward	Length metres
Neasden Lane	WHP	1041
Chamberlayne Road	BPK	240
Craven Park (alternative funding used)	HAR	265
Salmon Street/Slough Lane	WHP/BAR	648
	<b>Total length</b>	<b>2.194km</b>

## PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2006/07

Road Name	Ward	Length metres
A4088 Blackbird Hill (Salmon Street – Birchen Grove)	WHP	289
A5 Kilburn High Road (Willesden Lane – Christchurch Ave)	KIL/BPK	840
A5 Cricklewood Broadway (Chichele Road – Ashford Rd)	MAP	165
A5 Edgware Road (Ashford Road – Humber Road)	MAP/DOL	980
A4127 Sudbury Court Drive (Harrow Road - Watford Rd)	NPK	810
Included associated footway upgrade work	<b>Total length</b>	<b>3.084km</b>

## APPENDIX 5 – WARD ABBREVIATIONS

<b>WARD</b>	<b>ABBREVIATION</b>
- 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

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**APPENDIX 6 – Borough map identifying major schemes for 2010/11 in each ward.**

**APPENDIX 6A – Borough map identifying scheme locations for 2010/11 in each ward.**

**APPENDIX 7 – Borough map identifying the principal road and non-principal classified road networks.**

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## **APPENDIX 8**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Major Footway Upgrade Programme**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the upgrade of the boroughs footways based on the results of an independent annual condition survey utilising £1,400k of capital funding. Many of these footways are subject to high maintenance costs due to repetitive damage caused by vehicle encroachment, street trees etc. and have reached the end of their design life.

Upgrading these footways will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of personal injury claims against the Council by providing a good walking surface for pedestrians.
- Provide suitable pedestrian crossing points that are compliant with Department of the Environment Transport and the Regions (DETR) guidelines in terms of configuration and gradients.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that where feasible existing materials, such as kerbstones and paving stones are incorporated into the design for reuse. Also, that during implementation other highway issues affecting the street, for example, illegal footway crossings, missing or illegible signage, and vandalised street furniture, missing or damaged street trees are also addressed.

#### **Capital Costs & Phasing £000**

	<b>Total</b>	<b>20010/11</b>	<b>2011/12</b>	<b>2013/14</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>1,400</b>			

#### **Funding £000**

	<b>Total</b>	<b>20010/11</b>	<b>2011/12</b>	<b>2013/14</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>1,400</b>			

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<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

<b>Revenue Costs £000</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-90</b>	<b>-160</b>	<b>-160</b>	<b>-160</b>
<b>Capital Charges</b>		<b>70</b>	<b>70</b>	<b>70</b>

Please insert details of appraisal process used and if appropriate attach further details.

For 2010/11 a sum of £1,400k has been allocated for the upgrade of footways within the borough. This will enable us to renew approximately 22,500 m2 of footway in 12 streets.

- The estimated cost of annual maintenance of these footways is £70k p.a. This saving can be used to repair other defects within the borough.
- Currently, the average cost of claims arising from trip hazards is £550k per annum. Approximately 35% of the boroughs footway network, which is approximately 868 km in length, would benefit from renewal. This amounts to a claim liability of approximately £1.8k per km for the percentage of the network in poor condition. As the footways in the programme are those in the worst condition, a factor of 3 has been applied for the increased risk of a personal injury claim. Approximately 10km of footway will be renewed saving £5.4k per km which equates to an estimated saving in annual claims of £54k.
- Regeneration also has a value as it results in a reduction in instances of anti-social behaviour. This has an estimated amenity value of £3k per street and therefore upgrading the footway in 12 streets will save in the region of £36k p.a.

The upgrade programme will therefore result in a total estimated annual saving of £160k.p.a.

Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

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#### Development and Construction;

The programme will be delivered through the existing term contracts which were awarded in accordance with financial regulations. The term contractors were assessed in terms of health and safety, financial stability and technical capability. The conditions of these contracts facilitate retention of 5% of the value of the work to be held for a period of six months. As these contracts are mid-term, the cumulative value of retention monies held will exceed the value of work in progress. Contracts have also been awarded to other contractors under framework agreements whom may be used to deliver the schemes should main contractors be unable to resource these works. All works are supervised to ensure compliance with the Councils specification and staged payments are made based on engineers valuations with final payment on a full measure.

