



**Highways Committee**  
13<sup>th</sup> February 2014

**Report from the Head of  
Transportation**

For Information

Wards Affected:  
ALL

**Highways Asset Management Plan for Brent and Draft Maintenance Programme 2014-16**

**1.0 SUMMARY**

- 1.1 This report describes highway maintenance works carried out during 2013/14 and presents a proposal to adopt a new systematic long term approach to maintaining the borough's highways through Highway Asset Management Planning (HAMP).
- 1.2 It is proposed to get best value from the total spend on highways assets throughout their life by beginning to deliver a programme of preventative maintenance schemes, instead of only treating roads and pavements in the worst condition first.
- 1.3 The HAMP approach will deliver better value for money through adoption of a sensible and forward thinking maintenance plan. Our customers will see more miles of road maintained each year and have greater visibility as to the relative status of their roads in the maintenance programme. We will deliver more on the ground and help to meet many of our corporate and strategic transport objectives by doing so.
- 1.4 During 2014/15 it is proposed to allocate £3.55 million of Brent capital to maintain the highway network, subject to approval of the Executive and the Budget and Council Tax report on 17th February 2013 and; full Council approval on 3rd March 2013.
- 1.5 Assuming that this level of highway maintenance investment is approved, during 2014/15 the application of HAMP principles will increase the length of Brent's roads to be resurfaced by over 2 miles, from 8.65 miles during 2013/14 to 11.1 miles in 2014/15.

**2.0 RECOMMENDATIONS**

- 2.1 That the Highways Committee notes the draft highways asset management strategy for Brent as described in Section 5.0 and appended as background papers to this report.

Executive

Version 3  
20<sup>th</sup> January 14

- 2.3 That the Highways Committee notes the proposed prioritisation process and criteria for programme development described in Section 5.14
- 2.4 That the Committee notes the proposed 2014-16 highways capital programme, which will be reported to the Executive for approval on 17th February 2014, as detailed in Appendix B and summarised in the table below;

Percentage Allocation of Highways Capital Maintenance Budget	% of Brent capital Budget		
	2013/14	2014/15 to 2016/17 (provisional)	Value (£m)
<b>Footways</b>			
Major footway improvements	44%	44.08%	1,565
Other footway improvements	4%	4.23%	150
Public realm improvements	3%	3.52%	125
<b>Sub-total</b>	<b>51%</b>	<b>51.83%</b>	<b>1,840</b>
<b>Carriageways</b>			
Major resurfacing unclassified roads	38%	27.89%	990
Preventative maintenance works	0	11.83%	420
Major resurfacing of B & C Class roads	4%	4.23%	150
Major resurfacing of short sections	4%	4.23%	150
<b>Sub-total</b>	<b>46%</b>	<b>48.17%</b>	<b>1,710</b>
Contingencies for TfL schemes	3%	0	0
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>3,550</b>

### 3.0 Background

- 3.1 Brent's annual transportation investment programme consists of; Brent capital funding, which is used to fund the roads maintenance programme for local roads; capital funding provided by Transport for London, which is used to deliver principal (strategic) road maintenance and; a programme of highway improvement schemes and sustainable transport projects delivered through the LIP (TfL funded Local Implementation Plan programme).
- 3.2 During 2013/14 the Executive approved £3.5 million of Brent capital funding to maintain and improve the local highway network.
- 3.3 Members will recall that Brent entered into a new 8 year contract on 1st April 2013 to provide a range of highway services, including planned and reactive maintenance works. Our new provider was procured through the London Highways Alliance Contract (LoHAC).
- 3.4 As a direct result of the competitive LoHAC rates that we now enjoy, and through close partnership working with our new provider, we have this year delivered our entire carriageway resurfacing scheme programme plus our entire 2013/14 reserve scheme programme. This has meant that we have resurfaced over 1.5 more miles of Borough roads than was envisaged at the beginning of the year.

- 3.5 Appendix A lists all of the carriageway and footway maintenance schemes that have or will be delivered during 2013/14.
- 3.6 This paper describes a proposed new way of undertaking highway maintenance as we move forward. It sets out a strategy for developing a highways asset management programme and provides details of a draft maintenance programme for 2014/15 and beyond.

#### **4.0 Brent's Highway Asset**

4.1 The highway infrastructure asset is the most visible, well-used and valuable physical asset owned by the Council. The funding for the management of this asset is under continuous scrutiny, with increasing pressure from government and the public for transparency, accountability and more efficient use of the limited resources available. Brent's highways assets include:

- 504 km (315 miles) of roads;
- 847 km (529 miles) of pavements;
- 53 bridges and structures;
- 24,500 road gullies;
- 10,000 street trees; and
- 32,000 street lights and other illuminated street furniture.

