



Cabinet
14 March 2016

**Report from the Strategic Director of
Regeneration and Environment**

For Action

Wards Affected:
ALL

Highways Capital Scheme Programme 2016-17

1.0 SUMMARY

- 1.1 In 2015/16 approximately £4.629m will be spent improving the condition of Brent's highways, including resurfacing of 9.5 miles of road and 4.3 miles of pavement. This equates to 3% of the road network and less than 1% of the pavements. This investment includes £3.55m of Brent capital and £1.079k of TfL capital funding for principal (A road) maintenance.
- 1.2 During 2016/17 it is proposed to allocate £3.55m of Brent capital to maintain the highway network, subject to approval of the Budget and Council Tax report to be submitted to Cabinet and Full Council in February 2016.
- 1.3 In addition to £3.55m of Brent capital, TfL have on 22nd December 2015 confirmed funding of £0.901m of Principal Road (A-road) improvements. This is a decrease against the 2015/16 Principal road programme value of £1.079 m.
- 1.4 This report sets out recommendations for how Brent's £3.55m capital budget should be allocated during 2016/17 through a prioritised programme of:
 - Major and minor pavement upgrades;
 - Major Road resurfacing;
 - Preventative maintenance;
 - Improvements to the public realm, and
 - Renewal of Road Markings
- 1.5 This programme criteria has been shaped in discussion with members and will be delivered using Brent's Highway Asset Management Planning (HAMP) approach, which provides a systematic long term methodology for maintaining the borough's highways. The HAMP approach, which was started in 2014/15, will deliver better value for money through adoption of a sensible and forward thinking maintenance plan.

- 1.6 In line with public and member priorities further investment in the roads and pavement network will also be considered this year to improve our performance and reduce reliance on reactive maintenance. Future proposals and priorities to cover a medium term (up to 5 years) approach will see more miles of road maintained each year and our customers will have greater visibility as to the relative status of their roads. As such proposals for 2017/18 priorities will be submitted to a later meeting of the Cabinet as part of this ongoing process. Furthermore the outcome based review of the physical, social and environmental regeneration, which has just begun, will seek to secure greater strategic alignment between the council's vision and its investments in the borough's infrastructure
- 1.7 Future investment will be aimed also to address the following; achieving greater equality in condition between footways and carriageways; addressing localised conditions in an area patching programme to extend the life of roads; accommodating members' requests for regenerating High Streets by giving them greater priority, so improving their look and feel; and consideration of alternative materials, for instance replacing slabs with tarmac when doing full footway renewals. All this will be set out in greater detail in the future "Investment in Highways Report"

2.0 RECOMMENDATIONS

- 2.1 That the Cabinet approves investment of £3.55m of Brent capital funding as summarised in Section 6.0, subject to approval of the Budget and Council Tax report in February 2016.
- 2.2 That the Cabinet approves the proposed highways maintenance programme for 2016-17 as detailed in Appendix B.

3.0 LAST YEAR'S HIGHWAYS INVESTMENT 2015/16

- 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 By 31 March 2016, approximately £4.629m will have been spent on maintaining Brent's highway infrastructure funded through £3.55m of Brent capital, and £1.079 million of principal road maintenance investment. Appendix A provides details of the works delivered, which will result in:
- 9.5 miles of roads being resurfaced; and
 - 4.3 miles of footways being resurfaced and improved.
- 3.3 Members will recall that Brent entered into an 8 year contract on 1st April 2013 to provide a range of highway services, including planned and reactive maintenance works. Our provider was procured through the London Highways Alliance Contract (LoHAC). Whilst recognising that further improvements in the maintenance regime are required, the contractor's performance is satisfactory and better than the other London providers.

- 3.4 Through the 2015/16 LIP programme and combined with Section 106 developer contributions, an additional £5.968m is being invested in improving Brent's roads, footways and transport infrastructure. This includes:
- £4.841m of Local Implementation Plan LIP funding, including £1.596m for Quietways Cycle Route; and
 - £1.127m S106 developer contributions.
- 3.6 In addition the Council is on target to deliver a wide range of infrastructure and initiatives in line with TfL expectations. To date we have delivered, or are in the process of delivering, the following infrastructure on Brent's streets as part of a range of schemes and road safety initiatives:

- 190 areas are being provided with new waiting and loading restrictions to reduce congestion and improve safety;
- 19 crossings have been improved to provide facilities for disabled people;
- 225 on and off-street cycle parking spaces have been provided (including 6 Lambeth bike hangars providing 36 secure spaces)
- 1200 children and 450 adults have received cycle training;
- 4.4 km of new cycle routes have been delivered;
- 17 junctions have been improved to help cyclists;
- 11 new pedestrian crossings have been provided
- 106 road safety education events have been held;
- 48 bus stops are being improved to help make boarding easier and passenger waiting facilities better; and
- 20 new street trees have been planted

4.0 MANAGING HIGHWAYS ASSETS

- 4.1 Highway infrastructure is the most visible, well-used and valuable physical asset owned by the Council. Brent's highways assets include:
- 505 km (315 miles) of roads;
 - 847 km (529 miles) of pavements;
 - 53 bridges and structures;
 - 24,500 road gullies;
 - 10,000 street trees; and
 - 22,848 street lights and other illuminated street furniture.

