



**Executive
14 March 2011**

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

Wards Affected:
ALL

**Environment & Neighbourhoods Capital Spend 2011/12:
Highway Major Works Programme**

1.0 SUMMARY

- 1.1 This report makes recommendations to members detailing the prioritised programme for major footway upgrade projects, carriageway resurfacing schemes, improvements to grass verge areas and accessibility, renewal of marginal highway land, new street signage, gulley maintenance, carriageway resurfacing – short sections, and footway upgrades – short sections. The Executive are asked to approve the expenditure of the £2,920k capital budget allocation for the 2011/12 capital works programme, which has been included in the Budget Setting report submitted to the meeting of the Executive on 15th February 2011 and subject to Full Council approval on 28th February 2011.
- 1.2 This report also details, for information, the Principal (A) Road programme for 2010/11, which utilises the £590k maintenance element of funding allocated by Transport for London (TfL), for improvements on the basis of the results of a London wide condition survey.
- 1.3 This report does not include details of various other schemes funded by the £3,591k TfL allocation for 2011/12; these have been covered under a separate report to Highways committee on 9th February 2011. These schemes require extensive consultation with stakeholders and therefore schemes may change, be altered or abandoned, as a result, this report also identifies a capital allocation of £100k (2.5% of the £2.92m) to be used as a contingency.

2.0 RECOMMENDATIONS

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2.1 The Executive agrees to utilise the main highways capital programme of £2,920k as follows:

Footways

	% budget	amount (£ 000's)
▪ Major footway upgrade	38.7	1,130
▪ Footway upgrades – short sections	3.4	100
▪ Renewal of marginal highway land	0.9	25
▪ Improvement to grass verges and accessibility	1.7	50
▪ New street signs	1.7	50
total	46.4	1,355

Carriageways

▪ Major carriageway resurfacing of non-principal unclassified (borough road) network	37.3	1,090
▪ Major carriageway resurfacing of non-principal classified (B & C) network (NI169)	6.9	200
▪ Carriageway resurfacing – short sections	3.4	100
▪ Gulley replacement/maintenance	2.6	75
total	50.2	1,465

Miscellaneous

▪ Contingencies for TfL funded schemes	3.4	100
total	100	2,920

2.2 The Executive approve the schemes and reserve schemes, as listed in Appendices 1 - 3.

3.0 DETAIL

3.1 Highways Priorities

3.1.1 The findings of a specialist independent condition survey contractor were used to help determine the carriageways and footways in residential streets that are being recommended for an upgrade. The streets included in the most recent condition survey, were nominated by the team of area highway engineers, who are responsible for undertaking responsive and routine safety inspections.

For the purposes of this particular survey, only residential streets were included.

Our Principal Classified (A) roads and non-Principal classified (B & C) roads are the subject of separate condition surveys.

Through their day-to-day involvement, this team of area based engineers have a detailed and intimate knowledge of the condition of the carriageways and footways throughout the borough. In arriving at their nominations, they took into account those streets whose condition is known to be of concern, as identified on the periodic routine safety inspections or evidenced by communication received from MPs, Members, residents and other stakeholders, or the subject of accident claims.

3.1.2 In 2006, to ascertain the overall condition of the highways network a 100% visual survey was carried out by DCL Yotta Ltd, an independent specialist company in accordance with the United Kingdom Pavement Management System (UKPMS) visual survey manual. In subsequent years, further condition surveys were commissioned and carried out in streets identified in accordance with 3.1.1.above. The last condition survey was completed in late 2010, enabling officers to update the database and prioritise streets on the basis of their condition score.

3.1.3 Each section of carriageway or footway that was visually surveyed is given a defectiveness rating score. This reflects the incidence of certain defect types; the higher the score, the greater the incidence of these defects. Senior engineering officers then carried out a follow - up inspection of the streets within the top tier of the carriageway and footway defectiveness rating lists. This enabled them to allocate, where applicable, weighting scores to take account of factors outside the scope of the condition survey e.g. structural and safety implications; level of pedestrian and vehicular usage; proximity to schools; future utility works. Streets nominated by Members as part of the annual consultation process have also been considered. The level of available funding, determines how many streets within the top tier of these two priority lists, can be upgraded. Attached, appendices 1 and 2 contain details of the streets which have been selected as a result of this process.

3.1.4 The recent winter weather conditions will not have affected our survey assessments as senior engineers visited those with the highest defect score to verify the results in January 2011 and therefore we are satisfied with the current prioritisation of footways and carriageways. However, the effect of the severe weather conditions will undoubtedly have an impact on our levels of intervention and a subsequent demand on the revenue budget.

3.2 **Unclassified (U) roads**

3.2.1 The condition of our residential unclassified (U) borough roads was up to 2007/2008, one of the national performance indicators (BV224b) that highway authorities had to report on to central government.

Although it has not been retained in the new set of National Indicators, it has been decided that it will be retained as a local indicator (LI). Our scores for the last 5 years, showing the percentage of the network that may require maintenance, was as follows:

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Year	*Score
2005/2006	27%
2006/2007	18%
2007/2008	20%
2008/2009	23%
2009/2010	23%

* % of the network where maintenance should be considered.