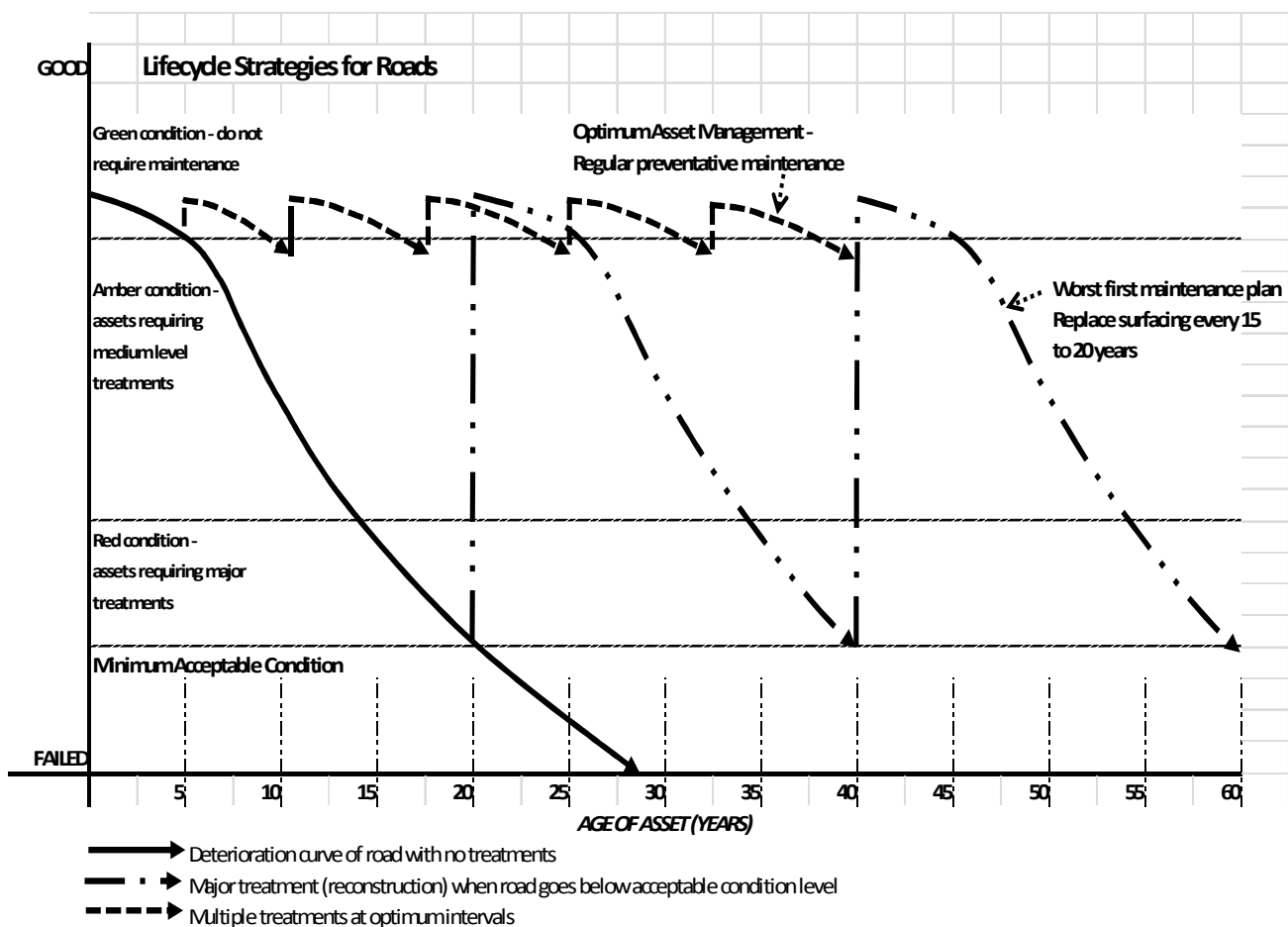
The value of this asset is estimated at just over £1bn.

- 4.2 Current capital funding allows the resurfacing of approximately 8 miles of roads and 6 miles of footways every year; this means on average that we can expect roads to be resurfaced approximately every 38 years and footways every 84 years. Appendix A lists footway and carriageway improvements completed in 2013-14.
- 4.3 With funding for highways maintenance being squeezed over many years, available resources have been insufficient to maintain the highway network to the level we would like.
- 4.4 Currently a fifth of Brent's residential roads and around a sixth of the most used pavements are in need of substantial maintenance. Classified roads are in slightly better condition, but nearly one tenth of them still require structural maintenance.
- 4.5 As time goes on roads that are currently in good condition will deteriorate, just like any physical asset such as a house or a vehicle. To keep on top of the deterioration of our asset we must invest continually in maintenance.
- 4.6 We are unlikely to ever be in the position where we have enough money to maintain every road that needs work in a single year, so we have to make the best use of the resources we have to get the best results for our customers (our road users).

