



**Executive  
23 April 2012**

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

Wards Affected:  
ALL

**Environment and Neighbourhoods Capital Spend 2012/13:  
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, accessibility and improvements to grass verge areas, renewal of marginal highway land, new street signage/improvements to public realm, gully 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 2012/13 capital works programme, which was included in the Budget and Council Tax report to the meeting of the Executive on 13<sup>th</sup> February 2012 and received Full Council approval on 27<sup>th</sup> February 2012.
- 1.2 This report also details, for information, the Principal (A) Road programme for 2012/13, which utilises the £788k 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 £3,988k TfL LIP Capital allocation for 2012/13; these have been covered under a separate report to Highways Committee on 7<sup>th</sup> February 2012. These schemes require extensive consultation with stakeholders and therefore schemes may change, be altered or abandoned; consequentially this report also identifies a capital allocation of £100k (3.4% of the £2.92m) to be used as a contingency.

**2.0 RECOMMENDATIONS**

- 2.1 That the Executive agrees to utilise the (2012/13) main highways capital programme allocation of £2,920k as follows:

## Footways

	% of Budget	Amount (£ 000's)
▪ Major footway upgrade	38.4	1,120
▪ Footway upgrades – short sections	3.4	100
▪ Renewal of marginal highway land	0.9	25
▪ Accessibility and Improvement to grass verges	1.7	50
▪ Renew Signage / Public Realm Improvements	2.5	75
<b>Total</b>	<b>46.9</b>	<b>1,370</b>

## Carriageways

▪ Major carriageway resurfacing of non-principal unclassified (borough road) network	37.6	1,100
▪ Major carriageway resurfacing of non-principal classified (B & C) network (NI169)	5.2	150
▪ Carriageway resurfacing – short sections	5.2	150
▪ Gully replacement/maintenance	1.7	50
<b>Total</b>	<b>49.7</b>	<b>1,450</b>

## Miscellaneous

▪ Contingencies for TfL funded schemes	3.4	100
<b>Total</b>	<b>100</b>	<b>2,920</b>

2.2 That 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 have been used to help identify 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 officers that are responsible for undertaking responsive and routine safety inspections.

3.1.2 For the purposes of this particular survey only residential streets were included. Brent's Principal classified (A) roads and non-Principal classified (B & C) roads are the subject of separate condition surveys.

3.1.3 Through their day-to-day involvement, this team of officers 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.

- 3.1.4 In 2006, to ascertain the overall condition of the highways network, a visual survey of the whole network was carried out by an independent specialist company in accordance with the United Kingdom Pavement Management System visual survey manual. For subsequent years, further condition surveys have been commissioned and carried out of streets identified in accordance with 3.1.1.above. The last condition survey was completed in late 2011 and has enabled officers to update the database and prioritise streets on the basis of their condition score.
- 3.1.5 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. 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.
- 3.1.6 Appendices 1 and 2 contain details of the streets which have been selected for renewal (footways) or re-surfacing (carriageways) as a result of this process.
- 3.1.7 The recent winter weather conditions will not have affected survey assessments as officers visited those with the highest defect score to verify the results in early February 2012 and are satisfied with the current prioritisation of footways and carriageways. However, the effect of the severe weather conditions undoubtedly has an impact on levels of intervention and a subsequent demand on the revenue budget.

## 3.2 **Unclassified (U) roads - carriageways**

- 3.2.1 The condition of Brent's residential, unclassified (U), borough roads has been retained as a local indicator. The scores, showing the percentage of the network that may require maintenance, for the last 5 years are as follows:

Year	Score
2006/2007	18%
2007/2008	20%
2008/2009	23%
2009/2010	23%
2010/2011	27%

- 3.2.2 There is a 5% tolerance in visual surveys. As there has been a decrease in the overall condition index in 2011, revenue funding was targeted to road repairs following winter weather conditions, and the network is in a relatively steady state. To maintain the condition of this network and to mitigate the effects of

future winter conditions on roads in poor condition that are more susceptible to damage it is recommended that the level of funding allocated is £1,100k - which is approximately 38% of this year's overall budget.

### 3.3 **Principal classified (A) roads - carriageways**

3.3.1 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 part of the network where condition surveys have indicated that structural maintenance may be required.

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

Year	Score
2006/2007	21% *
2007/2008	8%
2008/2009	8%
2009/2010	11%
2010/2011	9%

\* Measured using a previous methodology so the results are not directly comparable.

