



## Highways Committee

**Tuesday 12 March 2013 at 7.00 pm**

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

### Membership:

#### Members

Councillors:

J Moher (Chair)  
Powney (Vice-Chair)  
Beswick  
Jones  
Long

#### alternates

Councillors:

Butt  
Crane  
Hirani  
R Moher  
Arnold

**For further information contact:** Joe Kwateng, Democratic Services Officer  
020 8937 1354, [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

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**The press and public are welcome to attend this meeting**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
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<b>1</b>	<b>Declarations of personal and prejudicial interests</b>	
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Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

<b>2</b>	<b>Minutes of the previous meeting</b>	1 - 6
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<b>3</b>	<b>Matters arising (if any)</b>	
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<b>4</b>	<b>Deputations (if any)</b>	
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<b>5</b>	<b>Parking and waiting restrictions review programme 2013-14</b>	7 - 16
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This report informs and seeks the approval of the Committee to deliver a parking and waiting restrictions review programme during 2013/14 utilising Local Implementation Plan (LIP) funds allocated during that financial year for amendments to loading and waiting restrictions.

**Ward Affected:** All Wards      **Contact Officer:** Paul Chandler, Head of Transportation  
Tel: 020 8937 5151  
paul.chandler@brent.gov.uk

<b>6</b>	<b>Harlesden town centre - major scheme project update</b>	17 - 38
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At the Highways Committee in March 2012, members approved the preferred option for the scheme in Harlesden Town Centre, subject to further consultation with disability groups on the detailed design. This report sets out the outcomes of further investigations undertaken during the detailed design phase, including an accessibility review and further consultation, audit and accessibility workshops with disability groups. The report also considers the provision of a pedestrian phase at the Station Road/Tubbs Road signalised junction.

**Ward Affected:** Harlesden      **Contact Officer:** Paul Chandler, Head of Transportation  
Tel: 020 8937 5151  
paul.chandler@brent.gov.uk

This report advises members of the Highways Committee of the decision of the Executive on the 11 February to approve the 2013-14 capital schemes programme of £3.5 million to maintain and improve the highway network.

**Ward Affected:** All Wards

**Contact Officer:** Paul Chandler, Head of Transportation

Tel: 020 8937 5151

paul.chandler@brent.gov.uk

8 **Any Other Urgent Business**

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

9 **Date of Next Meeting**

The date of next meeting of the Highways Committee will be confirmed at the Annual Council meeting in May 2013.



Please remember to **SWITCH OFF** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near The Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge

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## LONDON BOROUGH OF BRENT

### MINUTES OF THE HIGHWAYS COMMITTEE Thursday 7 February 2013 at 7.00 pm

PRESENT: Councillor J Moher (Chair) and Councillors Jones and Long

Also present: Councillors Chohan and Mitchell Murray

Apologies for absence were received from: Councillors Powney and Beswick

#### 1. **Declarations of personal and prejudicial interests**

None declared.

#### 2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 18 December 2012 be approved as an accurate record of the meeting subject to Councillor's Long's dissent from the decision in clause 7 being recorded.

#### 3. **Matters arising**

Scrubbs Lane bridge

Councillor Jones noted that the strengthening of Scrubbs Lane bridge was likely to have a knock on impact on traffic flow in Harlesden High Street and requested officers to ensure that adequate measures were in place to alleviate the ensuing traffic congestion.

#### 4. **Deputations**

None.

#### 5. **Petitions**

Mr Rik Smith, Secretary of Kensal Rise Residents' Association (the Association), addressed the Committee on the petition requesting the implementation of 20mph speed restriction in Chamberlayne Road. He stated that the petition which was supported by residents in Queen's Park and Brondesbury Park areas had received in excess of 100 signatures. Mr Smith added that the personal injury accident including a fatality in Chamberlayne Road accounted for a sizable proportion of the Borough total and was of serious concern to the residents. He welcomed the officer's report and the progress made thus far.

Ms Fiona Mulaisho, Chair of the Association in endorsing the above added that the Association would look forward to engaging with Brent Council in the consultation process for the design and type of measures to be introduced in order to restrict speeding traffic in Chamberlayne Road to 20mph.

RESOLVED:

that the petition from Kensal Rise Residents Association requesting 20mph speed restriction in Chamberlayne Road be noted.