#### **5.0 Highway Asset Management Plan**

5.1 How we invest is critical to achieving the best outcome for our customers. Is the highway so poor that it might fail completely, or can it be repaired to extend its life before we have to do a full replacement? A good analogy would be to ask whether you should sand and re-paint window frames regularly, or wait until they rot and replace the whole window.

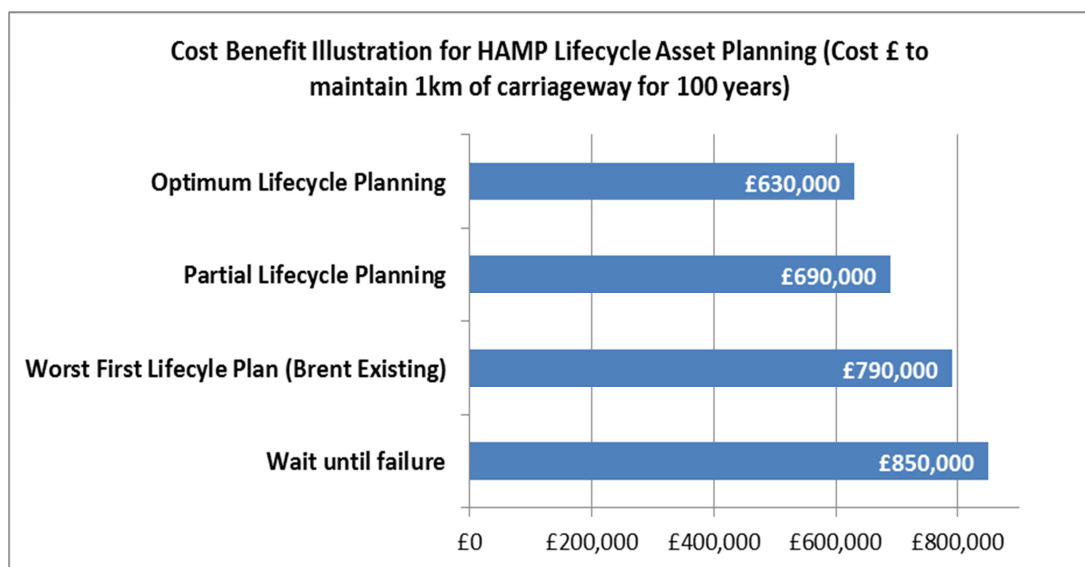
- 5.2 In a climate where budgets and resources are reducing, local authorities are facing significant challenges in deciding how to manage their assets effectively. A systematic process is therefore needed, and this has been set out in a draft Highways Asset Management Plan, as shown in Appendix E. Highway asset management principles deliver a systematic approach by enabling us to make decisions over what service we want to provide and what we can achieve within our budget limits.
- 5.3 Brent currently adopts the “worst-first” approach to asset management. We identify the worst condition roads and develop a one year programme of road resurfacing and reconstruction. This is easily understood by the public and members who see a road in poor condition and will see it as the council’s duty to repair it. However, similar to other authorities, and after many years of funding constraints, Brent now has a £38m backlog of maintenance and it would take a very significant increase in funding to enable us to repair all of our roads.
- 5.4 Our current approach assumes that over 20% of our unclassified network and nearly 10% of our classified network will remain in need of repair; we are effectively trading water to maintain our current position. Our backlog of maintenance will only reduce very gradually, and will increase if funding levels are reduced.
- 5.5 Essentially asset management is ‘looking into the future’ of the life of a particular asset. The following graph illustrates this principle:



- 5.6 The solid line shows how a road deteriorates from when it is constructed. A road’s total life span is around 25 to 30 years;

- It deteriorates to the point where it needs surface reconstruction after around 10 years; and
- It reaches an unacceptable condition and needs full reconstruction after around 20 years.