3.3.3 Brent has been allocated £788k by TfL for 2012/13 for improvements to specific sections of the principal road network. The results of the last London-wide condition survey has been used to allocate the funding and the details are listed in Appendix 3.

3.3.4 Historically, none of Brent's capital or revenue budget provision, has been spent in supplementing funds received from TfL for major resurfacing as priority has been accorded to the non-principal road network for which TfL funding is not available. However, a small amount of funding from the short-sections allocation may need to be used to resurface certain sections of principal roads if they have deteriorated to the extent that they are beyond economical localised repair.

### 3.4 **Non-principal classified (B&C) roads - carriageways**

3.4.1 The non-principal classified network comprises 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 higher volume of traffic than residential or other unclassified roads.

3.4.2 Appendix 7 is a map showing the roads which comprise the 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). The scores for the last 5 years are as follows:

Table C: % of the B & C road network where maintenance should be considered.	
Year	Score
2006/2007	21%*
2007/2008	10%
2008/2009	9%
2009/2010	9%
2010/2011	7%

\* Measured using a previous methodology so the results are not directly comparable.

3.4.3 To maintain an ongoing improvement in the condition of this part of the network it is the view of officers that a proportion of the carriageway resurfacing budget should continue to be targeted to improving a small number of these B & C roads.

3.4.4 For this reason, it is recommended that £150k (approximately 5.2% of this year's overall budget) is assigned to improving certain sections of this network that have been prioritised using the latest condition survey and are listed in Appendix 2. Further sites are to be identified from the results of a SCANNER machine survey which are due in April 2012.

### 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 the 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.

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

Table D: % of the high usage footways (prestige areas in towns and cities, busy urban shopping areas, and main and medium use linkage routes network) where maintenance should be considered	
Year	*Score
2006/2007	14%
2007/2008	17%
2008/2009	20%
2009/2010	17%
2010/2011	27%

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 maintenance is called for, but do not represent the condition of the vast majority of the network. Following

the latest condition score officers will target reactive maintenance and some improvements to this network utilising the footway short sections budget.

- 3.5.4 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 maintenance. With the increase in requests for footway repairs and pressure on the responsive maintenance budgets, it is recommended that £1,120k (approximately 38% of this year's overall budget) is 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 Brent's Highway Asset Management Plan (HAMP). This is currently being reviewed to include the impact of climate change and surface water management, sustainability, skid resistance 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. A wide range of issues are brought together in the HAMP including the approach to customer service, safety, serviceability, and sustainable preservation of the infrastructure. The HAMP also 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 the department 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 Following the HAMP review officers will focus on improving systems (including the use of IT), and processes to improve the long term planning and value management to reduce whole life asset costs and therefore reduce the pressure on future reactive maintenance (revenue) budgets. However, officers are mindful of the need to balance a long term strategy with the short term need to carry out improvements to the highway infrastructure.
- 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 known that local authorities will be required to report for the Whole of Government Accounts on the new basis from 2012/13.
- 3.6.4 Officers 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 a "dry run" Depreciated Replacement Cost (DRC) valuation calculated on

condition, considering impairment and depreciation. The Council is therefore well placed to submit a further DRC for 2012/13 in accordance with financial reporting standards.

### 3.7 **Skid resistance**

3.7.1 In 2008 TfL commissioned consultants to carry out a regular Sideway-force Coefficient Routine Investigation Machine (SCRIM®) survey on London's Principal (A) road network to assist 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 could contribute to the risk of traffic accidents on wet roads.

3.7.2 Officers analyse the 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 for 2010/11' 14 locations were identified as requiring the installation of 'slippery road ahead' warning signage - the cost of which can be met from existing revenue budgets.

3.7.4 Road surfacing / retexturing measures / anti-skid resurfacing is still required for 17 sites, and these will either be the subject of future bids to TfL for principal road resurfacing, or maintenance will be carried out to improve the road surface texture. Some of these sites may also be subject to other TfL funded road safety schemes.

3.7.5 Officers have developed a borough skid resistance policy which has been incorporated into the HAMP.

### 3.8 **Other issues**

3.8.1 When developing the works programme 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.

3.8.2 Schemes that are not completed within 2012/13 will be included in next years highways major works programme.

3.8.3 Appendix 4 details major footway upgrade and carriageway resurfacing work that has been carried out in the borough for 2008/9, 2009/10, 2010/11 and 2011/12. 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 2012/13 within each ward. Appendix 7 is a borough map identifying the principal road and non-principal classified road networks.