#### 6. **Petition for a 20mph speed limit for Chamberlayne Road**

The Committee considered a report that informed them of a petition received from Kensal Rise Residents Association concerning speeding and road safety

Paul Chandler, Head of Transportation informed the Committee that officers were reviewing the existing Chamberlayne Road corridor including Station Terrace as part of an approved funding submission through the Local Implementation Plan (LIP) programme. He added that through the review, a range of measures to reduce the high levels of collisions recorded over the past three years had been identified.

The Head of Transportation informed Members that officers were holding discussions with the lead petitioner and representatives of Kensal Rise Residents' Association to discuss the issues and identify a preferred option for a speed reduction scheme. He continued that options included the potential to introduce a 20mph speed limit in conjunction with physical measures to reduce traffic speeds and adjust the road layout to change driver behaviour. Consultation on these proposals would take place during the current financial year.

In the ensuing discussion, Councillor Long expressed a view that consultation for piecemeal introduction of 20mph on area basis was costly and requested the Head of Transportation to submit a report investigating a Borough wide 20mph. The Chair responded that the current policy was to consider every application for a 20mph on a case by case basis, taking into account the level of personal injury accidents for that particular area or road. The Head of Transportation advised that blanket introduction of a 20mph speed limit would place a burden on enforcement with additional pressure on police resources.

RESOLVED:-

- (i) that the contents of the petition be noted.
- (ii) that it be noted that funding had previously been allocated through the LIP programme to introduce a safety scheme for Chamberlayne Road and that officers were currently working with the Kensal Rise Residents Association to identify a preferred scheme, which would be subject to public consultation during the current financial year.

## 7. School parking compliance

The Committee considered a report which provided an update on the results of parking compliance surveys at schools, an examination of potential equalities issues and made recommendations for future prioritisation. Paul Chandler, Head of Transportation, emphasised that a key feature of the borough's transport strategy was the safety of school children in the vicinity of schools. With that in view, a compliance survey of vehicles parked in the vicinity of each school including those which had been illegally parked was undertaken in October and November 2012. He drew members' attention to the appendix attached to the report that set out the results of the survey together with the status of each school's travel plan.

The Chair noted that the meetings arranged with Al Sadiq and Al Zahra schools had produced positive outcomes and that a satisfactory compromise had been reached on parking issues following safer procedures devised by officers to improve awareness. In reference to the survey results, Councillor Jones enquired as to measures that were being taken to address schools where lower compliance rates were recorded. Councillor Long observed that Maple Walk School had not been included on the list and wondered whether the school had been made aware of the compliance.

The Head of Transportation in outlining some of the measures to address low compliance rates of some schools drew members' attention to performance targets for those schools, school travel plan and the availability of funds from Transport for London (TfL). Members heard that whilst about 90% of Brent schools had a travel plan not all schools were reviewing their plans annually and in 2012, out of 43 schools that submitted a travel plan 5 received gold accreditation, 2 silver, and 38 Bronze. The Head of Transportation continued that no formal linkage had been established between the Council's support for school travel planning and associated parking compliance standards. In view of that officers would explore whether an explicit link could be established, review the effectiveness of the plans given that some schools with very high levels of parking non-compliance had been awarded gold status.

RESOLVED:-

- (i) that the progress made towards the completion of a more methodical approach to improving parking behaviour in the vicinity of schools during the 'school run', through the potential for reprioritising of parking enforcement and reprioritising school travel plan development and support be noted;
- (ii) that the Head of Safer Streets together with the Head of Transportation be instructed to complete the parking compliance survey for all schools and to focus enforcement and modality shift resources in respect of schools with greatest levels of parking non-compliance.

## 8. **2013-14 Works Programme Local Implementation Plan; TfL Allocation**

Members received a report that provided details of the prioritised Local Implementation Plan (LIP) programme and sought approval to implement the schemes and initiatives planned for 2013/14 within that programme.

Paul Chandler, Head of Transportation informed members that compared to last year's settlement figure, the total settlement of £10.2 million was an increase by 26%. He added that a report would be submitted to the Executive on 11 February 2013 asking members to approve the Transportation Major Schemes Programme for 2013-14 including detailed information on the £3.5million Brent Capital investment for improving roads and pavements.