- 5.7 If you wait and reconstruct a road in full after 20 years or so it returns to its “new” condition and begins to deteriorate again over the next 20 years. This is known as the “worst first” method, where you invest all funding into roads that are in a poor state of repair and need full or partial reconstruction. This full reconstruction costs approximately £170,000 per km.
- 5.8 An optimum asset management strategy involves a combination of major resurfacing works along with regular preventative maintenance work such as thin surface repairs to seal the road and improve its anti-skid properties. Thin surfacing is a third of the cost of major resurfacing works – at £50,000 per km – but can extend the life of a road considerably, meaning that you can treat 3kms for the price of 1km of full reconstruction.
- 5.9 Developing a long-term plan to refresh and maintain an asset on a regular basis is known as lifecycle planning. For roads, this means understanding their current age, condition, usage and function to assess their likely lifespans and hence the frequencies by which you will want to undertake preventative maintenance and/or major resurfacing work.
- 5.10 Significant savings could be realised over time by adopting lifecycle planning over the “worst first” method, as illustrated below:



- 5.11 We propose to increase the life span of our roads and reduce the percentage of roads in need of repair by balancing the “worst first” approach with a parallel programme of preventative maintenance. This will form the basis of our Highways Asset Management Plan. It will mean our annual maintenance programme will be divided between two distinct programmes of work;
1. Major resurfacing schemes; and
  2. Preventative maintenance schemes.

- 5.12 We will develop a 2 to 3 year work programme of both major resurfacing and preventative maintenance from 2014/15 onwards. This will be the first step towards long-term programme development. To maximise the benefits, a 10 year programme period is recommended. This is an aspiration that we will work towards.
- 5.13 The key question is how we will decide which roads should have preventative maintenance treatment and which we need to undertake major resurfacing works on.
- 5.14 During 2014/15 we will assess the condition of all of our roads to determine where they are on the asset deterioration curve. We will also take account of a range of factors other than age and road condition. For the 2015/16 programme and beyond it is therefore proposed to adopt a scoring system that will assess the following:
- Outcomes of annual condition surveys and inspection programmes to identify roads suitable for major resurfacing or preventative maintenance;
  - Road hierarchy and traffic usage, including proximity of local schools / colleges;
  - Level of risk in terms of numbers of accident claims, historic pothole repair records and/or collision history; and
  - The cost effectiveness of preserving roads that have not yet fully deteriorated and fixing those that have.
- 5.15 It is proposed to utilise up to £50k of Brent capital funding to undertake additional condition surveys during 2014/5. These surveys will assist in the preparation of a long term asset management programme, and confirm the 2015/16 programme.
- 5.16 We will continue to take account of councillor nominations for road maintenance and, where a number of schemes attract the same scores, we will prioritise councillor nominated schemes earlier in our proposed maintenance programme. We may also deviate from priority order where, for instance, a section of road in relatively good condition may be resurfaced if it is on a street where the rest of the road needs maintenance and it would be illogical, or impractical, not to resurface the whole street.

## **6.0 HAMP Investment Plan**

- 6.1 We have discussed the optimum level of investment when starting to adopt preventative maintenance with authorities that have implemented HAMP principles, as well as researching relevant technical literature. Investment of approximately 30% of carriageway resurfacing budgets is considered to be optimum when beginning to introduce preventative maintenance programmes.
- 6.2 It is therefore proposed to invest around 30% of the carriageway resurfacing budget in preventative maintenance over the next two to three years. This translates to around £420k per annum. 70% (around £1m) would be spent on major resurfacing works. Estimated investment levels assume that the 2014/15 and 2015/16 budgets are maintained at around £3.5m per year. If there is any reduction or increase in funding over coming years, it is proposed that the 70/30 percentage split be applied to revised budgets.
- 6.3 Assuming that the same level of highway maintenance investment will be approved, during 2014/15 the application of HAMP principles to deliver a parallel programme of preventative maintenance will increase the length of road resurfaced by over 2 miles, from 8.65 miles during 2013/14 to 11.1 miles in 2014/15.

- 6.4 The draft 2015/16 programme will be reviewed and amended at the end of 2015 in light of condition survey data available at that time, and following application of more detailed prioritisation criteria and life cycle planning for individual roads and road sections.
- 6.5 Appendix C shows the extent of the proposed programme for 2014-16 in map form and Appendix D illustrates the location of the classified road network in Brent.

## **7.0 Summary of Benefits and Next Steps**

- 7.1 The HAMP will deliver better value for money through adoption of a sensible and forward thinking maintenance plan. Our customers will see more miles of road maintained each year and have greater visibility as to the relative status of their roads. We will deliver more on the ground and help to meet many of our corporate and strategic transport objectives by doing so.
- 7.2 It should be noted that by adopting a preventative maintenance approach to asset management, the public may see roads being resurfaced that are not perceived to be in as poor condition as others that they are aware of. However, in the long term this approach is cost effective, logical and sensible and will provide the best outcomes for Brent's road users. When the approach is explained to residents many see the logic of the approach.
- 7.3 The HAMP is a flexible document, which will change over time, to suit evolving budgets and policies, and to reflect our progress in implementing whole life planning principles across the network. A phased approach towards the development of the HAMP is proposed. Initially it will focus on the core highway assets (road resurfacing) but will subsequently evolve to cover the full range of assets and activities.
- 7.4 During 2014/15 we will further develop our approach to highways asset management by applying detailed assessment criteria and by expanding the scope of the HAMP to consider how all of the Council's assets could be managed using a whole-life planning approach.
- 7.5 We will be asking the Executive to approve these HAMP principles along with the detailed Brent Capital programme at their meeting on 17th February 2014.