- 3.2.2 There is a 5% tolerance in visual surveys and although there has been a slight decrease in the overall condition index, the network is in a steady state. To maintain the condition of this network, enhance our prospects of maintaining a good LI score and to mitigate the affects of winter conditions on roads in poor condition that are more susceptible to damage, it is recommended that the level of funding allocated is £1,090k, approximately 37.3% of this year's overall budget.

3.3 Principal classified (A) roads

- 3.3.1 Our principal (A) roads are machine surveyed (SCANNER) as part of an annual London wide condition survey commissioned by Transport for London (TfL). The council is allocated funding every year from TfL for the upgrade of sections of this network where condition surveys have indicated that structural maintenance may be required. Brent has been allocated £590k by TfL for 2011/12, for improvements to specific sections of the principal road network, details of which are listed in Appendix 3. Historically, none of the Councils capital or revenue budget provision has been spent in supplementing funds received from TfL for resurfacing, as priority has been accorded to the non-principal road network for which TfL funding is not available.

- 3.3.2 The condition of our principal road network has been retained as one of the set of UK National Indicators (NI 168) on which all highway authorities have to report. This NI shows the percentage of the network where maintenance may be required. Our scores for the last 5 years are as follows:

Year	*Score
2005/2006	16%
2006/2007	21%
2007/2008	8%
2008/2009	8%
2009/2010	11%

* % of the network where maintenance should be considered.

- 3.3.3 The results of the last London-wide condition survey of this network will be used to allocate funding from TfL for 2011/12. No funding from the Councils major works programme is specifically allocated to improve the overall condition of this network. The Council does have a duty to carry out responsive maintenance repairs utilising revenue budgets so some funding from the short-sections may be used to resurface some sections if they deteriorate to the extent that they are beyond economical localised repair.

3.4 Non-principal classified (B&C) roads

3.4.1 The non-principal classified network comprises our B and C roads. These roads form a very important part of the network, as they link unclassified (residential) roads to the principal (A road) network. Classified roads generally carry a much higher volume of traffic than residential or other unclassified roads. Attached (appendix 7) is a map showing the roads which comprise our principal, non-principal classified and non-principal unclassified networks.

3.4.2 As with the principal road network, Brent's B and C roads are machine surveyed (SCANNER) annually. Their condition is also the subject of reporting as part of the set of National Indicators (NI 169). Our scores for the last 5 years are as follows:

Year	*Score
2005/2006	15%
2006/2007	21%
2007/2008	10%
2008/2009	9%
2009/2010	9%

* % of the network where maintenance should be considered.

3.4.3 To maintain an ongoing improvement in the condition of this network, and help enhance our prospects of maintaining a good NI score, it is the considered view of senior highway officers that a proportion of the carriageway resurfacing budget continue to be targeted to improving this network.

3.4.4 For this reason, it is recommended that £200k, approximately 6.9% of this year's overall budget, be assigned to improving sections of this network that were identified in Appendix 2 from the latest condition survey. Further sites to be identified from the results of the latest SCANNER machine survey which are due in April /May 2011.

3.5 Footways

3.5.1 Up until 2007/2008, highway authorities had to provide (BVPI 187) information on the condition of the high usage footways comprising prestige areas in towns and cities, busy urban shopping areas, and main and medium use linkage routes, (Category 1a, 1 & 2 footways). In essence, this network constituted only a very small proportion of the borough's total footway network, as it was not necessary to report on the condition of the footways in our residential streets, (Category 3 & 4 footways) which comprise the vast majority of our total footway network.

3.5.2 Although the mandatory requirement to report on BVI 187 from 2008/2009 has been abolished, it will now form part of our set of local performance indicators.

For information, the BVPI 187 scores for the last 5 years for which data is available, are as follows:

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Year	*Score
2005/2006	23%
2006/2007	14%
2007/2008	17%
2008/2009	20%
2009/2010	17%

* % of the network where maintenance should be considered.

- 3.5.3 The scores in 3.5.2 above represent the percentage of the category 1a,1 and 2 network where condition surveys have indicated that structural maintenance should be considered, but this does not represent the condition of the vast majority of the network.

In recent years, a higher percentage of the major works programme has been targeted on improving carriageways as the effects of adverse winter weather conditions has a lesser effect on the boroughs footways. However, many of the boroughs footways are nearing the end of their design life, are 'tired' in appearance, and are susceptible to damage resulting in an increased risk of accident claims and high costs in terms of ongoing maintenance. With the increase in requests for footway repairs and pressure on the responsive maintenance budgets, it is recommended that £1,130k, approximately 38.7% of this year's overall budget, be assigned to improving the condition of footways on the unclassified road network.