#### Funding;

The Council have no contractual obligations in terms of the quantity or value of work commissioned through the term contracts. Should funding be withdrawn or reduced, this would result in the cancellation of schemes. The risk of reducing or cancelling the programme would be; higher long term maintenance costs and liabilities. This would also result in the uneconomical use of maintenance budgets to repair footways which are no longer sustainable. Also, a poor perception of the Council, by the public whom value regeneration and environmental improvements.

## **APPENDIX 9**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Major Carriageway Resurfacing Unclassified (Borough) Roads Programme**

**Proposed Start Date: 12<sup>h</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the upgrade of the boroughs carriageways based on the results of an independent annual condition survey utilising £1,300k of capital funding. Many of these carriageways are subject to high maintenance costs as they have reached the end of their design life. The results of the 2008/9 independent condition survey indicated that our BVPI 224b score (former national indicator retained as a local indicator) be 23%, the percentage of the network is in poor condition, the score for the previous year was 20%. The delivery of this programme should improve the condition of the network by 2% or 3%, (depending on the rate of deterioration of other roads). Recent winter weather conditions have had an adverse effect on the condition of the network.

Modern asphalts are now specified which provide a quieter riding surface, improved skid resistance, and durability.

Upgrading these carriageways will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of road traffic accidents and damage to vehicle claims against the Council by providing a good riding for vehicles.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that planed material is taken to specialist tips and recycled. As the material has similar properties to gravel, it has been used successfully for levelling and surfacing private alley ways under the Councils alleygating initiative.

Also, that during implementation other highway issues affecting the street, for example, blocked gullies and uneven kerb alignments are also remedied. Line

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markings, traffic calming features such as speed cushions, speed tables, road humps and anti-skid road coatings, are also replaced upon completion.

### Capital Costs & Phasing £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Gross Cost</b>		<b>1,300</b>			

### Funding £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Main Prog.</b>		<b>1,300</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	2010/11	2011/12	2012/13	& beyond
<b>Running Costs (Net p.a.)</b>	<b>-130</b>	<b>-230</b>	<b>-230</b>	<b>-230</b>
<b>Capital Charges</b>		<b>65</b>	<b>65</b>	<b>65</b>

Please insert details of appraisal process used and if appropriate attach further details.

For 2010/11 a sum of £1,300k has been allocated for the resurfacing of the boroughs unclassified road network. This will enable us to renew approximately 105,000 m<sup>2</sup> of road surface in over 30 streets. These carriageways have reached the end of their design life whereby over 30% of the total surface is in need of repair. Patching repairs can be expensive, typically £30 per m<sup>2</sup>, depending on the depth.

- The estimated cost of annual maintenance of these carriageways is £140k p.a. This saving can be used to repair other defects within the borough.
- The average cost of damage to vehicle claims arising from carriageway defects is estimated to be in the region of £80k per annum, although this figure may rise due to the effect of winter weather on our roads. Approximately 23% of the boroughs unclassified road network, which is approximately 434 km in length, would benefit from renewal. This amounts to a claim liability of approximately £0.8k per km for the percentage of the network in poor condition. As the carriageways in the programme are those in the worst condition, a factor of 3 has been applied for the increased risk of a claim. Approximately 12.5km of carriageway will be resurfaced saving £2.4k per km which equates to an estimated saving in annual claims of £30k.

- Regeneration also has a value as it results in a reduction in instances of anti-social behaviour. This has an estimated amenity value of £2k per street and therefore, 30 streets will save in the region of £60k p.a.

The resurfacing programme will therefore result in a total estimated annual saving of £230k p.a.

Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

Development and Construction;

The programme will be delivered through the existing term contracts which were awarded in accordance with financial regulations. The term contractors were assessed in terms of health and safety, financial stability and technical capability. The conditions of these contracts facilitate retention of 5% of the value of the work to be held for a period of six months. As these contracts are mid-term, the cumulative value of retention monies held will exceed the value of work in progress. Contracts have also been awarded to other contractors under framework agreements whom may be used to deliver the schemes should main contractors be unable to resource these works. All works are supervised to ensure compliance with the Councils specification and staged payments are made based on engineers valuations with final payment on a full measure.

Funding;

The Council have no contractual obligations in terms of the quantity or value of work commissioned through the term contracts.