The latest estimate for the value of this asset is just over £3.89bn.

- 4.2 The table below sets out the condition of Brent's roads by indicating the percentage of each length of road type where maintenance should be considered.

| Year | % of roads where maintenance should be considered | | |
|-----------|---|---------------------|--------------------|
| | A class roads | B and C class roads | Unclassified roads |
| 2008/2009 | 8% | 9% | 23% |
| 2009/2010 | 11% | 9% | 23% |
| 2010/2011 | 9% | 7% | 27% |
| 2011/2012 | 9% | 6% | 26% |
| 2012/2013 | 8% | 9% | 20% |

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| Cabinet | Version 8.2 02 March 2016 |
|---------|------------------------------|

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| 2013/2014 | 13% | 11% | 21% |
| 2014/2015 | 16% | 16% | 21% |
| 2015/2016 | 6% | 10% | 21% |

- 4.3 Currently 21% of Brent's unclassified roads and 7.6% of the most used pavements are in need of substantial maintenance. Unclassified roads make up 80% of all borough roads. Classified roads are in slightly better condition, but around a significant proportion of them still require structural maintenance. There are a number of factors affecting the deterioration of roads, the various effects of which are impossible to disaggregate.
- 4.4 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.
- 4.5 Up until 2014/15 Brent adopted a "worst-first" approach to highways asset management. We identified the worst condition roads and developed one year programmes of road resurfacing and reconstruction.
- 4.6 To better manage the way we maintain our highways the council adopted the Highway Asset Management Plan (HAMP) in February 2014. The HAMP sets out a strategy based on the need to repair our assets on a regular basis, before they fail, so as to extend their lifespans and reduce higher long term repair costs, and provide the best value for money to local people
- 4.7 The strategy initially involves introducing a programme of major resurfacing works along with preventative maintenance, which will take the form of regular thin surface repairs to water seal roads and improve their anti-skid properties. Thin surfacing is less than a third of the cost of major resurfacing works but can extend the life of a road considerably by approximately 7-10 years, meaning that you can treat 3kms for the price of 1km of major resurfacing.
- 4.8 A 2 year work programme of both major resurfacing and preventative maintenance has therefore been developed from 2014/15 onwards. During 2016/17 it is expected that this ongoing work will produce a programme of works priorities to cover the medium term up to 5 years from 2017/18. Proposals arising from this work for priority schemes and budget allocations for 2017/18 and future years will be submitted to a later meeting of the Cabinet. This will be the next step in long-term programme development for which a 10 year programme period is recommended to maximise the benefits. This is an aspiration that we will continue to work towards.
- 4.9 A key question is how we will decide which roads should have preventative maintenance treatment and which we need to undertake major resurfacing works on. For this, the highway condition survey data is interrogated. Preventative maintenance is appropriate where the deterioration in the surface has not yet resulted in a problems with the underlying structure of the road. Major resurfacing is required when deterioration has progressed further and so more extensive (and more expensive) repairs are necessary.
- 4.10 During 2015/16 we have assessed the network to determine the current condition. We have then taken account of a range of factors to define relative priorities for

maintenance. We have used a scoring system to identify roads and pavements suitable for major resurfacing, preventative maintenance or upgrades that assessed the following:

- Network Condition - condition-based on outcomes of annual condition surveys and inspection programmes;
- Network hierarchy and traffic usage, including proximity of local schools / colleges;
- Risk - Level of risk in terms of numbers of accident claims, historic pothole repair records and/or collision history; and
- Value for Money - The cost effectiveness of preserving roads that have not yet fully deteriorated and fixing those which have.