### 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 These 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.

3.9.4 For these reasons £150k (approximately 5.2% of this year's overall budget) has been allocated to resurfacing various smaller sections of carriageway throughout the Borough where there are on-going maintenance requirements. These sites will 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 approximately 3.4% of this year's overall budget 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 23<sup>rd</sup> 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 approximately 1.7% 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 were identified by officers who considered reports from councillors, members of the public, consultative forums, and staff inspections.

3.12.4 Officers have surveyed all the sites identified and prioritised each to determine this year's programme. The budget will be utilised on improvements to sites identified throughout the year. These will be prioritised by officers.

### 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 2012/13 a capital allocation of £25k (approximately 0.9%) 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 road 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. 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. When officers undertake routine gully cleaning approximately 5-8 gullies per month are found to be defective.

3.14.2 With careful prioritisation, officers can organise the repair and replacement of approximately 50 gullies with a budget of £50k (approximately 1.7%). 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 Renew Signage / Public Realm Improvements.

3.15.1 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 include the rationalisation of signage / improvement to public realm including reducing street clutter.

3.15.2 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. Areas have been prioritised that would visibly benefit from signage renewal, improving both road safety and the street scene. The 2012/13 programme will utilise £75k approximately 2.5% of funding to continue to improve the boroughs directional and regulatory signs and the improvement to public realm.

## 4.0 FINANCIAL IMPLICATIONS

4.1 The Council's approved capital programme for 2012/13 includes the following provisions:

Major footway upgrade projects, carriageway resurfacing schemes, accessibility and improvements to grass verge areas, renewal of marginal highway land, new street signage/improvements to public realm, gully improvements, carriageway resurfacing (short sections) and footway upgrades (short sections).	£2.920m
Principal Road resurfacing schemes from the local transport capital expenditure settlement 2012/13. These schemes are listed in appendix 3, and are prioritised from a London-side survey commissioned by Transport for London (TfL). The schemes are all funded by TfL.	£0.788m

Total	£3.708m
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- 4.2 With the exception of principal road resurfacing, the cost of the schemes will be accommodated within the capital budget allocations. The investment described will, together with revenue investment in responsive repairs, generally hold the condition of the network in a “steady state”. Consequently there are no revenue implications arising from this report.
- 4.3 The work will be delivered utilising the current highways framework term contracts which will expire in March 2013. No resource implications are expected in utilising the existing term contractors to deliver the 2012/13 highways major work programme. Contractors have performed satisfactorily and the current work programme will be successfully completed with final outturns forecast to meet budget targets for 2011/12. The term contracts are also utilised in delivering various TfL funded highway improvement schemes.
- 4.4 Prices in the current contracts are subject only to annual retail price index (RPI) increases rather than the historically higher ROADCON industry index and therefore 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.
- 4.5 The Highway Procurement report to the Executive on 16th January 2012 provided members with information on this ‘Transforming London’s Highway Management’ project and the work in progress by London Boroughs and Transport for London (TfL), supported by London Councils and Capital Ambition to identify and seize opportunities to improve arrangements for the delivery of highway services in London. The project has a number of work streams but has essentially focused on opportunities to increase value for money across London through new collaborative delivery models.
- 4.6 The One Council Highways project will be considering options for the procurement of highway contracts from April 2013 through the London Highway Alliance Contract to secure the best value for money and a further report will be brought on this issue in due course.

## 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 must be let in accordance with the Council’s contract standing orders contained in part 3 of the constitution.

## 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 There are no significant staffing implications arising from 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, flooding risk and highway drainage, and the replacement/planting of suitable species of street trees.

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 planning's arising from carriageway resurfacing are recycled by the contractor or provided free of charge to Parks Services. This material has similar properties to quarry stone, stabilises when compacted and is therefore suitable for regulating and maintaining 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:**

Relay/Resurface, Residents/Councillor, Letters/Questionnaires  
Footway Priority Lists  
Carriageway Priority Lists  
Highway Engineers Recommendations  
Accident Report Data

### **Appendices**

Appendix 1 – Proposed footway & associated work upgrade programme 2012/13

Appendix 2 – Proposed carriageway resurfacing programme 2012/13

Appendix 3 – TfL funded Principal road carriageway re-surfacing programme 2012/13

Appendix 4 - Completed carriageway & footway works 2008/9 to 2011/12

Appendix 5 – Ward name abbreviations

Appendix 6 – Map of proposed schemes 2012/13

Appendix 7 – Map of the Brent highway network.