The Head of Transportation explained that the funding submission/application was structured over five overarching funding headings and drew members' attention to appendix 2 of the report that set out various headings of the LIP programme together with the summary allocation for 2013/14. He added that officers would aim to submit a report for next year's bids to this Committee in order to gain members' input and to demonstrate the transparency of the process.

Members heard that consultation (public and statutory) would be undertaken on schemes involving the implementation of new measures and associated parking restrictions (traffic calming, accident reduction measures etc.) Maintenance schemes however would not be the subject of local consultation although residents and businesses would be informed and involved in the development of working arrangements. Various notification arrangements would be employed and a comprehensive communications plan developed and utilised.

In welcoming the report, members congratulated the team of officers for a successful bid for 2013-14.

RESOLVED:-

- (i) that the TfL capital (LIP) allocation of £5.871 million for the 2012/13 financial year, which included £5.147 million to deliver the LIP programme and £0.724 for TfL road maintenance funding for principal (A) road maintenance be noted;
- (ii) that the figure of £5.871 million which included the TfL "Major Scheme" allocation of £2.5 million to progress the Harlesden Town Centre scheme be noted;
- (iii) that the Head of Transportation be instructed to implement the schemes and initiatives set out in the report and ensure their delivery using the allocated budget and resources.
- (iv) that the Head of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if the Head Transportation considered the objections or representations groundless or insignificant and otherwise, to refer objections or representations to the Committee for further consideration.



9. **Any Other Urgent Business**

None.


10. **Date of Next Meeting**

Tuesday, 12 March 2013.

The meeting closed at 7.35 pm

J MOHER  
Chair

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	<p style="text-align: center;"><b>Highways Committee</b> 12 March 2013</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
<p>For Action <span style="float: right;">Wards Affected: All</span></p>	
<p style="text-align: center;"><b>Parking and Waiting Restrictions Review Programme 2013/2014</b></p>	

## 1.0 Summary

- 1.1 This report informs and seeks the approval of the Committee to deliver a parking and waiting restrictions review programme during 2013/14 utilising Local Implementation Plan (LIP) funds allocated during that financial year for amendments to loading and waiting restrictions.

## 2.0 Recommendations

- 2.1 That Committee approves the proposed parking and waiting restrictions review programme for 2013/14.
- 2.2 That a 2013/14 LIP capital funding allocation of £60k is used to investigate and amend parking and waiting restrictions listed in the programme.
- 2.3 That the £60k budget is allocated as follows;
- £40k to investigate and implement short sections of waiting and loading restrictions (SSWR) borough wide; and
  - £20k to review parking waiting and loading restrictions in controlled parking zone areas.
- 2.4 That the Committee delegates authority to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial, but otherwise to implement the schemes with minor modifications, if appropriate.

## 3.0 Background

- 3.1 At the Full Council meeting of 28<sup>th</sup> February 2011, a report titled “2011/12 Budget and Council Tax” was approved and a £300k revenue budget used for periodic review and amendment of the boroughs CPZ’s was reduced by £240k

for 2011/12 and by a further £60k for 2012/13. In this report members agreed to reduce the revenue funding available, the effect of which would be to cease work to introduce new, and review or adjust existing CPZ schemes. Members are therefore reminded that there is currently no revenue budget available to introduce or amend controlled parking zones (CPZ).

- 3.2 Since withdrawal of the CPZ review budget, the Council has received a number of requests for changes to existing parking zones to address disparities in operational hours. Officers were unable to action investigations into these proposals, or to action any changes to CPZ operations, in the absence of a review budget.
- 3.3 In addition to requests to amend CPZs, the Council regularly receives requests for site-specific parking and loading restrictions to deal with a variety of parking issues on the Brent network, including:
- Commuter parking near train stations;
  - Parking on narrow streets including grass verges;
  - Short term parking near schools;
  - Short term parking for customers outside shops;
  - Short term loading provision outside shops;
  - Short and long term parking in industrial areas; and
  - Hazardous parking near junctions and on bends.