Should funding be withdrawn or reduced, this would result in the cancellation of schemes. The risk of reducing or cancelling the programme would be; higher long term maintenance costs and liabilities. This would also result in the uneconomical use of maintenance budgets to repair carriageways which are no longer sustainable. Also, a poor perception of the Council, by the public whom value regeneration and environmental improvements.

## **APPENDIX 10**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Major Carriageway Resurfacing of Non principal Classified (B & C) Roads Programme**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme will prioritise the upgrade of the boroughs non-principal classified carriageways based on the results of the independent SCANNER annual automated condition survey, commissioned by TfL and will utilise £300k of capital funding. Many of these carriageways are subject to high maintenance costs as they are heavily used and have reached the end of their design life. This network is susceptible to the effects of winter weather conditions due to their usage and the level of utility activities. The results of the 2008/9 independent condition survey indicated that our NI169 score was 9%, the percentage of the network is in poor condition. The delivery of this programme should further improve the condition of the network by 2% or 3%, (depending on the rate of deterioration of other roads).

Modern asphalts are now specified which provide a quieter riding surface, improved skid resistance, and durability.

Upgrading these carriageways will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of road traffic accidents and damage to vehicle claims against the Council by providing a good riding for vehicles.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that planed material is taken to specialist tips and recycled. As the material has similar properties to gravel, it has been used successfully for levelling and surfacing private alley ways under the Councils alleygating initiative.

Also, that during implementation other highway issues affecting the street, for example, blocked gullies and uneven kerb alignments are also remedied. Line markings, traffic calming features such as speed cushions, speed tables, road

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humps and anti-skid road coatings, are also replaced upon completion.

### Capital Costs & Phasing £000

	<b>Total</b>	<b>20010/11</b>	<b>20011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>300</b>			

### Funding £000

	<b>Total</b>	<b>20010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>300</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-35</b>	<b>-71.7</b>	<b>-71.7</b>	<b>-71.7</b>
<b>Capital Charges</b>		<b>15</b>	<b>15</b>	<b>15</b>

Please insert details of appraisal process used and if appropriate attach further details.

For 2010/11 a sum of £300k has been allocated for the resurfacing of the boroughs non-principal classified road network. This will enable us to renew approximately 15,000 m<sup>2</sup> of road surface. These carriageways have reached the end of their design life whereby over 20% of the total surface is in need of repair. These carriageways are usually traffic sensitive and therefore patching repairs can be expensive, typically £40 per m<sup>2</sup> for off-peak working, depending on the depth.

- The estimated cost of annual maintenance of these carriageways is £60k p.a. This saving can be used to repair other defects within the borough.
- The average cost of damage to vehicle claims arising from carriageway defects is estimated to be in the region of £10k per annum. Approximately 10% of the boroughs non-principal classified road network, which is approximately 41km in length, would benefit from renewal. This amounts to a claim liability of approximately £2.4k per km for the percentage of the network in poor condition. As the carriageways in the programme are those in the worst condition and of high usage, a factor of 2 has been applied for the increased risk of a claim. Approximately 1.5 km of carriageway will be resurfaced saving

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£4.8k per km which equates to an estimated saving in annual claims of £7.2k.

- Regeneration also has a value as it results in a reduction in instances of anti-social behaviour. This programme has an estimated amenity value of £3k per km of street and therefore, 1.5 kms will save in the region of £4.5k p.a.

The resurfacing programme will therefore result in a total estimated annual saving of £71.7k p.a.

Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

Development and Construction;

The programme will be delivered through the existing term contracts which were awarded in accordance with financial regulations. The term contractors were assessed in terms of health and safety, financial stability and technical capability. The conditions of these contracts facilitate retention of 5% of the value of the work to be held for a period of six months. As these contracts are mid-term, the cumulative value of retention monies held will exceed the value of work in progress. Contracts have also been awarded to other contractors under framework agreements whom may be used to deliver the schemes should main contractors be unable to resource these works. All works are supervised to ensure compliance with the Councils specification and staged payments are made based on engineers valuations with final payment on a full measure.

Funding;

The Council have no contractual obligations in terms of the quantity or value of work commissioned through the term contracts.

Should funding be withdrawn or reduced, this would result in the cancellation of schemes. The risk of reducing or cancelling the programme would be; higher long term maintenance costs and liabilities. This would also result in the uneconomical use of maintenance budgets to repair carriageways which are no longer sustainable. Also, a poor perception of the Council, by the public whom value regeneration and environmental improvements.