3.6 Highway Asset Management Plan

- 3.6.1 Officers have developed the Councils Highway Asset Management Plan (HAMP), and further work will be carried out in the near future to include the impact of climate change, sustainability, skid resistance (see 3.7 below) and utility work. Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation and preservation and enhancement of the highway infrastructure to meet the needs of current and future stakeholders. Customer Service, Safety, Serviceability, and Sustainable Preservation of the infrastructure, all of these aspects are brought together, in the (HAMP) which sets out objectives and targets for delivery, procedures for efficient management of the asset lifecycle, and a programme of improvements, for all parts of the highways network. The HAMP focuses on the management of core highway infrastructure assets and the identification of ways in which the management of those assets can be improved.

The plan has been developed by 'asset owners' in both StreetCare and Highway and Transport Delivery and covers all elements of the highway infrastructure managed by the Council; from roads and footways through to street lighting, trees and verges, ensuring that a safe, usable and sustainable network is provided for all.

- 3.6.2 One intention of the plan will be the creation of service levels, which will include a threshold for footway condition. This will facilitate the creation of a local performance indicator showing the condition of our residential footways indicating those in need of upgrade.

3.6.3 The Government has asked the Chartered Institute for Public Finance and Accountancy (CIPFA) to implement their recommended changes in local authority accounting for highway assets and in March 2010 they published the Code of Practice on Transport Infrastructure Assets. Although CIPFA have been asked to take a 'prepare and decide' approach which allows some flexibility in timing if necessary, it is expected that local authorities will be required to state its accounts on the new basis from 2011/12.

3.6.5 Officers in Transportation and Corporate Finance are working to ensure that the Council meet the reporting requirements for International Financial Reporting Standards (IFRS). Brent have already prepared a whole replacement cost (WRC) valuation as required for 2009/10 and should be well placed for submitting a Depreciated Replacement Cost (DRC) valuation calculated on condition, considering impairment and depreciation in accordance with financial reporting standards as required in 2012/13.

3.7 **Skid resistance**

3.7.1 In 2008 TfL commissioned WDM Limited Consultants to carryout a Sideway-force Coefficient Routine Investigation Machine (SCRIM®) survey on London's Principal (A) road network and assist the boroughs in developing consistent skid resistance policies. The results from annual SCRIM® surveys identify those locations where the skid resistance is below investigatory levels and this may contribute to the risk of traffic accidents on wet roads.

3.7.2 Highway engineers have analysed results of these surveys to consider the cause of accidents and consider engineering measures to mitigate risk.

3.7.3 From the last survey results twelve sites required the installation of 'slippery road ahead' signage to warn motorists, the cost of which can be met from existing revenue budgets.

3.7.4 Road surfacing / retexturing measures are required for 8 sites, and these will be considered in future applications to TfL for principal road resurfacing. Some of these sites also may be subject to other TfL funded road safety schemes.

3.7.5 Officers in Transportation are developing a borough skid resistance policy for consideration at a future committee.

3.8 **Other issues**

3.8.1 The rate of improvement and consequent National and Local indicator scores will also be affected by the rate of deterioration which is variable and depends on usage, residual life, environmental conditions and the level of maintenance. The recent improvements on the control of utility companies, including the quality of their reinstatements, should also help to improve the overall condition of the network.

3.8.2 Consideration of future developments, regeneration funding or planned utility work is given to avoid any abortive works. Therefore, schemes that have been prioritised may be deferred until later in the financial year or to next financial year. Where this is the case, the next prioritised reserve scheme will take the

place of the scheme postponed, which will then become a priority for the next financial year.

- 3.8.3 Schemes that are not completed within 2011/12 will be included in next years highways major works programme.
- 3.8.4 Appendix 4 details major footway upgrade and carriageway resurfacing work that has been carried out in the borough for 2008/9, 2009/10 and 2010/11. Appendix 5 is a key to the abbreviations used for borough wards in appendices 1-4. Appendix 6 is a borough map identifying the major schemes for 2011/12 within each ward. Appendix 7 is a borough map identifying the principal road and non-principal classified road networks. Appendices 8 – 16 are the capital scheme approval forms required for each work category listed in 2.1 above.
- 3.9 **Carriageway resurfacing – short sections**
- 3.9.1 There are shorter sections of carriageway in some streets on the Unclassified or non-principal (B&C) road network that have deteriorated and are in need of resurfacing. These are often shorter sections in streets that have not been prioritised from the results of the independent condition survey, due to their overall condition score.
- 3.9.2 Such areas are high cost in terms of lifecycle costs and the need to carry out periodic maintenance. Due to cost, often the renewal of these areas cannot be funded through the responsive highway maintenance budgets, which are already under some considerable pressure.
- 3.9.3 The recent winter weather conditions have affected the condition of our roads, particularly those that are heavily used and are nearing the end of their design life. These may deteriorate more rapidly due to the ingress of water and the effect of freezing, and it may therefore be the case that maintenance patch repairs are uneconomical.
- 3.9.5 For these reasons, £100k has been allocated to resurfacing various smaller sections of carriageway throughout the Borough where there are ongoing maintenance requirements, and these sites shall be identified by engineering staff.
- 3.10 **Footway upgrades – short sections**
- 3.10.1 There are sections of footway that are subject to repetitive damage in some streets that have not been prioritised from the results of the independent condition survey, due to their overall condition score.
- 3.10.2 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, as they are already under considerable pressure, due to their cost.
- 3.10.3 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.