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## APPENDIX 1 (Footways)

### £1120k FOOTWAY UPGRADE PROGRAMME 2012/13

Road Name	Total	Ward	Source
*Sudbury Court Road (Elms Lane to Sudbury Court Drive)	£160k	NPK	A/C/D
*Regal Way (Preston Road to Westward Way)	£147k	KEN	A/C
Parkside	£124k	DOL	A/C
Coniston Gardens	£132k	FRY	A/C/D
Elms Park Avenue	£44k	SUD	A/C
Princes Avenue (North Way to Stag Lane)	£196k	QBY	A/C
Tatum Road	£38k	STN	A/C
Brondesbury Road (Donaldson Road to Hazelmere Road)	£87k	KIL	A/C
Montpelier Road	£134k	PRE	A/B/C
Chambers lane (Dobree Avenue To Sidmouth Road)	£58k	BPK	A/B/C
<b>Total</b>	<b>£1120k</b>		

#### Reserves

Attewood Avenue	£84k	WHP	A/C
Kempe Road	£176k	QPK	A/C
Lea Gardens	£62k	TOK	A/C
Cecil Avenue	£122k	WEM	A/C
Northwick Avenue	£218k	NPK	A/B/C
Greenhill Park	£78k	HAR	A/C

\* reserve scheme from 2011/12 programme

#### Source;

A = Recommendation by engineering staff

C = Requests from member of the public

B = Councillor Request

D = Request from Accident Claims Officer

Note : 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.

## **£50k ACCESSIBILITY & IMPROVEMENT TO GRASS VERGE AREAS**

Various sites to be identified in consultation with Recycling and Waste and Safer Streets.

## **£25k HIGHWAYS MARGINAL LAND**

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

## **£75k RENEW SIGNAGE / PUBLIC REALM IMPROVEMENTS**

Various sites in the Borough.

## **£50k GULLIES & ASSOCIATED FOOTWAY PONDING**

Various sites in the Borough.



Kingsley Road	£25k	KIL	A/C
Scudamore Lane	£14k	QBY	A/C
Shelly Gardens	£21k	NKP	A/B/C
Longfield Avenue	£22k	PRE	A/B
Bruce Road	£33k	STN	A/C
Lewis Crescent	£19k	STN	A/C
Brook Road (NCR to Crest Road)	£71k	DOL	A/B/C
Bowrons Avenue	£66k	WEM	A/C

\* Reserve scheme from 20011/12 programme

**Source;**

A = Recommendation by engineering staff  
 B = Councillor Request

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

**£150k CARRIAGEWAY SURFACING NON-PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2012/13.**

Road Name	Total	Ward
Abbey Road (Commercial Way to Ealing boundary)	£52k	STN
Great Central Way (Yeats Close to NCR underpass)	£66k	STN

Further sites to be prioritised following the SCANNER survey results.

**£150k SHORT SECTIONS OF CARRIAGEWAY RESURFACING**

Various sites to be identified by officers in Transportation

## Appendix 3 (Carriageways)

### £788k TFL FUNDED PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2012/13

Road Name	Total	Ward
A4089 Ealing Road(Glacier Way to Bridgewater Road)	£75k	ALP
A404 Harrow Road (Roundtree Road to Rugby Avenue)	£96k	SUD
A407 Walm lane (from Station Parade to High Road Willesden)	£88k	WLG/MAP
A404 Harrow Road (from Jesmond Avenue to Flamstead Avenue)	£78k	WEM/TOK
A404 Harrow Road (from Victoria Avenue to Monks Park)	£48k	TOK
A4005 Bridgewater Road (from Whitton Avenue to Nos 146)	£130k	ALP
A404 Watford Road by Northwick park hospital	£70k	NPK
A407 High Road Willesden (Dudden Hill lane to Huddlestone Road)	£122k	WLG
A4088 Dudden Hill Lane (Clifford Way to Lennox Gardens)	£81k	DNL
<b>Total</b>	<b>£788k</b>	