## **APPENDIX 11**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Improvement to Grass Verges and Accessibility Programme**

**Proposed Start Date: 11<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the hard paving or protection of sustainable areas of grass verge within the borough in narrow streets that are susceptible to repetitive damage. Sites are prioritised with StreetCare and typically schemes involve the realignment of kerbs to facilitate improved access, the hard paving of some verges and the installation of pedestrian crossing points in accordance with DETR standards.

The Executive report titled 'Highways Grass Verges in Narrow Streets' on 23<sup>rd</sup> January 2003 approved the hard paving of verges where parking fully on the carriageway can cause obstructions, and where footway parking dispensation has been granted. There are other streets in the Borough that are narrow and will benefit from minor kerb re-alignment works to improve accessibility. £75k has been allocated for the strengthening, and/ or protection of soft verges, and improving accessibility.

Upgrading these footways and protecting verges will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of personal injury claims against the Council by providing a good walking surface for pedestrians.
- Provide suitable pedestrian crossing points that are compliant with Department of the Environment Transport and the Regions (DETR) guidelines in terms of configuration and gradients.
- Protect crossing points and sustainable grass verge areas from vehicle encroachment
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that where feasible existing materials, such as kerbstones and paving stones are incorporated into the design for reuse. Also, that during

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implementation other highway issues within the area of the scheme, for example, missing or illegible signage, and vandalised street furniture, are also addressed.

### Capital Costs & Phasing £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>75</b>			

### Funding £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>75</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-9</b>	<b>-17</b>	<b>-17</b>	<b>-17</b>
<b>Capital Charges</b>		<b>3.75</b>	<b>3.75</b>	<b>3.75</b>

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Maintenance savings estimated for future years due to the improvements based on forecast maintenance costs.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 12**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Renewal of Highways Marginal Land Programme**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the improvement of land that is public highway but not footway, carriageway or grass verge. Typically these areas are treated as an amenity with grass, trees and shrubs but have become neglected over a number of years. This has resulted in problems with fly tipping, litter including sharps and other drug paraphernalia, and dog fouling which all have a negative effect on the street scene. These sites are identified and prioritised by the Landscape team in Planning Services in partnership with officers from Transportation, StreetCare and Environmental Health and link up with the Councils Envirocrime initiative and/or other highway schemes.

These schemes will comprise of soft landscaping and maintenance and the repair or renewal of hard elements such as paved surfaces or plant beds utilising £50k of capital funding.

Improving highways marginal land will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of personal injury claims against the Council by providing a good walking surface for pedestrians.
- Reduce the risk to public health
- Protect marginal land from vehicle encroachment
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism, drug abuse and graffiti.
- Reduce the opportunity for crime by removing overgrown shrubbery and improving pedestrian visibility.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that where suitable existing materials, are incorporated into the design for reuse. Also, that during implementation other highway issues within the area of the scheme, for example, missing or illegible signage, and vandalised street furniture, and graffiti, are also addressed.

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### Capital Costs & Phasing £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Gross Cost</b>		50			

### Funding £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Main Prog.</b>		50			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	2010/11	2011/12	2012/13	& beyond
<b>Running Costs (Net p.a.)</b>	-2	-5	-5	-5
<b>Capital Charges</b>		2.5	2.5	2.5

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Maintenance savings estimated for future years due to the improvements based on forecast maintenance costs.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 13**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: New Street Signs Programme**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the upgrade of the boroughs directional and regulatory signage. Many of the boroughs signs have been subject to vandalism and damage over recent years.

The capital budget allocation of £ 50k will be utilised for directional and regulatory sign replacement.

The programme has previously included the replacement of street name plates.

Following completion of a borough wide survey in 2004/5, it was found that many street name plates were damaged, illegible or missing and annual capital funding has been allocated for their replacement.

Streets were prioritised on this basis to aid the movement of traffic on the boroughs roads. All new street name plates include the post code which assists the emergency services and helps reduce response times. This programme was completed in 2009/10.

Following completion of a sign survey by the Traffic team in Transportation, new directional and regulatory signs have been replaced on the principal road network, for example Kingsbury Road and Kilburn High Road. The £50k capital allocation will be used to continue this programme to ensure that directional and regulatory signs are improved and street clutter is reduced.