## **8.0 Financial Implications**

- 8.1 Brent's annual transportation investment programme consists of; Brent capital funding, which is used to fund the roads maintenance programme for local roads; capital funding provided by Transport for London, which is used to deliver principal (strategic) road maintenance and; a programme of highway improvement schemes and sustainable transport projects.
- 8.2 During 2013/14 the Executive approved £3.5 million of Brent capital funding to maintain and improve the local highway network. This capital budget was allocated through a programme of:
- Major and minor pavement upgrades;
  - Road resurfacing; and

- Improvements to the public realm.

- 8.3 The proposed Highways Asset Management Plan assumes that a £3.55m Brent capital programme will be approved for 2014/15 and 2015/16, subject to Executive and full Council approval.
- 8.4 It is proposed to utilise up to £10k of carriageway maintenance funding and £40k of footway funding to undertake condition surveys during 2014/15. These surveys will assist preparation of a long term asset management programme and confirm the 2015/16 programme.
- 8.5 The proposed approach to major road resurfacing and preventative maintenance assumes an approximate percentage split of funding of 70% and 30% respectively. Should there be any reduction or increase in the value of the Brent capital programme in future years, it is proposed to apply these approximate percentage splits to revised budgets.
- 8.6 Any costs associated with implementation of the Highways Asset Management Plan will be contained within existing budgets and any cost savings realised will be used to deliver more on the ground.

## 9.0 Legal Implications

- 9.1 The implementation of a Highways Asset Management plan, and the 2014-2016 Maintenance Programme, will help the Council fulfil its statutory duty under S41 of the Highways Act 1980 to maintain the highway.

## 10.0 Diversity Implications

- 10.1 An Equalities Assessment has been undertaken and it has been concluded that this policy and programme would not have a negative impact on any of the protected characteristics.

## Background Papers

Draft Highways Asset Management Plan V4

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## APPENDIX A

### Unclassified Roads Resurfaced during 2013/14

Road Name	Ward	Length Metres
Napier Road	KGN	141
Grove Way	TOK	310
The Grove	FRY	234
Kingsley Road	KIL	163
Scudamore Lane	QBY	124
Shelly Gardens	NPK	198
Longfield Avenue	PRE	150
Bruce Road	STN	243
Lewis Crescent	STN	161
Brook Road (NCR to Crest Road)	DOL	409
Bowrons Avenue	WEM	464
Carlyon Road	ALP	706
Preston Hill	BAR/KEN	745
College Road	BPK	368
Blenheim Gardens	MAP	445
Alderton Close	WHP	157
Charterhouse Avenue	SUD	610
Abercorn Gardens	KEN	150
Chevening Road (Chamberlayne Road to Keslake Road)	QPK	425
Dryburgh Gardens	QBY	320
Avenue Road	KGN	151
Belton Road	WLG	250
Harlesden Gardens (Crownhill Road to Park Parade)	HAR	268
Cairnfield Avenue	DLN	550
Thirlmere Gardens	PRE	554
<b>Reserve schemes completed during 2013/14</b>		
Mount Road	DOL	180
Cranhurst Road	ALP	289
Dorothy Avenue	MAP	315
Bowater Close	FRY	100
Oakleigh Court	QBY	140
Pebworth Road	NPK	387
Kenmere Gardens	ALP	215
Sandhurst Road	QBY	628
Holycroft Avenue	PRE	166
<b>Short sections of carriageway surfacing</b>		
Dollis Hill Lane (Dudden Hill Lane to o/s 9 Dollis Hill Lane)	DLN	70
Dollis Hill Lane (Randall Avenue to o/s 118 Dollis Hill Lane)	DOL	290
Leighton Gardens (All Souls Avenue to College Road)	BPK	225
Coles Green Road (Crest Road to Eyhurst Close)	DOL	120
Kinch Grove (between lamp column no. 1 and house no. 3)	BAR	20
Barnhill Road (The Close to Poplar Grove)	BAR	108
Burton Road (Kilburn High Road to o/s no 4 Burton Road)	KIL	40
<b>Total length of resurfaced roads</b>		<b>11.59km (7.20 Miles)</b>