#### **4.0 Proposed Review Programme**

- 4.1 In a report to Highways Committee on 7<sup>th</sup> February 2013 “2013/14 Capital Programme – Local Implementation Plan: TfL Allocation”, members noted that the Council has secured an infrastructure improvement fund of £60k for “site specific waiting and loading restriction reviews”. This fund is for the purpose of investigating the need for, and delivering where appropriate, new or existing waiting and loading restrictions where problems have been identified. This funding is within the scope of the LIP allocation
- 4.2 Use of this element of LIP funding is ring-fenced for waiting and loading restriction reviews and will be used to introduce short sections of waiting and loading restrictions where there are notable hazards, congestion, obstructions or inconvenience to road users resulting from on-street parking or loading. Although ring-fenced for parking and loading reviews, use of this fund is discretionary at a local level and it is proposed to allocate a proportion of the fund for the specific purpose of investigating and reviewing potential changes to CPZ controls through a priority assessment process described in Section 4.4 below.
- 4.3 Officers are proposing to allocate 33% of the fund, £20k, for reviewing parking related schemes within CPZ areas, with the remaining 66%, £40k used to investigate and implement site-specific changes to parking and loading restrictions. Note that a higher proportion of the funding has been assigned to reactive works as these tend to be road safety related schemes and as many as 70 requests are received per year for investigations of this nature.

## Controlled Zone Review Programme 2013/14

- 4.4 CPZ areas where either petitions or a significant number of complaints have been received have been identified for investigation. An assessment of these proposals was undertaken through the process shown in **Appendix A**. The assessment indicates that the following changes to CPZs justify a more extensive consultation with zone residents. The following programme has therefore been developed for 2013/14:

### Controlled Zone Review Programme 2013/14

<b>Scheme</b>	<b>Ward</b>	<b>Reason</b>	<b>Allocation</b>
Ealing Road (Zone E) CPZ	Wembley Central and Alperton	Investigation following a petition to review operational times of the CPZ as reported to the 17 <sup>th</sup> July 2012 Highways Committee.	£3.0k (review and consultation)
CPZ KD	Kilburn and Queens Park	Investigation following a petition to remove Bank Holiday restrictions as reported to the 12 <sup>th</sup> December 2012 Highways Committee.	£3.0k (review and consultation)
CPZ KS	Brondesbury Park	Large number of requests to reduce the operational hours so that they are consistent with adjacent areas.	£3.0k (review and consultation)
Implementation of approved schemes (see process in Appendix A)	As above	N/A	£11.0K
<b>Total</b>			<b>£20.0k</b>

- 4.5 It is proposed to allocate a total of £20k to enable potential changes to parking controls in CPZs. Initially £9k would be spent on investigation and consultation. £11k would then be available to implement one or more of the proposed zone changes, subject to consultation outcomes and budget estimates for required TMO changes and physical works (signage changes).
- 4.6 The number of CPZ changes that can be made during 2013/14 would be restricted by the implementation budget of £11k and would depend on estimated costs and specific requirements within each zone. Agreed changes that are unfunded during 2013/14 would be deferred to 2014/15, subject to the availability of LIP funding.

### Short Sections Programme 2013/14

- 4.7 Requests for parking and loading restriction changes are received from a variety of sources, including residents, businesses, the Councils enforcement

team, refuse collection service, London buses and emergency services. Requests are often received as a consequence of road traffic accidents or accessibility problems due to obstructive and dangerous parking. The majority of requests for action lie outside of Controlled Parking Zones, where there are either existing restrictions that require amendments, or where no parking or loading restrictions are present.

- 4.10 Given the restricted budget for new parking or loading restrictions, not all of the approximately 70 requests received can be delivered in a given year. A report to Highways Committee on 19<sup>th</sup> March 2009 titled "Implementation of Short Sections of Loading and Waiting Restrictions (SSWR) in the Borough" provided members with details of the procedures and assessment criteria used for prioritising schemes, which include origin of requests; road layout; widths; site location (busy pedestrian routes, locality of schools etc.); parking density; obstructions caused and; road safety issues (such as blocking sight lines). All requests will be prioritised against these criteria and up to £40k of localised improvements will be delivered during 2013/14. **Appendix B** identifies the criteria for prioritisation.

## **5.0 Financial Implications**

- 4.1 Transport for London has allocated a total of £60k capital funding for the borough's parking and waiting restrictions review programme for the 2013 -14 financial year. This allocation will fund the costs for the schemes identified in this report.
- 4.2 There are no cost implications on the Councils revenue budget as a result of this report.