Upgrading these signs will;

- Reduce future maintenance costs (revenue funded)
- Standardise street name plates
- Improve the movement of traffic
- Help improve the response times of the emergency services
- Reduce street clutter
- Reduce the likelihood of traffic accidents by providing clear directional and regulatory signage.
- Improve the street scene and promote civic pride which will discourage

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anti social behaviour, such as dropping litter, vandalism and graffiti.

- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.
- Assist in compliance to regulations to enforce moving traffic contraventions.

For 2010/11 approximately 120 directional and regulatory signs will be replaced on the boroughs main roads.

### Capital Costs & Phasing £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Gross Cost</b>		50			

### Funding £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Main Prog.</b>		50			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	2010/11	2011/12	2012/13	& beyond
<b>Running Costs (Net p.a.)</b>	-2	-5	-5	-5
<b>Capital Charges</b>		2.5	2.5	2.5

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Maintenance savings estimated for future years due to the improvements based on forecast maintenance costs and reduced accidents resulting in damage by clearer directional and regulatory signage.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.



## **APPENDIX 14**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Gully Replacement / Repair Programme**

**Proposed Start Date: 12<sup>h</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

There are approximately 25,000 gullies in the borough and the number of gullies is increasing every year, due to new developments. The majority of the gullies were installed during the 1920's – 1930's, and are now coming to end of their life cycle

Ineffective surface water drainage will result in flooding during periods of heavy rainfall which will not only have a negative impact on the street scene, but may result in traffic accidents, damage to the highway caused by the ingress of water, claims for damage to private property caused by the discharge of highways water, and a public health hazard caused by the surcharging of foul sewers taking surface water.

Utilising £75k of capital funding approximately 100 gullies can repaired or replaced.

Repairing or installing gullies will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of damage claims against the Council.
- Reduce traffic accidents caused by surface water, including ice in freezing conditions.
- Prevent damage to the highway structure caused by the penetration of water and freeze / thaw action.
- Reduce the risk to public health caused by surcharging foul sewers taking surface water.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that this funding can also be utilised to provide drainage solutions to isolated problems caused by natural ground water pecculating through the highway surface at low land points.

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### Capital Costs & Phasing £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Gross Cost</b>		75			

### Funding £000

	Total	2010/11	2011/12	2012/13	& beyond
<b>Main Prog.</b>		75			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	2010/11	2011/12	2012/13	& beyond
<b>Running Costs (Net p.a.)</b>	-5	-10	-10	-10
<b>Capital Charges</b>		3.75	3.75	3.75

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Assessment based on reduced maintenance cost of assets subject to water damage

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 15**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Concrete Road Resurfacing Programme**

**Proposed Start Date: 12<sup>h</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

The non-principal unclassified 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, over 30 years ago. At this present time, many of these treated roads are suffering from surface deterioration revealing sections of the old concrete road construction and allowing the ingress of water into the exposed road joints.

Many of these roads, although aesthetically unpleasing, often do not meet the current council criteria for repair. Additionally, this will also result in them not appearing in the top tier of the defectiveness rating list that is produced following each annual condition survey.

However, long term exposure of the concrete will ultimately result in a combination of frost and rain eroding the concrete slabs and joints. This could result in a costly road reconstruction programme in the future.

The cost of reconstructing an unclassified road is approximately £160 per m<sup>2</sup>, compared with an estimated cost of £12 per m<sup>2</sup> for joint sealing and resurfacing. Resurfaced roads of this category should with normal usage last in excess of 20 years and require minimal maintenance in the first 10 -15 years.

For this reason £75k of capital funding is to be utilised to seal and resurface exposed concrete roads.

Modern asphalts are now specified which provide a quieter riding surface, improved skid resistance, and durability.

Upgrading these carriageways will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of road traffic accidents and damage to vehicle claims against the Council by providing a good riding for vehicles.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

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It should be noted that planed material is taken to specialist tips and recycled. As the material has similar properties to gravel, it has been used successfully for levelling and surfacing private alley ways under the Councils alleygating initiative.

Also, that during implementation other highway issues affecting the street, for example, blocked gullies and uneven kerb alignments are also remedied. Line markings, traffic calming features such as speed cushions, speed tables, road humps, are also replaced upon completion.