3.11 **Concrete Roads**

3.11.1 In recent years a small proportion of the capital budget has been allocated to joint treating and resurfacing concrete roads in the borough to avoid deterioration and expensive reconstruction costs in the future.

3.11.2 This programme has now been completed and therefore this year no specific allocation has been made for the treatment of concrete roads. Any concrete roads that have deteriorated will be included in the condition survey and borough resurfacing programme, as necessary.

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

3.12.1 The Executive approved the report titled 'Highways Grass Verges in Narrow Streets' on 23rd January 2003. There are a number of narrow streets in the borough where parking fully on the carriageway can cause obstructions and where footway parking dispensation has been granted. In some narrow streets many existing grass verges are not sufficiently sustainable. The report sought approval to hard pave such verges in order to facilitate a footway parking scheme, where the verges are not sustainable.

There are also other streets in the Borough that are narrow and would benefit from minor kerb re-alignment works to improve accessibility.

3.12.2 Since 2004/5 funding has been allocated to addressing these local issues, and approximately 10 to 12 schemes have been implemented each year. This year £50k has been allocated to continue the programme of strengthening, and/ or protection of soft verges, and improving accessibility.

3.12.3 Streets that have grass verges that are repeatedly damaged due to vehicular encroachment will be identified by officers in Highway and Transport Delivery and StreetCare, who will have considered reports from councillors, members of the public, consultative forums, and staff inspections.

3.13 **Highways Marginal Land**

3.13.1 "Highways Marginal Land" is defined as land that is part of the highway but not footway, carriageway or grass verge. Typically it is treated as an amenity having grass, trees and shrubs. For many years this land has been rather neglected and many of these sites present problems of fly tipping, litter, dog fouling, drug paraphernalia, crime and anti-social behaviour.

3.13.2 This neglect has a negative effect on the street scene and adjacent business and residential property. Therefore it is recommended that action is taken to tackle some of the worst sites.

3.13.3 Officers have examined many of these sites and consider that priority for action should be those sites that have several of the following features:

- dangerous element (sharps, dog fouling and overgrown planting)
- established fly tip sites
- total number of people affected, both residents and passers by
- joined up working possibilities
- quantifiable negative effects
- damage to hard elements and structures such as raised plant beds
- quality of soft landscaping and maintenance
- additional funding available, possibly from non-Council sources.

3.13.4 Using these criteria officers from Landscape Team, StreetCare, Environmental Health and Highways will identify and prioritise sites to link up with EnviroCrime initiatives and / or highways footway and carriageway schemes.

3.13.5 For 2011/12 a capital allocation of £25k has been allocated to continue to target improvements in these areas.

3.14 **Gully Replacement / Repair Programme**

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

3.14.2 The majority of the gullies were installed during the 1920's – 1930's, and are now coming to end of their life cycle.

3.14.3 At present there are 60 to 70 gullies which need repair or replacement. An average cost to repair an existing gully is approximately £800, and to replace it with a completely new one is in the region of £1,500.

3.14.4 When Highways and Emergency Operations carry out routine gully cleaning, approximately 5-8 gullies per month are found to be defective.

3.14.5 With careful monitoring, the principal engineer (land drainage) can repair / replace approximately 75 gullies with a budget of £75k.

3.14.6 Additional gullies can also be installed to alleviate surface water flooding problems caused by heavy precipitation, instances of which are increasing due to climate change.

3.15 **Highway Signage**

3.15.3 This funding is used to continue to survey and renew directional and regulatory signage on the principal road network and other primary distributor roads throughout the borough to aid the movement of traffic. This initiative will be managed by the Traffic design team in Highway and Transport Delivery, and will include the rationalisation of signage / street furniture to reduce street clutter.

3.15.4 Consideration will be given to all other highways schemes, including traffic schemes, programmed over the coming financial year that will involve the removal of signage, in order to avoid abortive work.

3.15.6 Areas have been prioritised that would visibly benefit from signage renewal, improving both road safety and the street scene.