- 4.11 We continue to take account of councillor nominations for road maintenance and, where a number of schemes attract the same or similar scores, we prioritise councillor nominated schemes earlier in our proposed maintenance programmes. 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.
- 4.12 This year, as a result of member feedback from business, we are prioritising our High Streets to assist regeneration by improving the look and feel of the environment.
- 4.13 The optimum level of investment when starting to adopt preventative maintenance has been identified through consultation with authorities that have implemented HAMP principles. Investment of approximately 30% of carriageway resurfacing budgets is considered to be optimum when beginning to introduce preventative maintenance programmes. This balances investment to save future maintenance costs with necessary and urgent repairs. As the asset management regime is developed, this 30:70 split will be tested to find the optimum mix of road and pavement treatments to achieve the desired outcomes.
- 4.14 We have therefore continued with the approach approved in the corresponding report the year before last (Report to the 17th February 2014 Executive: Highways Asset Management Plan and Capital Scheme Programme 2014-16) to invest around 30% of the unclassified carriageway resurfacing budget in preventative maintenance over the next two to three years (i.e. from 2014/15 onwards), and 70% on major resurfacing works. If there is any reduction or increase in funding over coming years, this 70/30 percentage split be applied to revised budgets.
- 4.15 The 2016/2017 programme drafted last year has been reviewed and amended in light of condition survey data now available to produce the proposals included within this report.
- 4.16 Future investment will be aimed also to address the following; achieving greater equality in condition between footways and carriageways; addressing localised conditions in an area patching programme to extend the life of roads; accommodating members' requests for regenerating High Streets by giving them greater priority, improving their look and feel; and consideration of alternative materials, for instance replacing slabs with tarmac when doing full footway renewals. All this will be set out in greater detail in the future "Investment in Highways Report"

5.0 HIGHWAYS INVESTMENT DURING 2016/17

5.1 Carriageway Resurfacing

5.1.1 The 2016/17 carriageway maintenance programme is shown in Appendix B, and in map form in Appendix D. Appendix E illustrates the location of principal and other classified roads within Brent for information. Roads have been prioritised from the results of an independent network condition survey, with input from local engineering staff, who assess the road against the wide range of factors noted above.

5.1.3 In summary the proposed carriageway resurfacing programme of £1715m includes:

- £1.365m to improve the condition of the unclassified network divided between major resurfacing and preventative maintenance schemes (see Appendix B for list of streets that have been selected);
- £200k to resurface B and C class roads; and
- £150k to resurface short sections of road (300m or less) that have deteriorated and are in need of resurfacing, but where the whole street is generally in good repair;

5.1.5 Each year Brent is provided with an allocation from TfL to renew principal (A class) roads in the Borough. This programme of works is developed through an assessment of need taken from the most recent condition surveys provided by, and reviewed by, TfL. A draft programme for principal road renewals is contained in Appendix B.

5.1.6 TfL have allocated “A” road funding of £0.901m to Brent for 2016/17. TfL requests that Boroughs include an additional 25% to their provisional allocation to enable them to put forward one or more reserve schemes. This provides an opportunity for additional schemes to be delivered each year if additional funding becomes available. This “reserve” bid adds a further £0.225m (approx.) to the provisional programme value to make a total A Road bid value of £1,126m. Members should note that reserve scheme funding relies on TfL funding availability and is not guaranteed.

5.1.7 It is proposed to utilise up to £5,000 of capital funding for carriageway resurfacing to undertake asset condition surveys during 2016/17. These surveys will assist to prepare a long term asset management programme and confirm future year’s capital programmes.

5.2 Footway Repairs

5.2.1 The latest survey of the condition of the busiest footways in the borough (prestige areas in town centres and busy urban shopping areas) indicates a level of 7.6 % where maintenance should be considered. High usage footways form approximately 10% of the footway network

5.2.2 In addition, due to increased coverage of our condition surveys, for the first time we are able to produce figures reflecting the overall condition of all our footways. The overall percentage of all classes of footways where maintenance should be considered is 37%. The percentage of local footways where maintenance should be

considered is 29%. As “Local” footways, which are lower priority for maintenance funding, it is not surprising that this is a higher percentage than we have had historically for the “high usage” footways.

- 5.2.3 There has also been continuing numbers of requests for footway repairs and responsive maintenance on unclassified roads during the current financial year. Accordingly, it is recommended that £1.510m, approximately 43% of this year’s overall budget, be assigned to improving the condition of footways in the Borough. Appendix B contains details of the footways which have been prioritised for improvement.
- 5.2.4 The council has maintained its approach to investing equally in road and pavement defects, after investment in other essential highways works has been accounted for. However, the even spread of financial investment does not equate to an equal volume of roads and pavements repaired, as pavement work is much more expensive per metre. The table in appendix B and the maps show what will be achieved in 2016/17. Additional investment will be sought later in the year for more pavement works given the known concerns of residents. Detailed work on a 5 year investment plan is being finalised and it is anticipated that this will come to Cabinet in June, including a list of pavements being prioritised for consideration of further investment.
- 5.2.5 It is proposed to set aside £50,000 out of the £1.510m to systematically replace slabs across vehicle crossings with concrete or tarmac, reducing the amount of cracked and broken slabs requiring repair. We would aim to do whole streets at a time. At some point in the past, it appears the practice in Brent was that vehicle crossings were built with two materials. The front section (nearest the kerb) was of tarmac / concrete construction. At the back, the footway slabs carried on over the vehicle crossing. The advantage of this was that the footway was continuous for the full length of the street and not interrupted (visually) by vehicle crossings. The disadvantage of this is that cars are driving over slabs. In the past when cars were smaller and lighter, this may not have been a problem. However, now we are finding that slabs are damaged on a regular basis which creates hazards for pedestrians and is a drain on revenue maintenance budgets.
- 5.2.6 Similarly to the issues with short sections of road that are in poor condition, short lengths of footway that are in poor condition can cost a significant amount in reactive maintenance repairs, as well as being a cause of accident claims. It is therefore proposed to invest £150k of this year’s overall budget to resurface short sections of footway.
- 5.2.7 It is proposed to utilise up to £25,000 of capital funding for footway improvements to undertake asset condition surveys during 2015/16. These surveys will be used to confirm future year’s capital programmes.