**Capital Costs & Phasing £000**

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>75</b>			

**Funding £000**

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>75</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

**Revenue Costs £000**

	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-5</b>	<b>-15</b>	<b>-15</b>	<b>-15</b>
<b>Capital Charges</b>		<b>3.75</b>	<b>3.75</b>	<b>3.75</b>

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Assessment based on reduced maintenance costs

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 16**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Maintenance of Road Channels and Footway Boundaries to Facilitate Street Cleaning Programme**

**Proposed Start Date: 12<sup>h</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

The StreetCare intensive ward cleaning initiative may be hindered by localised areas of highway that are in poor condition.

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.

The Highways team will work in partnership with StreetCare and programme the repair of these areas utilising the budget allocation of £50k.

Upgrading these carriageways will;

- Facilitate the satisfactory street cleaning of areas that are in poor condition and improve performance
- Reduce future maintenance costs (revenue funded)
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that during implementation other highway issues within the area of the scheme, for example, blocked gullies will be addressed.

#### **Capital Costs & Phasing £000**

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>50</b>			

#### **Funding £000**

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	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>50</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

<b>Revenue Costs £000</b>	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-5</b>	<b>-12</b>	<b>-12</b>	<b>-12</b>
<b>Capital Charges</b>		<b>2.5</b>	<b>2.5</b>	<b>2.5</b>

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.  
Assessment based on reduced maintenance costs.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 17**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Highway Improvements in the Park Royal Area – match funding to be provided by PRP through EU funding.**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

Park Royal is one of the largest industrial areas in the Country, and a major area of employment within the borough.

Park Royal Partnership (PRP) is a business membership organisation totally committed to the promotion and development of Park Royal.

In recent years PRP have fully match funded capital targeted to highway improvement work in the area. These are typically small works that aim to improve accessibility help attract new businesses to the area.

Match funding through partnerships is no longer available. However, European match funding is available, however, this is reduced to 35%. This funding stream can include all work carried out in the calendar year, which can include two years budget allocation; i.e. the total expenditure.

Officers have continued to work with PRP to target improvements and for 2010/11 have allocated a further £50k match funding to continue improvements.

As both the £50k allocation for 2009/10 and the £50k allocation for 2010/11 will take place in 2010, £35k will be matched through EU funding.

The Highways team will work in partnership with other council officers and Park Royal Partnership to identify and agree areas of improvement utilising these budgets.

This sum of money will be used to carry out minor improvements and repairs, to footways and carriageways.

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These works will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of personal injury claims against the council by providing an improved walking surface for pedestrians.
- Reduce the likelihood of road traffic accidents and damage to vehicle claims against the council by undertaking carriageway repairs to provide an improved road surface.
- Protect vulnerable areas from vehicle encroachment
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Help attract businesses to the area and improve the opportunity for local employment.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that during implementation other highway issues within the area of the scheme, for example, damaged or missing signage or blocked gullies will be addressed.

#### Capital Costs & Phasing £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>50</b>			

#### Funding £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>50</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>		<b>50</b>			

#### Revenue Costs £000

	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-5</b>	<b>-12</b>	<b>-12</b>	<b>-12</b>
<b>Capital Charges</b>		<b>2.5</b>	<b>2.5</b>	<b>2.5</b>

\*Please insert details of appraisal process used and if appropriate attach further details.

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\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Assessment based on reduced maintenance costs.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 18**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Carriageway Resurfacing – Short Sections (unclassified and non-principal classified roads)**

**Proposed Start Date: 12<sup>h</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the upgrade of the short sections of the boroughs carriageways in streets that are not prioritised for inclusion in the boroughs major resurfacing programme from the results of the independent condition survey due to their overall condition score.

These are short sections in streets on the Unclassified (U) or non-principal (B&C) road network that have deteriorated and in need of resurfacing. Such areas are high cost in terms of lifecycle costs and the need to carry out periodic maintenance.

Often the renewal of these areas cannot be funded through the responsive highway maintenance budgets that are used to carry out repairs to maintain the highway in a safe condition, which are already under considerable pressure.

The recent winter weather conditions have affected the condition of our roads, particularly those that are nearing the end of their design life. This budget will be used to resurface shorter sections where this would be more cost effective than patch repairs.

Officers are also carrying out surveys in preparation for the Council to enforce moving traffic contraventions through the use of CCTV on priority routes within the borough. Line markings and signage must comply with the road traffic regulations. It may be more cost effective to resurface some junctions in order lay new yellow box junctions. Although the extent of the work is not yet known, a proportion of the short sections funding may also be used to resurface some junctions on the Principal (A) road network, to enable enforcement to reduce congestion, improve safety and increase revenue through fixed penalty notices.