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

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

## APPENDIX 4 (Major carriageway and footway completed works from 2008/9 to 2011/12)

### Main Programme 2011/12

#### CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2011/12

Road Name	Ward	Length meters
Woodcock Hill	KEN	1120
Uxendon Hill	BAR	680
Mount Pleasant (Beresford Avenue to Highcroft Avenue)	ALP	290
Dennis Avenue	TOK	60
Doyle Gardens (All Souls Avenue to College Road)	KGN	290
Princes Avenue (Brempton Road to Honeypot Lane)	QBY	350
Walrond Avenue	WEM	130
Dyne Road	KIL	480
Plympton Avenue	KIL	120
Rosemead Avenue	WEM	210
Furness Road (Holland Road to Doyle Gardens)	KGN	185
Mersham Drive	FRY	255
The Close	WEM	145
Brinkburn Gardens	QBY	340
Byron Road	DOL	470
Humber Road	DOL	380
Bryan Avenue (Rowden Avenue to Peter Avenue)	BPK	110
Lane Close	DOL	50
Mount Pleasant Road	BPK	590
Fernbank Avenue	SUD	440
Rosebank Avenue	SUD	440
Holyrood Gardens	QBY	490
Sunleigh Road (including Wendy Way and Clifton Way)	ALP	310
Irwin Gardens	BPK	130
Dawpool Road	DOL	210
Geary Road	DNL	290
Redfern Road	HAR	240
Gooseacre Lane	KEN	190
Hillview Avenue	KEN	210
Douglas Road	KIL	220
Blockley Road	NPK	340
Garden Way	STN	175
Victoria Avenue (Viven		

Avenue to Oakington Manor Drive)	TOK	195
Colin Road	WLG	185
Beverly Gardens	BAR	580
Grove Park	QBY	570
	<b>Total length</b>	<b>11.40km</b>

### MAJOR FOOTWAY UPGRADE PROGRAMME 2011/12

Road Name	Ward	Length metres
Windsor Crescent	BAR	460
Georgian Court	TOK	400
Old Kenton Lane	FRY	1060
Keslake Road	QPK	900
Goldsmith Lane	QBY	740
Ancona Road	KGN	320
St.Raphaels Way	STN	740
Dartmouth Road (Exeter Road to Mapesbury Road)	MAP	480
Hazel Grove	ALP	160
Prestom Way	BAR	390
Radnor Road	KIL	210
Plympton Road	KIL	750
Dobree Avenue	BPK	700
Birchen Grove	WH	900
	<b>Total length</b>	<b>8.21km</b>

### CARRIAGEWAY SURFACING NON –PRINCIPAL CLASSIFIED (B&C) ROADS PROGRAMME 2011/12

Road Name	Ward	Length metres
Stag Lane (Holmstall Avenue to Princes Avenue)	QBY	460
Oxgate Lane	DOL	370
Chamberlayne Road (Hardinge Road to Okehampton Road)	QPK/BPK	130
	<b>Total length</b>	<b>0.96km</b>

### PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2011/12

Road Name	Ward	Length metres
A4089 Wembley Park Drive (from Park Lane to Elmside Road)	PRE/TOK	600
A404 Watford Road (Hospital exit to Golf course entrance)	NPK	450
A4003 Willesden Lane (from Mapesbury Road to Cavendish Road)	BPK	300
A4005 Bridgewater Road (from Cemetery to Clifford Road)	ALP	240
A4089 Ealing Road (Mount Pleasant to Stanley Avenue)	WEM/ALP	310
	<b>Total length</b>	<b>1.90km</b>

## 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
	<b>Total length</b>	<b>8.68 km</b>

## 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
	<b>Total length</b>	<b>0.83 km</b>

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

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
	<b>Total length</b>	<b>1.94 km</b>

## 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	<b>Total length</b>	<b>1.49 km</b>

## 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
	<b>Total length</b>	<b>11.290km</b>

### MAJOR FOOTWAY UPGRADE PROGRAMME 2009/10

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

### CARRIAGEWAY SURFACING OF CONCRETE ROADS 2009/10

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

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

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

## PRINCIPAL ROAD CARRIAGEWAY SURFACING PROGRAMME 2009/10

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

## Main Programme 2008/09

### CARRIAGEWAY SURFACING BOROUGH ROAD PROGRAMME 2008/09

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
	<b>Total length</b>	<b>8.514km</b>

### 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**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
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**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
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**

<b>Road Name</b>	<b>Ward</b>	<b>Length metres</b>
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 name 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