5.3 Reducing the risk of flooding in Brent

- 5.3.1 Gully cleaning is prioritised to prevent local flooding, with both scheduled and reactive gully cleansing activities taking place. There are approximately 24,500 road gullies in the borough. These are cleaned as part of a cyclic maintenance programme procured through the London Highways Alliance Contract (LoHAC). The cleaning cycle includes:

- High-priority (regularly blocking) gullies cleaned every six months;
- 1,300 medium-priority gullies cleaned each year; and
- 14,100 gullies cleaned every eighteen months as part of a rolling programme.

5.3.2 The cleansing frequencies depend on the likelihood of gullies filling up with silt. Monitoring takes place of the contractor's performance and currently the contractor is on programme. On- site monitoring of cleansing indicates that quality of cleansing has improved with latest monitoring scores giving a 100% pass rate (i.e. all gullies are being cleaned well). Hard to reach gullies (i.e. where there are parked cars over them, or on busy corners) are subject to repeat attendance until cleaned; if necessary other measures (e.g. suspending parking bays) will be considered where necessary.

5.3.3 Gullies are also cleaned on a reactive basis in response to reports from members of the public or Councillors of blocked gullies.

5.3.4 Going forward, once the existing regime has yielded as much as it can in terms of cleansing, it will be made more efficient. Measurements of silt levels taken when gullies are cleaned will indicate whether the existing cleansing frequency is too great or too little. The regime can then be redesigned to be more efficient so that the silt level doesn't become unacceptably high and block the gully .

5.3.5 Small scale schemes are implemented to address localised flooding problems such as broken gullies or gully pipes, or localised gully capacity problems. Larger scale capacity problems are within the remit of Thames Water who are responsible for the main drainage system. Whilst maintenance helps, rainfall which is more intense than the capacity of the network can cope with will still result in localised flooding, which will nevertheless dissipate away down the drains given time

5.3.6 We are anticipating similar funding from Defra for flood risk management as was received in 2015/16 which translates into a revenue budget of £127k. This will be used for alleviating flooding in the borough and for improvements/upgrades to existing highway drainage as per the following proposed works programme:

| Flood Management Scheme | Proposed works | Cost Estimate |
|--|---|----------------------|
| Various locations in highway | Installation of Land Drainage | £10K |
| Northwick Park | | £20K |
| Silk Stream (Barnet agreement) | Trash screen cleaning at A5 Hendon | £15K |
| Tramway Ditch, Stag Lane, NW 9 | Inspect and clear watercourses | £3K |
| Northwick Park, Kenton | | £8K |
| Various location | Installation of new gullies to prevent flooding | £25K |
| Reactive gully cleaning and various works undertaken through maintenance programme | Clean and repair gullies, replace missing covers, CCTV survey | £45K |
| LoDEG | Drainage Engineering Group Subscription | £1k |
| Total | | £127K |

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| Cabinet | Version 8.2 02 March 2016 |
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5.4 Investing in Public Realm

- 5.4.1 The Public Realm programme involves three areas of highways capital programme investment:
- Works to strengthen and protect footways and soft verges;
 - Works to improve areas of “marginal” land that are part of the public highway but are not footways, verges or carriageways; and
 - Works to maintain, upgrade, rationalise or replace directional and regulatory highway signs.
 - Works to reinstate abandoned tree pits.

It is proposed to allocate £125k (3%) of the 2016/17 capital budget to these areas of work.