## **5.0 Legal Implications**

Any changes identified in the future and approved for implementation will require production of new, or amendment of existing, traffic regulation orders under the Road Traffic Regulation Act 1984.

## **6.0 Diversity Implications**

- 6.1 There are no equalities implications arising from this report. However, an assessment will be carried out on a scheme by scheme basis in conjunction with the consultation process.

## **Background Papers**

Full Council Report; 2011/12 Budget and Council Tax, 28th February 2011.

Highways Committee Report; 2013/14 Works Programme LIP: TfL Allocation, 7th February 2013.

Highways Committee Report; Implementation of Short Sections of Loading and Waiting Restrictions (SSWR) in the Borough, 19th March 2009.

## Contact Officers

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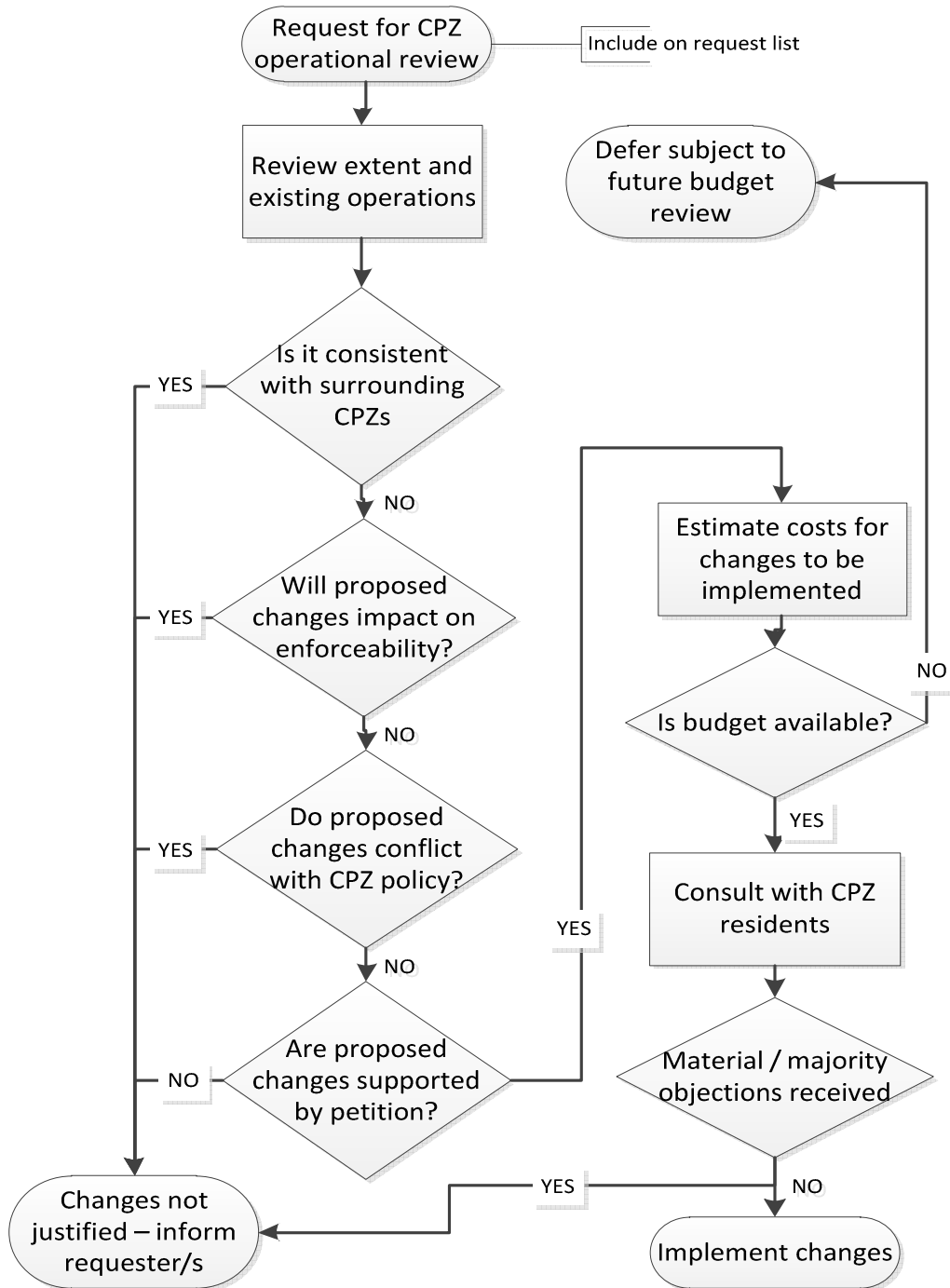
**APPENDIX A – Assessment Criteria for CPZ Review / Amendments**