## Non-Principal Classified B&C Roads Resurfaced during 2013/14

Road Name	Ward	Length Metres
Brondesbury Park (High Road to Sidmouth Road)	BPK	280
Chamberlayne Road (sections from All Souls Avenue to Leighton Gardens)	BPK	270
<b>Total length of resurfaced B and C roads</b>		<b>0.55km (0.34 Miles)</b>

## Principal A Roads Resurfaced during 2013/14

Road Name	Ward	Length Metres
A404 Harrow Road (Furness Road to Scrubs Lane)	KGN	185
A4006 Kingsbury Road (Valley Drive to Roe Green) – plus 560m of footway	FRY	600
A4006 Kenton Road (Gayton Road to Hawthorn Road) – plus 355m of footway	KEN	420
A4088 East Lane (Peel Road to Pembroke Road)	PRE	270
<b>Total length of resurfaced principal A roads</b>		<b>1475km (0.90 Miles)</b>

## Footway Resurfacing completed in 2013/14

Road Name	Ward	Length Metres
Kempe Road	QPK	900
Lea Gardens	TOK	630
Cecil Avenue	WEM	830
Northwick Avenue	NPK	1200
Greenhill Park	HAR	430
Alverstone Road	BAR	510
Chatsworth Road (Mapesbury Road to Christchurch Ave)	BPK	720
Denzil Road	DNL	590
Verney Street	WHP	560
Sherrick Green Road	DNL	840
Beaumont Avenue	SUD	380
Springfield Mount	FRY	800
<b>Total length of resurfaced footways</b>		<b>8.39km (5.21 Miles)</b>

## APPENDIX B

### Proposed Highways Maintenance Programme 2014 to 2016

#### Unclassified Borough Roads - Major and preventative maintenance programmes

Major resurfacing programme 2014/15	Length (m)	Estimated Cost (£k)	Ward
Heather Park Drive (Highcroft Avenue to The Grange)	425	58	ALP
Mount Road	170	26	DOL
Links Road	220	28	DOL
Milton Avenue (Windrush to end north west)	253	52	STN
The Circle	345	51	DNL
Brenthurst Road	245	31	DNL
Denzil Road	503	65	DNL
Bolton Road	140	18	HAR
Briar Road (Kenyngton Place to Upton Gardens)	210	21	KEN
Northwick Circle	541	71	KEN
Claremont Avenue	200	14	KEN
Clarence Road	109	15	KIL
Exeter Road (Shootup Hill to Mapesbury Road)	473	60	MAP
Meredith Avenue	90	11	MAP
Byron Road (East Lane to Ada Road)	200	20	NPK
Carlton Avenue East (Preston Road to Windermere Avenue)	757	98	PRE
Logan Road	368	36	PRE
Compton Road	245	31	QPK
Tiverton Road (Roundabout at the junction of Wrentham Avenue)	60	14	QPK
Twybridge Way	382	38	STN
Conduit Way	589	59	STN
Homefield Road	288	30	SUD
St Michaels Avenue (Vivian Avenue to Harrow Road)	240	37	TOK
Chalfont Avenue (Oakington Manor Drive to Vivian Avenue)	260	27	TOK
Clifton Avenue	240	32	WEM
Jesmond Avenue	280	37	WEM
<b>Totals</b>	<b>7.83</b>	<b>980</b>	
	<b>(4.86)</b>		

Preventative Maintenance Programme 2014-15	Length (m)	Estimated Cost (£k)	Ward
Mount Pleasant (Ealing Road to Woodstock Road)	390	35	ALP
Barn Way	625	34	BAR
Alverstone Road	247	24	BPK
Hanover Road (Sidmouth Rd to o/s property numbers 170/172)	53	4	BPK
Randall Avenue (NCR to Tanfield Avenue)	400	36	DOL
Cobbold Road (Franklin Road to Roundwood Road)	252	20	DNL
Crundale Avenue	483	32	FRY

Harlesden Road (Longstone Avenue to Robson Avenue)	480	43	KGN/ WLG
Draycott Avenue (Wellacre Road to Woodcock Dell Avenue)	873	61	KEN
The Ridgeway (Draycott Avenue (west) to end)	45	4	KEN
Cedar Road	180	14	MAP
St.Michaels Road	189	14	MAP
Oldborough Road	465	24	NPK
Melrose Gardens	315	15	QBK
Wyborne Way (NCR to Sunny Crescent)	327	17	STN
Repton Avenue	201	11	SUD
Parkfields Avenue	156	11	WHP
The Rise	217	10	WHP
St.James Gardens (Ealing Road to corner No 7)	75	4	WEM
Glebe Road	128	7	WLG
<b>Totals</b>	<b>6.10</b>	<b>420</b>	
<b>(miles)</b>	<b>(3.79)</b>		