5.5 Improving Brent’s bridges and structures

- 5.5.1 The Council are responsible for 67 highway structures, including 52 bridges and 13 culverts. The majority of bridges are small structures spanning brooks. Funding for bridge maintenance is allocated by Transport for London on a regional priority basis. The London Bridge Engineering Group is currently reviewing the pan-London programme and funding will be confirmed in February 2016.
- 5.5.2 Although funding has not been confirmed, the Bridge Strengthening Programme 2016/17 Bid Grand Total is £345k, made up for bids for 6 schemes

| | |
|---|---------------|
| Princess Federica Retaining Wall RW02 | Assessment |
| Ledway Drive B67 | Feasibility |
| Northview Crescent over Mitchell Brook C02 | Design |
| North End Road West B62 | Divert Stats |
| Twybridge Way North (1) over Canal Feeder B49 | Strengthening |
| Twybridge Way South (2) over Canal Feeder B50 | Strengthening |

5.6 Renewal of Road markings

- 5.6.1 In recent years up until 2015/16 there was no funding allocated for the systematic renewal of road markings. Consequently many road markings had faded beyond the point we would wish them to; those road markings which had faded more than 30% and which are deemed high priority are renewed under the LoHAC contract. However, following on from the practice started in 2015/16 officers recommend the continuation of a £50,000 annual renewal programme. This programme will continue to concentrate on the renewal of those markings most in need of attention (e.g. on main roads and at junctions) before in subsequent years establishing a borough-wide schedule of road marking restoration.
- 5.6.2 Renewal of those road markings which are required for enforcement are managed by the Parking & Lighting Service, with a 2015/16 budget of approximately £50,000

6.0 FINANCIAL IMPLICATIONS

- 6.1 The table below summarises the proposed allocation of Brent capital funding for highways maintenance during 2016-17:

| Schemes | % of Capital Budget | Amount (£ 000's) |
|--|----------------------------|-------------------------|
| BRENT CAPITAL – Footways | | |
| Major footway upgrade | 42.54% | 1,510 |
| Footway upgrades – short sections | 4.23% | 150 |
| Improvements to the public realm | 3.52% | 125 |
| Sub-total | 50.28% | 1,785 |
| BRENT CAPITAL – Carriageways | | |
| Major resurfacing unclassified roads | 27.18% | 965 |
| Preventative maintenance unclassified roads* | 11.27% | 400 |
| Major resurfacing of B&C roads | 5.63% | 200 |
| Road resurfacing – short sections | 4.23% | 150 |
| Renewal of Road Markings | 1.41% | 50 |
| Sub-total | 49.72% | 1765 |
| Sub Total Brent Capital | | 3550 |
| TfL Funding for Principal Roads** | | 901 |
| TOTAL HIGHWAY MAINTENANCE PROGRAMME | | 4451 |

*around 30% of value of £1.365m unclassified carriageway resurfacing programme

**value could increase if TfL agree to deliver reserve schemes.

- 6.2 The provisional allocation for 2016/17 assumes the same division of funding.
- 6.3 It is proposed to utilise up to £5k of carriageway maintenance allocation and £25k of footway allocation to undertake condition surveys during 2016/17. These surveys will assist preparation of a long term asset management programme.
- 6.4 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.
- 6.5 Flood risk management expenditure is within the ENS revenue budget and as such is not reflected in the capital programme of works. The DEFRA flood grant was incorporated into the ENS revenue base a number of years ago and the grant taken centrally. As such all required expenditure will be contained within the revenue budget.
- 6.6 A bid for capital funding has been submitted to the London Bridge Engineering Group of the TfL in the sum of £345k for the 2016/17 which if successful would be additional to items included in the table at 6.1 above. Notification on the progress of the bid is due to be received in February 2016. The 2016/17 capital programme does not include any funding from this source. TfL allocates funds purely for

assessments, strengthening, etc. Funding for general and principal inspections needs to be sourced from elsewhere.

- 6.7 The HAMP approach to provide a systematic long term methodology for maintaining the borough's highways is continuing to be furthered during 2016/17. Future proposals and priorities to cover a medium term (up to 5 years) approach to budget allocations will be developed as part of this process. As such proposals for 2017/18 priorities will be submitted to a later meeting of the Cabinet for consideration.

7.0 LEGAL IMPLICATIONS

- 7.1 The Highways Act 1980 places a duty on the council to maintain the public highway under section 41. Breach of this duty can render the council liable to pay compensation if anyone is injured as a result of failure to maintain it. There is also a general power under section 62 to improve highways.