<b>CPZ Area</b>	<b>Description of proposed change</b>	<b>Is it consistent with surrounding zones?</b>	<b>Are changes significant?</b>	<b>Will they impact on enforceability?</b>	<b>Does proposal conflict with CPZ policy?</b>	<b>Has there been significant demand for change via petition?</b>
Zone KD	Request for removal of Bank Holiday parking restrictions.	No – surrounding zones allow Bank Holiday parking.	No – minor changes to Order required and removal of supplementary plates on boundary signs.	No – no changes to enforcement regime will be required aside from removal of enforcement on Bank Holidays.	No	Yes – petition received and reported to Highways Committee on 18 <sup>th</sup> December 2012.
Ealing Road (Zone E) CPZ	Request for reduction of the operational hours.	No- Surrounding zones have different operational times.	Yes- Changes to Order required and all the signs within the zone including supplementary signs.	No- no changes to enforcement regime aside from the reduced enforcement as a result of operational times reduction.	No	Yes- petition received and reported to Highways Committee on 17 <sup>th</sup> July 2012.
CPZ KS	Request for reduction of the operational hours.	No- Surrounding zones have different operational times.	Yes- Changes to Order required and all the signs within the zone including supplementary signs.	No- no changes to enforcement regime aside from the reduced enforcement as a result of operational times reduction.	No	No- However, a large number of requests from residents via local Councillor.



**Appendix A (Continued)**

**Assessment Process for CPZ Reviews**



## Appendix B – SSWR Criteria

Waiting restrictions (double & single yellow lines) - Assessment Criteria (for restrictions at junctions , corners and other locations)	
<b>Category A – ‘Origin of request’</b>	
Emergency services Other essential service	3
Bus operators (official routes) Council Service (refuse collection, transport services, etc.)	2
MP, Councillor, Consultative Forum	1
General Public Freight operators Other	1
<b>Category B – ‘Layout of the location’</b>	
Junction, bend, brow of a hill, bus stop, narrow road (width <3.5m),etc.	1
<b>Category C – ‘Problem type / transport mode’</b>	
Pedestrian routes and shopping areas with pedestrian movement Road safety / accidents main routes On a route to school / in vicinity of school Access to emergency services base, hospital, etc.	3
Cycle routes / obstruction (not LCN) Bus Routes / obstruction (not LBPN/LBI) Road safety / accidents minor routes Disabled / elderly / child / pedestrian safety	2
Industrial areas safety / obstruction General congestion / obstruction for through traffic	1
Poor access to residential parking Vehicular access obstruction Other private car issues	0
<b>Category D – ‘Parking density / frequency’</b>	
Heavy parking Parking constant / most times of the day	3
Moderate parking Constant parking only at particular times of day (evenings, peak hours)	2
Light parking Generally able to find a parking space in vicinity	1
No problem	0
<b>Category E – ‘Access / obstruction’</b>	
Obstruction occurs constantly / most periods of the day Emergency services access affected	3

Obstruction occurs at particular times of day of the day (evenings, peak hours)	2
Obstruction occurs occasionally (not every day)	1
No problem	0
<b>Category F – ‘Road safety / road user visibility’</b>	
Visibility severely obstructed Motorist / pedestrian / cyclist visibility obstructed	3
Visibility obstructed at particular times of day of the day only (evenings, peak hours)	2
Visibility obstructed occasionally (not every day)	1
No problem	0

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## Highways Committee 12 March 2013