- 3.15.7 The 2011/12 programme will utilise £50k of funding to continue to improve the boroughs directional and regulatory signs and also rationalise other street furniture.
- 3.15.8 With the Council taking over the enforcement of moving traffic contraventions, from January 2011, the funding will also help ensure the compliance of banned right turns, weight restrictions and school keep clear signage, with traffic regulations.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Executive notes that a capital sum of £2,920k is to be used as identified in 2.1 to upgrade footways (borough and principal roads), resurfacing carriageways (borough roads), footway improvements to grass verge sites and accessibility, renewal of highway marginal land, new street signage, gully replacement and maintenance, concrete road treatments, public realm improvements on primary routes, short sections of carriageway resurfacing and footway upgrade, the maintenance of road channels and footway boundaries to facilitate street cleaning, and match funding for improvements in the Park Royal area.
- 4.2 The Executive notes that £590k is available for Principal Road resurfacing schemes from the local transport capital expenditure settlement for 2011/12. These schemes are listed in appendix 3, and are prioritised from a London-wide survey commissioned by Transport for London (TfL). The schemes are all funded by TfL.
- 4.3 With the exception of principal road resurfacing, the cost of the schemes will be accommodated within the capital budget allocations.
- 4.4 The work will be delivered utilising the highways term contracts. These are framework agreements whereby three contractors have been appointed to each of the six term contracts. The contracts commenced on 1st August 2008 following approval of the award of contracts by Executive on 27th May 2008, for a three year period, with an option to extend the contract for a further year.
- 4.5 In June 2010, Environment and Neighbourhoods Board considered the results of a pan-London benchmarking exercise commissioned by London Councils, Capital Ambition and London Technical Advisory Group (LoTAG) to look at efficiency opportunities. Of the 24 Inner and Outer Authorities participating, the cost of Brent's combined model was the 3rd lowest. Meetings were also held with Contractors to discuss efficiency savings and it is the intention of officers to extend the contract to 31st July 2012.
- 4.6 The prices in the contracts are subject only to annual retail price index (RPI) increases thereafter on the anniversary of the start date, rather than significantly higher ROADCON industry index. It is not anticipated that the inflationary increases will have a significant impact on the number of schemes we will be able to complete utilising the capital budgets.
- 4.7 Contractors have performed satisfactorily and the current work programme will be successfully completed with final outturns forecast to meet budget targets for

2010/11. The term contracts are also utilised in delivering various TfL funded highway improvement schemes.

4.8 We do not anticipate any resource implications in utilising the existing term contracts to deliver the 2011/12 highways major work programme.

5.0 LEGAL IMPLICATIONS

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

5.2 Any contracts let for the provision of works will be let using the existing Brent Highways Maintenance Frameworks.

6.0 DIVERSITY IMPLICATIONS

6.1 The proposals in this report have been subject to screening and officers believe there are no diversity implications, which require partial or full assessment. The works proposed under the highways main programme do not have different outcomes for people in terms of race, gender, age, sexuality or belief. However, the design criteria used in all highway work does take note of the special requirements of various disabilities.

6.2 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.

6.3 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.

7.0 STAFFING / ACCOMMODATION IMPLICATIONS

7.1 Existing staff within Highway and Transport Delivery (Highway & Civil Engineering) will manage all schemes with the exception of the following:

- Highways marginal land schemes will be managed by The Planning Service Landscape Team, in consultation with Highway and Transport Delivery, StreetCare and the Parks Service.
- Sign renewal schemes will be managed by the Design Team, in consultation with Highways Operations (StreetCare).
- Gulley maintenance will be managed in consultation with Highways Operations (StreetCare).

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

8.0 ENVIRONMENTAL IMPLICATIONS

- 8.1 The proposed footway and carriageway upgrades are designed to enhance the street scene. They also assist in restricting claims made against this Authority by improving both pedestrian and vehicular safety, thereby contributing to a safer environment for all highway users. Footway renewal work includes the consideration of pedestrian crossing points, and the provision of dropped kerbs and tactile paving will improve the highway network infrastructure for people with disabilities.
- 8.2 Operational activities will comply with the requirements of Environment and Neighbourhoods environmental management system accredited to the BS EN ISO 14001 standard.
- 8.2 Where feasible, existing materials such as kerbstones and paving stones are incorporated into the design detail when footways are upgraded. Materials that are not suitable for re-use are disposed of at tips where they are graded and recycled as hardcore fill. Road planings arising from carriageway resurfacing are either provided free of charge to Parks Services or to residents to maintain their private alleyways in partnership with the Envirocrime alley gating initiative. This material has similar properties to quarry stone, stabilises when compacted and is therefore suitable for regulating and maintaining alleyways and providing 'hard standing' surfaces.
- 8.3 Subject to suitability, availability and cost, recycled material may be specified for use in footway upgrade schemes.
- 8.4 Where existing grass verges are too narrow or suffer from frequent repetitive damage from vehicles or where narrow carriageway widths impede access, and are often damaged by vehicular override they are not sustainable and therefore do not make a positive contribution to the street scene. The ability to provide areas of formalised footway parking, improve accessibility and protect sustainable grass verge areas would not only enhance the street scene but help reduce vehicle accidents and maintain access for servicing and emergency vehicles, in many situations.

9.0 BACKGROUND INFORMATION

Details of Documents:

- 9.1 Relay/Resurface, Residents/Councillor, Letters/Questionnaires
Footway Priority Lists
Carriageway Priority Lists
Highway Engineers Recommendations
Accident Report Data
- 9.2 Any person wishing to inspect the above papers should contact Sandor Fazekas, Highway & Transport Delivery, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5113.

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Director of Environment & Neighbourhoods

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Appendix 1

APPENDIX 1 (Footways)

£1130k FOOTWAY UPGRADE PROGRAMME 2011/12

Road Name	Total	Ward	Source
*Windsor Crescent	£55K	BAR	A/C
*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
Wembley Hill Road/Bridge Road	£100	WEM/TOK	A
Dartmouth Road (Exeter Road to Mapesbury Road	£86	MAP	A/C
Hazel Grove	£22	ALP	A/C
Preston Way	£46	BAR	A/C/D
Radnor Road	£35	KIL	A/C
Total	£1130k		

Reserves

Dobree Avenue	£120	BPK	A/C/D
Plympton Road	£114	KIL	A/C
Sudbury Court Road (Elms Lane to Sudbury Court Drive)	£160	NPK	A/C/D
Birchen Grove	£198	WHP	A/C/D
Regal Way (Preston Road to Westward Way)	£148	KEN	A/C

* reserve scheme from 2010/11 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.