8.0 DIVERSITY IMPLICATIONS

- 8.1 The proposals in this report have been subject to screening there are considered to be no diversity implications that require full assessment. The works proposed under the highways main programme do not have different outcomes for people in terms of race, gender, age, sexuality or belief.
- 8.2 In addition, the design criteria used in all highway work does take note of the special requirements of various disabilities. These will take the form of levels and grades associated with wheelchair users, for example road crossing points, and for partially sighted / blind persons at crossing facilities. The highway standards employed are nationally recognised by such bodies as the Department for Transport. This programme of works continues the upgrade of disabled crossing facilities at junctions which were not constructed to modern day standards. All new junctions are designed to be compliant at the time of construction.
- 8.3 Strengthened areas of footway are far less susceptible to damage and will therefore aid the movement of pedestrians that may find it difficult to walk on uneven pavements.
- 8.4 We make sure accessibility ramps are provided to aid wheelchair users and those with prams. We make sure high visibility barriers and tapping rails are provided to allow those with visual impairments to negotiate the works as they are in progress
- 8.5 We make sure of the visibility of the required signage, also where temporary work is being carried out.
- 8.6 We monitor of the quality of the work to ensure that the finished surface is to specification and does not form a mobility hindrance; and that signage and road markings are correctly provided as aid to movement.

BACKGROUND PAPERS

None

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| Cabinet | Version 8.2 02 March 2016 |
|---------|------------------------------|

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APPENDIX A

Unclassified Roads Resurfaced during 2015/16

| Unclassified Roads Resurfaced (£960k) | Length (m) | Ward |
|--|-------------|------|
| Colwyn Road | 54 | DOL |
| Dawpool Road (Heather Road to Brook Road) | 231 | DOL |
| Hardinge Road | 490 | BPK |
| Mapesbury Road (Willesden Lane to bridge) | 373 | BPK |
| Lydford Road | 895 | BPK |
| Garnet Road | 165 | HAR |
| Upton Gardens (Briar Road to Northwick Circle) | 245 | KEN |
| Donnington Road | 438 | KEN |
| Cranleigh Gardens | 330 | KEN |
| Victoria Road | 700 | KIL |
| James Avenue | 103 | MAP |
| Grosvenor Gardens | 180 | MAP |
| Shelley Gardens | 210 | NPK |
| Kingsway | 385 | PRE |
| Holmstall Avenue | 420 | QBY |
| Wimborne Drive | 223 | QBY |
| Girton Avenue | 515 | QBY |
| Capitol Way | 763 | QBY |
| Crouch Road | 220 | STN |
| Total km | 6.94 | |
| Miles | 4.34 | |

Preventative Maintenance during 2015-16

| Preventative Maintenance (£400k) | Length (m) | Ward |
|--|------------|------|
| Barn Rise | 703 | BAR |
| Belvedere Way | 420 | BAR |
| Kingsmere Park | 307 | BAR |
| Christchurch Avenue (Willesden Lane to Brondesbury Park) | 215 | BPK |
| Rosecroft Gardens | 105 | DOL |
| Bush Grove | 493 | FRY |
| Old Kenton Lane | 540 | FRY |
| Summit Close | 140 | FRY |

| | | |
|---|-------------|---------|
| Longstone Avenue (Drayton Road to Harlesden Road) | 378 | KGN/WLG |
| Southwell Road | 96 | KEN |
| Mapesbury Road (Teignmouth Road to Shoot Up Hill) | 196 | MAP |
| Montpelier Rise | 420 | PRE |
| Total km | 4.01 | |
| Miles | 2.51 | |

Short Sections Resurfaced during 2015/16

| Short Sections Carriageway Resurfaced (£150k) | Length (m) | Ward |
|--|-------------|---------|
| Chamberlayne Road (junction with Kilburn Lane) | 74 | BPK/QPK |
| Chalkhill Road (Buddings Circle to Saxon Road) | 118 | BAR |
| Bembridge Close (Whole Close) | 148 | BPK |
| The Close (Alleyway) | 30 | BAR |
| Tanfield Avenue (66 to Randall Avenue) | 238 | DNL/DOL |
| Linthorpe Avenue (22 to 30) | 42 | SUD |
| Station Approach (outside 19) | 12 | SUD |
| Harlesden Road (197 to Donnington Road) | 190 | WLG |
| Rokesby Place (Whole Close) | 105 | SUD |
| Total km | 0.96 | |
| Miles | 0.60 | |

Additional Revenue Funded Short Sections Resurfaced during 2015/16

| Carriageway Resurfacing (£150k Revenue) | Length (m) | Ward |
|---|-------------|------|
| Kilburn Lane (house no 202 to 340) | 404 | QPK |
| Watford Road | 165 | NPK |
| Marsh Road | 102 | ALP |
| Neeld Crescent | 52 | TOK |
| Craven Road | 120 | HAR |
| Total km | 0.84 | |
| Miles | 0.53 | |

Non-Principal Classified B&C Roads Resurfaced during 2015/16

| Carriageway Resurfacing (£150k) | Length (m) | Ward |
|---|-------------|------|
| Wrentham Avenue | 366 | QPK |
| Chamberlayne Road (junction with Hardinge Road) | 45 | BPK |
| Chamberlayne Road (junction with Station Terrace) | 20 | QPK |
| Brentfield Road (NCR to outside school) | 441 | STN |
| Total km | 0.87 | |
| Miles | 0.55 | |