### **Non-Principal B & C Roads - Major maintenance programme 2014/15**

<b>Carriageway Resurfacing B &amp; C Roads</b>	<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>
Sidmouth Road (Mount Pleasant to Chamberlayne Road)	295	50	BPK
Pound Lane (exit from bus depot to Harlesden Road)	328	47	WLG
Wrentham Avenue	366	53	QPK
<b>Totals</b>	<b>0.99</b>	<b>150</b>	
<b>(miles)</b>	<b>(0.61)</b>		

### **Major resurfacing of short sections 2014/15**

<b>Short Sections of Carriageway Resurfacing</b>	<b>Length (m)</b>	<b>Budget (£k)</b>	<b>Ward</b>
Sites to be prioritised during financial year	TBD	<b>150</b>	-

### **Principal (A Road) Maintenance Programme 2014/15 - funded by TfL**

<b>Principal (A Road) Maintenance Programme 2014/15</b>	<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>
A407 High Road Willesden (Dudden Hill Lane to Church Rd)	752	236	WLG/DNL
A4088 Forty Avenue (East Lane to Talisman Way)	296	92	PRE
A404 Craven Park Road (Tunley Road to St.Marys Road)	247	98	HAR
A4089 Ealing Road (Bowrons Avenue to Douglas Avenue)	217	85	WEM/ ALP
A404 Hillside (Sunny Crescent to Brentfield Road) with associated footway upgrade on Hillside of 1.19km (0.73miles)	824	620	STN
<b>Totals</b>	<b>2.33</b>	<b>1,131</b>	
<b>(miles)</b>	<b>(1.45)</b>		
<b>Reserve schemes (if additional TfL funding provided)</b>			

A4003 Willesden Lane (Dyne Road to Kilburn High Road)	698	203	KIL
A404 High Road Wembley (Park Lane to Cecil Avenue)	188	75	WEM

*Note: programme identified through 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.*

### Footway Improvements to be funded by Brent Capital Budget in 2014/15

Footway resurfacing 2014/15	Length (m)	Estimated Cost (£k)	Ward
*Garden Way	385	138	STN
*Donnington Road	870	221	KEN
*Chapter Road (Balmoral Road to Deacon Road)	896	241	WLG
*Elmstead Avenue (Preston Road to Princess Avenue)	521	132	PRE
*Odessa Road	300	89	KGN
*Hampton Rise	120	32	KEN
*Cedar Road	338	85	MAP
*Dalmeny Close	300	47	SUD
*Thurlby Road	772	192	WEM
Salisbury Road (Harvist Road to Windermere Avenue)	734	280	QPK
Kinch Grove	378	68	BAR
<b>Totals</b>	<b>5.61km</b>	<b>1525</b>	
	<b>(miles)</b>	<b>(3.49)</b>	

\* reserve scheme from 2013/14 programme

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

### Other footway improvements 2014/15

Footway Short-section Improvements	Length (m)	Budget (£k)	Ward
Sites to be prioritised in-year	TBD	<b>150</b>	-

### Public Realm improvements 2014/15

Public Realm Improvements	Length (m)	Budget (£k)	Ward
Sites to be prioritised in-year	TBD	<b>125</b>	-

## Provisional Highways Maintenance Programme 2015/16

### Unclassified Borough Roads - Major and preventative maintenance programmes

<b>Major resurfacing programme 2015/16</b>	<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>
Colwyn Road	54	10	DOL
Dawpool Road (Heather Road to Brook Road)	231	29	DOL
Hardinge Road	490	64	BPK
Mapesbury Road (Willesden Lane to bridge)	373	55	BPK
Lydford Road	895	128	BPK
Garnet Road	165	22	HAR
Upton Gardens (Briar Road to Northwick Circle)	245	29	KEN
Donnington Road	438	59	KEN
Cranleigh Gardens	330	43	KEN
Victoria Road	700	95	KIL
James Avenue	103	14	MAP
Grosvenor Gardens	180	24	MAP
Shelley Gardens	210	25	NPK
Kingsway	385	51	PRE
Holmstall Avenue	420	57	QBY
Wimborne Drive	223	29	QBY
Limesdale Gardens	345	44	QBY
Girton Avenue	515	67	QBY
Capitol Way	763	107	QBY
Crouch Road	220	28	STN
<b>Totals</b>	<b>7.28</b>	<b>980</b>	
<b>Reserve Schemes 2015/16</b>			
<i>Park Chase</i>	410	42	TOK
<i>Fourth Way</i>	380	53	TOK
<i>Vivian Avenue (Chalfont Avenue to Monks Park)</i>	228	30	TOK
<i>Verney Street</i>	305	39	WHP
<i>Elspeth Road</i>	95	11	WEM
<b>Totals</b>	<b>1.73</b>	<b>215</b>	
<b>Totals (not including reserve schemes)</b>			
<b>(miles)</b>	<b>(4.52)</b>		
<b>Preventative Maintenance Programme 2015-16</b>			
<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>	
Barn Rise	703	42	BAR
Belvedere Way	420	31	BAR
Kingsmere Park	307	17	BAR
Christchurch Avenue (Willesden Lane to Brondesbury Park)	215	20	BRO
Rosecroft Gardens	105	6	DOL
Bush Grove	493	36	FRY