£100k SHORT SECTIONS OF FOOTWAY UPGRADE

Various sites to be identified by officers in Transportation

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£50k IMPROVEMENT TO GRASS VERGE AREAS & ACCESSIBILITY

Various sites to be identified in consultation with StreetCare

£25k 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 / PUBLIC REALM

Various sites in the Borough.

£75k GULLIES & ASSOCIATED FOOTWAY PONDING

Various sites in the Borough.

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

Appendix 2 Carriageways

£1090k CARRIAGEWAY SURFACING BOROUGH ROAD SURFACING PROGRAMME 2011/12

Road Name	Total	Ward	Source
*Woodcock Hill	£121k	KEN	A/C
*Uxendon Hill	£46k	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)	£36k	KGN	A/C/D
*Princes Avenue (Brampton Road to Honeypot Lane)	£44k	QBY	A/B
*Walrond Avenue	£13k	WEM	A/C
*Dyne Road	£47k	KIL	A/C
*Plympton Avenue	£15k	KIL	A/C
*Rosemead Avenue	£22k	WEM	A/B/C
*Furness Road (Holland Road to			

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*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	£36k	DOL	A/C
*Bryan Avenue (Rowden Avenue to *Peter Avenue)	£25k	BPK	A/B
*Lane Close	£6k	DOL	A/C
*Mount Pleasant Road	£73k	BPK	A/B/C
*Fernbank Avenue	£44k	SUD	A/B
*Rosebank Avenue	£48k	SUD	A/B
*Holyrood Gardens	£44k	QBY	A/C
*Sunleigh Road (including Wendy Way and Clifton Way)	£19k	ALP	A/C
Wembley Hill Road/Bridge Road	£100k	WEM/TOK	A
Irwin Gardens	£14k	BPK	A/C
Dawpool Road	£21k	DOL	A/C
Geary Road	£26k	DNL	A/C
Redfern Road	£19k	HAR	A/B/C
Gooseacre Lane	£12k	KEN	A/C
Hillview Avenue	£15k	KEN	A/C
Douglas Road	£16k	KIL	A/B
Blockley Road	£26k	NPK	A/C
Garden Way	£14k	STN	A/B/C
Victoria Avenue (Vivien Avenue to Oakington Manor Drive)	£20k	TOK	A/C
Colin Road	£18k	WLG	A/C

Total £1090k

RESERVES

Beverly Gardens	£61k	BAR	A/B/C
Heber Road	£19k	MAP	A/C
Walton Close	£8k	DOL	A/C
Ashcombe Park	£24k	DNL	A/C
Normanby Road	£29k	DNL	A/C
Wrottesley Road	£128k	KGN	A/C
Dawlish Road	£15k	MAP	A/B/C
Grove Park	£41k	QBY	A/C
Winchester Avenue	£62k	QBY	A/C
Chevening Road (St.Laurences Close to Brondesbury Park)	£54k	QPK	A/C/D
Rainham Road	£23k	QPK	A/C
Medway Gardens	£32k	SUD	A/C
Birchen Grove (Blackbird Hill to Runbury Circle)	£46k	WHP	A/B/C

Lonsdale Avenue (Beatrice Avenue to Cecil Avenue	£18k	WEM	A/C
Scarle Road	£39k	WEM	A/C/D
Beaconsfield Road	£18k	WLG	A/C

* Reserve scheme from 20010/11 programme

Source;

A = Recommendation by engineering staff C = Requests from member of the public
 B = Councillor Request D = Request from Accident Claims Officer

£200k CARRIAGEWAY SURFACING NON-PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2011/12.

Road Name	Total	Ward
Stag Lane (Holmstall Avenue to Princes Avenue)	£54k	QBY
Oxgate Lane	£41k	DOL

Further sites to be prioritised following the SCANNER survey results available in March 2011.

£100k SHORT SECTIONS OF CARRIAGEWAY RESURFACING

Various sites to be identified by officers in Transportation

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

Appendix 3 Carriageways

£590k PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2011/12

Road Name	Total	Ward
A4089 Wembley Park Drive (from Park Lane to Elmside Road)	£130k	PRE/TOK
A404 Watford Road (Hospital exit to Golf course entrance)	£120k	NPK
A4003 Willesden Lane (from Mapesbury Road to Cavendish Road)	£83k	BPK
A4005 Bridgewater Road (from Cemetery to Clifford Road)	£90k	ALP
A4089 Ealing Road (Mount Pleasant to Stanley Avenue)	£167k	WEM/ALP
Total	£590k	

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 2008/9 to 2010/11)