Principal A Roads Resurfaced during 2015/16

| Principal (A Road) Maintenance Programme (£1097k) | Length (m) | Ward |
|---|-------------|---------|
| A404 Hillside NW10 (Wesley Road to Brentfield Road - also to include 754mts of footway upgrade) | 350 | STN |
| A4088 Forty Avenue (Corringham Road to Barn Rise) | 240 | BAR |
| A404 Craven park (Knatchbull Road to St Albans Road) | 290 | STN/HAR |
| A4005 Ealing Road (Glacier Way to Carlyon Road) | 280 | ALP |
| A4005 Bridgewater Road (Junction Manor Farm Road) | 130 | ALP |
| A5 Edgware Road (Chicele Road to Temple Road) | 350 | MAP |
| Total km | 1.64 | |
| Miles | 1.03 | |

Footway Resurfacing completed in 2015/16

| Footways Resurfaced (£1525k) | Length (m) | Ward |
|---|-------------|------|
| Wembley Hill Road (Wembley Park Drive to East Lane) | 610 | PRE |
| Roe Green | 840 | FRY |
| Grasmere Avenue (College Road to Preston Road) | 926 | PRE |
| Cranleigh Gardens | 600 | KEN |
| Hardinge Road | 966 | BPK |
| Harrowdene Road (East Lane to Barley Close) | 616 | SUD |
| Riffel Road | 724 | DNL |
| Robson Avenue (West side only) | 320 | WLG |
| Hillside | 754 | STN |
| Total km | 6.36 | |
| Miles | 3.97 | |

Short Sections of Footway Resurfacing completed in 2015/16

| Short Sections Footway Resurfaced (£150k) | Length (m) | Ward |
|--|-------------|------|
| Pembroke Road (odd side) | 80 | PRE |
| Norcombe Gardens (Opposite LC 7) | 96 | KEN |
| Heather Park Space Footway (off Beresford Avenue) | 40 | ALP |
| Shaftesbury Avenue (O/S School & Playground) | 149 | KEN |
| Thirmere Gardens (Grassmere Ave to College Road) | 120 | PRE |
| Woodford Place (Outside 13) | 15 | PRE |
| Corringham Road (Opp no 1 to the junction with Forty Avenue) | 30 | BAR |
| Total km | 0.53 | |
| Miles | 0.33 | |

APPENDIX B

Highways Maintenance Programme 2016/17

Unclassified Borough Roads - Major and Preventative Maintenance Programmes 2016-17

| Major resurfacing programme 2016-17 | Length (m) | Estimated Cost (£k) | Ward |
|---|-------------|---------------------|------|
| Limesdale Gardens | 345 | 44 | QBY |
| Park Chase | 410 | 42 | TOK |
| Vivian Avenue (Chalfont Avenue to Monks Park) | 228 | 30 | TOK |
| Verney Street | 305 | 39 | WHP |
| Elspeth Road | 95 | 11 | WEM |
| Barnhill Road (section near Waterside Close) | 60 | 8 | BAR |
| Canterbury Terrace | 120 | 16 | KIL |
| Wycombe Road | 140 | 21 | ALP |
| Bathurst Gardens (property no 2 to Wrottedley Road) | 510 | 66 | KGN |
| Buck Lane (Hay Lane to Highfield Avenue) | 287 | 36 | FRY |
| Winchelsea Road (Knatchbull Road to Farm Road) | 206 | 41 | STN |
| Brownlow Road | 290 | 38 | HAR |
| Melrose Avenue | 899 | 119 | DNL |
| Eton Avenue (Charterhouse Avenue to Repton Avenue) | 230 | 18 | SUD |
| Oakdale Avenue | 160 | 17 | KEN |
| Maybank Avenue (Greenbank Avenue to Harrow Road) | 365 | 46 | SUD |
| Langler Road | 225 | 29 | QPK |
| Sudbury Hill Close | 255 | 26 | NPK |
| Warfield Road | 90 | 12 | QPK |
| Burrows Road | 312 | 36 | QPK |
| Fairlight Avenue (Minet Avenue to Acton Lane) | 95 | 16 | HAR |
| Geary Road (Cullingworth Road to Park Avenue North) | 271 | 35 | DNL |
| Mostyn Avenue | 263 | 34 | TOK |
| Ballards Road | 306 | 39 | DOL |
| Mordaunt Road | 245 | 33 | STN |
| Mostyn Gardens | 132 | 17 | QPK |
| Perrin Road | 135 | 19 | NPK |
| Buckingham Road | 292 | 37 | KGN |
| West Way | 321 | 35 | WHP |
| Total km | 7.59 | 960 | |
| Miles | 4.75 | | |