Various other smaller sections of carriageway throughout the Borough that

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need resurfacing due to ongoing maintenance requirements shall be identified by engineering staff, and programmed for resurfacing utilising an allocation of £275k.

Resurfacing short sections that are in poor condition will help improve the council's Local indicator on the % of carriageways where structural maintenance should be considered.

Modern asphalts are now specified which provide a quieter riding surface, improved skid resistance, and durability.

Upgrading these short sections of carriageways will:

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of road traffic accidents and damage to vehicle claims against the Council by providing a good riding for vehicles.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that planed material is taken to specialist tips and recycled. As the material has similar properties to gravel, it has been used successfully for levelling and surfacing private alley ways under the Councils alleygating initiative.

Also, that during implementation other highway issues affecting the street, for example, blocked gullies and uneven kerb alignments are also remedied. Line markings, traffic calming features such as speed cushions, speed tables, road humps and anti-skid road coatings, are also replaced upon completion.

### Capital Costs & Phasing £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>275</b>			

### Funding £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>275</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

<b>Revenue Costs £000</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-30</b>	<b>-62.2</b>	<b>-62.2</b>	<b>-62.2</b>
<b>Capital Charges</b>		<b>13.75</b>	<b>13.75</b>	<b>13.75</b>

\*Please insert details of appraisal process used and if appropriate attach further details.

For 2010/11 a sum of £275k has been allocated for the resurfacing of short sections of the boroughs road networks. This will enable us to renew approximately 18,000 m<sup>2</sup> of road surface. These carriageways have reached the end of their design life whereby over 30% of the total surface is in need of repair. Patching repairs can be expensive, typically £30 per m<sup>2</sup>, depending on the depth.

- The estimated cost of annual maintenance of these carriageways is £40k p.a. This saving can be used to repair other defects within the borough.
- The average cost of damage to vehicle claims arising from carriageway defects is estimated to be in the region of £80k per annum, although this figure may rise due to the effect of winter weather on our roads. Approximately 23% of the boroughs unclassified road network, which is approximately 434 km in length, would benefit from renewal. This amounts to a claim liability of approximately £0.8k per km for the percentage of the network in poor condition. As the carriageways in the programme are those sections in the worst condition, a factor of 4 has been applied for the increased risk of a claim. Approximately 2.25km of carriageway will be resurfaced saving £3.2k per km which equates to an estimated saving in annual claims of £7.2k.
- Regeneration also has a value as it results in a reduction in instances of anti-social behaviour. This has an estimated amenity value of £1k per location in each street and therefore, 15 sites will save in the region of £15k p.a.
- The use of a proportion of the budget to enable moving traffic contravention enforcement would reduce accidents and increase revenue.

The short section resurfacing programme will therefore result in a total estimated annual saving of £62.2k p.a.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

Development and Construction;

The programme will be delivered through the existing term contracts which were awarded in accordance with financial regulations. The term contractors were assessed in terms of health and safety, financial stability and technical capability. The conditions of these contracts facilitate retention of 5% of the value of the work to be held for a period of six months. As these contracts are mid-term, the cumulative value of retention monies held will exceed the value of work in progress. Contracts have also been awarded to other contractors under framework agreements whom may be used to deliver the schemes should main contractors be unable to resource these works. All works are supervised to ensure compliance with the Councils specification and staged payments are made based on engineers valuations with final payment on a full measure.

Funding;

The Council have no contractual obligations in terms of the quantity or value of work commissioned through the term contracts. Should funding be withdrawn or reduced, this would result in the cancellation of schemes. The risk of reducing or cancelling the programme would be; higher long term maintenance costs and liabilities. This would also result in the uneconomical use of maintenance budgets to repair carriageways which are no longer sustainable. Also, a poor perception of the Council, by the public whom value regeneration and environmental improvements.

## **APPENDIX 19**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Footway Upgrade Programme – Short Sections**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the upgrade of the short sections of the boroughs footways in streets that are not prioritised for inclusion in the boroughs major footway upgrade programme from the results of the independent condition survey, due to their overall condition score.

Many of these sections of footways are subject to high maintenance costs due to repetitive damage caused by vehicle encroachment, street trees etc. and have reached the end of their design life.