Main Programme 2010/11

CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2010/11

Road Name	Ward	Length metres
The Crescent	DOL	145
Ashford Road	MAP	240
Cambridge Road	KIL	175
District Road	SUD	600
Rugby Road	QBY	290
Buxton Road	WGR	125
Fortunegate Road (Glynfield Rd – Craven Pk)	HAR	220
St Thomas's Road	HAR	105
Maybank Avenue (Rosemead Ave – the Rise)	SUD	365
Blair Avenue	WHP	100
Deacon Road	WGR	425
Pine Road	MAP	290
St Augustine's Avenue	PRE	440
Totternhoe Close	KEN	200
Casseldon Road	STN	166
Mora Rd (Cedar Rd – Cricklewood Bdy)	MAP	270
Lyndhurst Close	WHP	100
Kinloch Drive	WHP	240
Athlon Road	ALP	260
Carlton Avenue East (Princes Avenue to Preston Road)	PRE	190
Leigh Gardens	QPK	410
St.Andrews Avenue	NPK	340
Thomas A Beckett Close	SUD	70
Wentworth Hill	BAR	285
Toley Avenue	BAR	330
Barn Hill	BAR	780
Elthorne Way	FRY	190
Meadow Garth	STN	460
Ranelagh Road	WEM	190
West Ella Road	HAR	280
Braemar Avenue	WHP	630
Central Road	SUD	460
Kingswood Avenue	QPK	560
Liddell Gardens	QPK	410
Mead Plat	STN	150
Shaftesbury Avenue (Westward Way to Preston Road)	KEN	420
Vivian Avenue		

(Oakington Manor Drive to Chalfont Avenue)	TOK	720
Cecil Road	HAR	172
The Avenue (65 to Forty Lane)	BAR	630

Total length 12.43 km

MAJOR FOOTWAY UPGRADE PROGRAMME 2010/11

Road Name	Ward	Length metres
The Crescent	DOL	290
Clarence Road	KIL	210
Eagle Road	WEM	688
Woodgrange Close	KEN	370
Carlton Ave East (Windermere Ave Preston Rd)	PRE	1480
Bridgeway	ALP	270
Churchill Avenue	NPK	710
Paddock Road	DOL	720
Blenheim Gardens	MAP	580
Cecil Road	HAR	320
Preston Road (Carlton Ave East St Augustines Ave)	PRE	944
The Paddocks	BAR	1040
Harley Road	HAR	1200
Ilex Road	DNL	580

Total length 8.68 km

CARRIAGEWAY SURFACING OF CONCRETE ROADS 2010/11

Road Name	Ward	Length metres
Tring Avenue	TOK	140
Regent Close	KEN	75
Ledway Drive	BAR	320
Park View	TOK	85
Wiggington Avenue	TOK	210

Total length 0.83 km

CARRIAGEWAY SURFACING NON –PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2010/11

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Road Name	Ward	Length metres
Church lane (Kingsbury Road to slough Lane)	FRY	0.43
Brentfield Road (Gloucester Close to Artesian close)	STN	0.20
Stag lane (from Stag Close to Holmstall avenue)	QBY	0.52
Acton Lane (from Connaught Road to Greenhill Road)	HAR	0.35
Kilburn Lane (from Claremont road to No 225 Kilburn lane)	QPK	0.25
Empire way (from Wembley hill Road to Engineers way)	TOK	0.19
	Total length	1.94 km

PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2010/11

Road Name	Ward	Length metres
A4089 Ealing Road (Bridgewater Road to Mount Pleasant)	ALP	0.49
A404 Watford Road (Nos 28 to Nos 74 footway only)	SUD/NPK	0.17
A4006 Kingsbury Road (Church Lane to Roe Green)	FRY	0.28
A4089 Bridge Road (approach to Forty Lane)	BAR	0.25
A5 Edgware Road (Wakemans hill Avenue to Hay Lane footway only)	FRY	0.30
Included associated footway upgrade work	Total length	1.49 km

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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

MAJOR FOOTWAY UPGRADE PROGRAMME 2009/10

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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
	Total length	9.026km

CARRIAGEWAY SURFACING OF CONCRETE ROADS 2009/10

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

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
	Total length	1.60km

PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2009/10

Road Name	Ward	Length metres
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

Total length**1.54km****Main Programme 2008/09****CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2008/09**

Road Name	Ward	Length metres
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
	Total length	8.514km

MAJOR FOOTWAY UPGRADE PROGRAMME 2008/09

Road Name	Ward	Length metres
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
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
Total length		7.374km

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
Total length		1.195km

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
Total length		2.894km

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	Total length	1.920km

APPENDIX 5 – WARD ABBREVIATIONS

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

APPENDIX 6 – Borough map identifying major schemes for 2011/12 in each ward.

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

APPENDIX 8

L B BRENT – CAPITAL SCHEME APPROVAL FORM

Scheme Name: Major Footway Upgrade Programme

Proposed Start Date: 11th April 2011

Proposed End Date: 31 March 2012

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 £1,130k 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

	Total	20011/12	2012/13	2013/14	& beyond
Gross Cost		1,130			

Funding £000

	Total	20011/12	2012/13	2013/14	& beyond
Main Prog.		1,130			
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Grant					
Other					

Revenue Costs £000	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-75	-138	-138	-138
Capital Charges		56	56	56

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

For 2011/12 a sum of £1,130k has been allocated for the upgrade of footways within the borough. This will enable us to renew approximately 18,000 m² of footway in 10 streets.