| Preventative Maintenance Programme 2016-17 | Length (m) | Estimated Cost (£k) | Ward |
|---|-------------------|----------------------------|-------------|
| Wakemans Hill Avenue | 603 | 76 | FRY |
| The Croft | 260 | 21 | SUD |
| Village Way | 420 | 33 | WHP |
| Napier Road | 227 | 20 | WEM |
| Chaplin Road (Belton Road [north] to Villiers Road) | 171 | 19 | WLG |
| Grendon Gardens | 375 | 22 | BAR |
| Lewgars Avenue | 250 | 24 | FRY |
| North Way | 362 | 38 | QBY |
| Aboyne Road (Neasden Lane to Annesley Close) | 85 | 11 | WHP |
| Bryan Avenue (Donnington Road to Rowdon Avenue) | 290 | 35 | BPK |
| Copland Avenue | 200 | 31 | SUD |
| Copland Close | 49 | 6 | SUD |
| Lancaster Road | 245 | 30 | DNL |
| Windermere Avenue (Ennerdale Gardens to Coniston Gardens) | 298 | 34 | PRE |
| Total km | 3.84 | 400 | |
| Miles | 2.40 | | |

Non-Principal B & C Roads - Major maintenance programme 2016/17

| Carriageway Resurfacing B & C Roads | Length (m) | Estimated Cost (£k) | Ward |
|--|-------------------|----------------------------|-------------|
| Stag Lane (Roe Green to Princes Avenue) | 514 | 91 | QBY/FRY |
| Neasden Lane (Denzil Road to Wharton Close) | 523 | 109 | WHP/DNL |
| Total km | 1.04 | 200 | |
| Miles | 0.65 | | |

Major resurfacing of short sections 2016/17

| Short Sections of Carriageway Resurfacing | Length (m) | Estimated Cost (£k) | Ward |
|--|-------------------|----------------------------|-------------|
| Sites to be prioritised during financial year | TBD | 150 | - |

Renewal of Road Markings 2016-17

| Renewal of Road Markings | Length (m) | Estimated Cost (£k) | Ward |
|---|-------------------|----------------------------|-------------|
| Sites to be prioritised during financial year | TBD | 50 | - |

Principal (A Road) Maintenance Programme 2016/17 - funded by TfL

| Principal (A Road) Maintenance Programme | Length (m) | Estimated Cost (£k) | Ward |
|--|-------------------|----------------------------|-------------|
| A404 Manor Park Road (Craven Park Road to Crownhill Road - also to include 400mts of footway upgrade) | 200 | 377 | HAR |
| A4005 Ealing Road (Carlyon Road to Alperton Lane) | 255 | 224 | ALP |
| A404 High Street Harlesden (Furness Road to 139) | 360 | 200 | KGN |
| A4003 Willesden Lane (Walm Lane to Sidmouth Road) | 230 | 100 | WLG |
| Total km | 1.05 | 901 | |
| Miles | 0.65 | | |

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 2016/17

| Footway Resurfacing | Length (m) | Estimated Cost (£k) | Ward |
|--|-------------------|----------------------------|-------------|
| Regal Way (Westward Way to Shaftesbury Avenue) | 958 | 267 | KEN |
| Chandos Road | 460 | 129 | DNL |
| Townsend Lane (Kingsbury Road to Kingsmead Avenue) | 1572 | 243 | FRY |
| Elthorne Road | 610 | 173 | WHP/FRY |
| Mallard Way | 744 | 221 | WHP |
| Chalfont Avenue (Oakington Manor Drive to Brent Way) | 162 | 86 | TOK |
| Geary Road (Cullingworth Road to Park Avenue North) | 542 | 147 | DNL |
| Mostyn Avenue | 652 | 169 | TOK |
| Maintenance to Vehicle Crossings | | 50 | |
| Total km | 5.70 | 1485 | |
| Miles | 3.56 | | |

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

Other footway improvements 2016/17

| Footway Short-section Improvements | Length (m) | Estimated Cost (£k) | Ward |
|---|-------------------|----------------------------|-------------|
| Sites to be prioritised in-year | TBD | 150 | - |

Public Realm improvements 2016/17

| Public Realm Improvements | Length (m) | Estimated Cost (£k) | Ward |
|----------------------------------|-------------------|----------------------------|-------------|
| Sites to be prioritised in-year | TBD | 125 | - |

APPENDIX C

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 D

MAP OF PROPOSED CARRIAGEWAY AND FOOTWAY RESURFACING PROGRAMME 2016-17

SEE ATTACHMENT

APPENDIX E

MAP OF PRINCIPAL AND OTHER CLASSIFIED ROAD NETWORK IN BRENT

SEE ATTACHMENT