Old Kenton Lane	540	30	FRY
Summit Close	140	8	FRY
Wakemans Hill Avenue	608	58	FRY
Longstone Avenue (Drayton Road to Harlesden Road)	378	35	KGN/WL G
Southwell Road	96	7	KEN
Mapesbury Road (Teignmouth Road to Shoot Up Hill)	196	19	MAP
Montpelier Rise	420	22	PRE
Barretts Green Road (Central Way to Disraeli Road)	215	20	STN
The Croft	260	15	SUD
Village Way	420	25	WHP
Napier Road	227	16	WEM
Chaplin Road (Belton Road [north] to Villiers Road)	171	13	WLG
<b>Totals</b>	<b>5.91</b>	<b>420</b>	
<b>Reserve schemes 2015-16</b>			
<i>Grendon Gardens</i>	375	18	BAR
<i>Kinch Grove</i>	125	9	BAR
<i>Lewgars Avenue</i>	250	19	FRY
<b>Totals</b>	<b>0.75</b>	<b>46</b>	
<b>Totals (not including reserve schemes)</b>			
	<b>5.91km</b>	<b>420</b>	
	<b>(3.67)</b>		

### **Non-Principal B & C Roads - Major maintenance programme 2015/16**

<b>Carriageway Resurfacing</b>	<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>
Sites to be prioritised based on survey results in 2014/15	TBD	<b>150</b>	-

### **Major resurfacing of short sections 2015/16**

<b>Short Sections of Carriageway Resurfacing</b>	<b>Length (m)</b>	<b>Estimated Budget (£k)</b>	<b>Ward</b>
Sites to be prioritised during 2015/16	TBD	<b>150</b>	-

### **Principal (A Road) Maintenance Programme 2015/16 - funded by TfL**

2015/16 Schemes will be 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.

## Footway Improvements to be funded by Brent Capital Budget in 2015/16

<b>Footway resurfacing 2015/16</b>	<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>
Wembley Hill Road (Wembley Hill Road to Beechcroft Gardens)	610	181	PRE
Roe Green	840	247	FRY
Grasmere Avenue (College Road to Preston Road)	926	252	PRE
Cranleigh Gardens	600	152	KEN
Hardinge Road	966	242	BPK
Harrowdene Road (East Lane to Barley Close)	616	180	SUD
Riffel Road	724	197	DNL
Robson Avenue (West side only)	320	74	WLG
		<b>1525</b>	
<b>Reserve schemes</b>			
<i>Regal Way (Westward Way to Shaftesbury Avenue)</i>	958	264	KEN
<i>Chandos Road</i>	460	126	DNL
		<b>390</b>	
<b>Totals (not including reserve schemes)</b>	<b>5.60km</b>	<b>1525</b>	
	<b>(3.48)</b>		

## Other footway improvements 2015/16

<b>Footway Improvements</b>	<b>Length (m)</b>	<b>Estimated Cost (£k)</b>	<b>Ward</b>
Sites to be prioritised during 2014/15	TBD	<b>150</b>	-

## Public Realm improvements 2015/16

<b>Public Realm Improvements</b>	<b>Length (m)</b>	<b>Estimated Budget (£k)</b>	<b>Ward</b>
Sites to be prioritised during 2014/15	TBD	<b>150</b>	TBD



## 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

**APPENDIX C**

**MAP OF PROPOSED CARRIAGEWAY AND FOOTWAY RESURFACING  
PROGRAMME 2014-16**

SEE ATTACHMENT

**APPENDIX D**

**MAP OF PRINCIPAL AND OTHER CLASSIFIED ROAD NETWORK IN BRENT**

SEE ATTACHMENT

**APPENDIX E**

**DRAFT HIGHWAYS ASSET MANAGEMENT PLAN**

SEE ATTACHMENT