Such areas are high cost in terms of lifecycle costs and the need to carry out periodic maintenance. Often the renewal of these areas cannot be funded through the responsive highway maintenance budgets, which are already under considerable pressure, due to their cost.

Various smaller footway sections throughout the Borough that need strengthening due to ongoing maintenance requirements shall be identified by engineering staff, and programmed for upgrade using more durable materials utilising this £100k allocation.

Upgrading these footways will;

- Reduce future maintenance costs (revenue funded)
- Reduce the likelihood of personal injury claims against the Council by providing a good walking surface for pedestrians.
- Provide suitable pedestrian crossing points that are compliant with Department of the Environment Transport and the Regions (DETR) guidelines in terms of configuration and gradients.
- Improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.

It should be noted that where feasible existing materials, such as kerbstones and paving stones are incorporated into the design for reuse. Also, that during

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implementation other highway issues affecting the street, for example, illegal footway crossings, missing or illegible signage, and vandalised street furniture, are also addressed.



**Capital Costs & Phasing £000**

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>100</b>			

**Funding £000**

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>100</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

**Revenue Costs £000**

	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-7</b>	<b>-15</b>	<b>-15</b>	<b>-15</b>
<b>Capital Charges</b>		<b>5</b>	<b>5</b>	<b>5</b>

Please insert details of appraisal process used and if appropriate attach further details.

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Assessment based on reduced maintenance costs.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

## **APPENDIX 20**

### **L B BRENT – CAPITAL SCHEME APPROVAL FORM**

**Scheme Name: Public realm improvements on primary routes**

**Proposed Start Date: 12<sup>th</sup> April 2010**

**Proposed End Date: 31 March 2011**

Please provide a brief description of the scheme and the expected investment outcomes.

This programme prioritises the improvement of primary routes in the borough.

Officers in Transportation are finalising the Councils public realm design guide which will set out the principals of good design practice and the approach to be adopted in designing improvement schemes. It will also detail materials and street furniture types to be used.

In recent years improvement schemes have included the use of painted street furniture, such as bollards and pedestrian guard railings, which over time require maintenance.

Street furniture which may be slightly damaged or requires painting would not be prioritised under the responsive maintenance budget which is targeted to carrying out repairs for public safety, and would only be renewed or repainted if the street is

Subject to a highway improvement scheme.

Therefore, a budget of £100k has been allocated to public realm improvements on primary routes to extend the useful life of the street furniture and aesthetically improve the street scene.

Typically, this would include the rationalisation / renewal or repainting of street furniture, and localised repairs of the carriageway or footway on primary distributor routes, but the funding would also be used where appropriate to provide or replace trees.

These improvements will;

- Extend the useful life of the street furniture and aesthetically improve the street scene and promote civic pride which will discourage anti social behaviour, such as dropping litter, vandalism and graffiti.
- Deliver the Councils vision of building a better borough and core value of promoting the quality of life and the green agenda.
- Help reduce future maintenance costs (revenue funded)
- Help reduce the likelihood of personal injury claims against the Council by carrying out localised repairs to provide a good walking surface for

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pedestrians.

- Provide suitable pedestrian crossing points that are compliant with Department of the Environment Transport and the Regions (DETR) guidelines in terms of configuration and gradients.

It should be noted that where feasible existing materials, such bollards, barriers, benches, kerb and paving stones are incorporated into the design for reuse. Also, that during implementation highway issues affecting the street scene, for example, illegal footway crossings or missing or illegible signage will also be addressed.

### Capital Costs & Phasing £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Gross Cost</b>		<b>100</b>			

### Funding £000

	<b>Total</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Main Prog.</b>		<b>100</b>			
<b>Section 106</b>					
<b>Grant</b>					
<b>Other</b>					

### Revenue Costs £000

	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>&amp; beyond</b>
<b>Running Costs (Net p.a.)</b>	<b>-7</b>	<b>-15</b>	<b>-15</b>	<b>-15</b>
<b>Capital Charges</b>		<b>5</b>	<b>5</b>	<b>5</b>

Please insert details of appraisal process used and if appropriate attach further details.

\*Please insert details of appraisal process used and if appropriate attach further details.

\*Not required under updated financial regulation 3.1.6 for schemes under £150k.

Assessment based on reduced maintenance costs.

\*\*Please identify any risks associated with the scheme and if appropriate attach the detailed risk analysis.

\*\*Not required under updated financial regulation 3.1.6 for schemes under £150k.