- The estimated cost of annual maintenance of these footways is £60k 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 9km of footway will be renewed saving £5.4k per km which equates to an estimated saving in annual claims of £48k.
- 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 10 streets will save in the region of £30k p.a.

The upgrade programme will therefore result in a total estimated annual saving of £138kp.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 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: 11^h April 2011

Proposed End Date: 31 March 2012

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 £1,090k 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 2009/10 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 also 23%. 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 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	20011/12	2012/13	2013/14	& beyond
Gross Cost		1,090			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		1,090			
Section 106					
Grant					
Other					

Revenue Costs £000

	20011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-130	-214.5	-214.5	-214.5
Capital Charges		65	65	65

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

For 2011/12 a sum of £1,090k has been allocated for the resurfacing of the boroughs unclassified road network. This will enable us to renew approximately 80,000 m² 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 £32per m², depending on the depth.

- The estimated cost of annual maintenance of these carriageways is £120k 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 £100k 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 £1.0k 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 11.5km of carriageway will be resurfaced saving £3k per km which equates to an estimated saving in annual claims of £34.5k.

- 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 £214.5k 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: 11th April 2011

Proposed End Date: 31 March 2012

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 £200k 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 2009/10 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 humps and anti-skid road coatings, are also replaced upon completion.

Capital Costs & Phasing £000

	Total	20011/12	20012/13	2013/14	& beyond
Gross Cost		200			

Funding £000

	Total	20011/12	2012/13	2013/14	& beyond
Main Prog.		200			
Section 106					
Grant					
Other					

Revenue Costs £000

	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-35	-69.3	-69.3	-69.3
Capital Charges		10	10	10

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

For 2011/12 a sum of £200k has been allocated for the resurfacing of the boroughs non-principal classified road network. This will enable us to renew approximately 10,000 m² 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 m² 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 1.0 km of carriageway will be resurfaced saving £4.8k per km.

- 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 £69.3k 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: 11th April 2011

Proposed End Date: 31 March 2012

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 23rd 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. £50k 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 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

	Total	2011/12	2012/13	2013/14	& beyond
Gross Cost		50			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		50			
Section 106					
Grant					
Other					

Revenue Costs £000

	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-9	-17	-17	-17
Capital Charges		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 12

L B BRENT – CAPITAL SCHEME APPROVAL FORM

Scheme Name: Renewal of Highways Marginal Land Programme

Proposed Start Date: 11th April 2011

Proposed End Date: 31 March 2012

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	2011/12	2012/13	2013/14	& beyond
Gross Cost		25			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		25			
Section 106					
Grant					
Other					

Revenue Costs £000

	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-2	-3	-3	-3
Capital Charges		1.25	1.25	1.25

*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: 11th April 2011

Proposed End Date: 31 March 2012

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 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 2011/12 approximately 100 directional and regulatory signs will be replaced on the boroughs main roads.

Capital Costs & Phasing £000

	Total	2011/12	2012/13	2013/14	& beyond
Gross Cost		50			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		50			
Section 106					
Grant					
Other					

Revenue Costs £000

	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-2	-5	-5	-5
Capital Charges		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: 11^h April 2011

Proposed End Date: 31 March 2012

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 75 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.

Capital Costs & Phasing £000

	Total	2011/12	2012/13	2013/14	& beyond
Gross Cost		75			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		75			
Section 106					
Grant					
Other					

Revenue Costs £000

	2010/11	2011/12	2012/13	& beyond
Running Costs (Net p.a.)	-5	-10	-10	-10
Capital Charges		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: Carriageway Resurfacing – Short Sections (unclassified and non-principal classified roads)

Proposed Start Date: 11^h April 2011

Proposed End Date: 31 March 2012

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.

Various other smaller sections of carriageway throughout the Borough that need resurfacing due to ongoing maintenance requirements shall be identified by engineering staff, and programmed for resurfacing utilising an allocation of £100k.

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

	Total	2011/12	2012/13	2013/14	& beyond
Gross Cost		100			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		100			
Section 106					
Grant					
Other					

Revenue Costs £000

	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-20	-30	-30	-30
Capital Charges		5	5	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 16

L B BRENT – CAPITAL SCHEME APPROVAL FORM

Scheme Name: Footway Upgrade Programme – Short Sections

Proposed Start Date: 11th April 2011

Proposed End Date: 31 March 2012

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 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

	Total	2011/12	2012/13	2013/14	& beyond
Gross Cost		100			

Funding £000

	Total	2011/12	2012/13	2013/14	& beyond
Main Prog.		100			
Section 106					
Grant					
Other					

Revenue Costs £000

	2011/12	2012/13	2013/14	& beyond
Running Costs (Net p.a.)	-7	-15	-15	-15
Capital Charges		5	5	5

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.