### Report from the Head of Transportation

For information and action

Wards Affected:  
Harlesden, Kensal Green

## Harlesden Town Centre - Major Scheme Project Update

### 1.0 Summary

- 1.1 The aim of this report is to update members on the progress of the Harlesden Town Centre Scheme and consider the provision of a pedestrian phase at the Station Road/Tubbs Road signalised junction.
- 1.2 This project will deliver £4.5m of investment in infrastructure over a three year period and is the largest Town Centre improvement scheme project that is being delivered within Brent. It will be a transformational project for the Harlesden area, representing an unprecedented opportunity to significantly enhance one of Brent's major population growth areas.
- 1.3 The scheme is in its detailed design phase and current plans are that we will start construction in May 2013 with completion at the end of summer 2014. Discussions are underway with contractors to programme the works and determine the best way to minimise disruption to local businesses and resident's. Once details have been agreed information will be disseminated to stakeholders.
- 1.4 At the Highways Committee in March 2012, members approved the preferred option for the scheme in Harlesden Town Centre, subject to further consultation with disability groups on the detailed design. This report sets out the outcomes of further investigations undertaken during the detailed design phase, including an accessibility review and further consultation, audit and accessibility workshops with disability groups.
- 1.5 The accessibility audit and consultation process generally supported the scheme concept, but a number of recommendations for improvements to the

design where identified and agreed. Where feasible these recommendations have been incorporated in the detailed design.

## **2.0 Recommendations**

- 2.1 That the Committee note progress on developing the Harlesden Town Centre scheme.
- 2.2 That the committee note the amendments to the scheme set out in paragraph 7.1 following the initial detailed design phase and as a result of the outcomes of an accessibility audit and workshops with disability groups.
- 2.3 That the Committee agrees not to proceed with the introduction of a pedestrian phase at the Station Road/Tubbs Road junction.
- 2.4 That regular update meetings are undertaken with ward councillors during the implementation phase of the project to keep them informed of its progress.

## **3.0 Background**

- 3.1 At the Highways Committee in March 2012, members approved a preferred option for a major improvement scheme in Harlesden Town Centre, subject to further consultation with disability groups on the detailed design.
- 3.2 The preferred scheme option, which is currently being progressed to detailed design, includes the following:
  - A prohibition of motor vehicles in the High Street Harlesden between Jubilee Clock and Tavistock Road except for buses. Loading and unloading will be permitted before 10am and after 4pm.
  - Wider footways and improved crossing points for pedestrians.
  - Reduced street clutter and more trees.
  - New cycle parking and more accessible bus stops to promote sustainable transport.
  - Use of high quality materials and street furniture.
  - Changes to the boundaries of affected Controlled Parking Zones and amendments to the parking bays and waiting restrictions.
  - CCTV for enforcement of parking restrictions and motor vehicle prohibition plus improved beat enforcement.
  - Amendments to traffic flow on the High Street, Manor Park Road, Tavistock Road and Crownhill Road to allow a ban on car traffic along the High Street between the Jubilee Clock and Tavistock Road.
- 3.3 Following approval of a preferred scheme, further representations and petitions were received relating to concerns over accessibility and the impact of the scheme on disabled groups. As a result, the Committee asked for an accessibility audit to be undertaken and for officers to report back on the outcomes.

3.4 This report sets out the outcomes of the accessibility audit and provides information regarding design issues that have arisen during the course of the detailed design process.

#### **4.0 Accessibility Audit**

4.1 During the consultation process some concerns were raised about the impact the improvements to the town centre would have on people with disabilities. At the Highway Committee on March 2012, it was agreed that more detailed consultations in the form of workshops would be undertaken with disability groups. The aim of the workshops would be to discuss concerns about the scheme and determine ways that these might be addressed, focussing on the design of the semi pedestrianised area of the High Street.

4.2 An independent accessibility consultant (David Bonnett Associates (DBA)) was appointed to assist with this process. They were tasked with:

- Undertaking a design appraisal of the entire scheme and reporting back on any accessibility issues; and
- Organising a workshop with representatives from disability groups to discuss options for the design in the semi pedestrianised area in the High Street, to obtain a solution that will be suitable for all users.

4.3 An initial site visit was undertaken on 10 October 2012. Two workshops were then undertaken, the first on 29th November 2012 and the second on 7th January 2013, the outcomes of which are summarised in Appendix B. They included representatives from various disability groups including MENCAP, mobility impaired representatives, visually impaired representatives, hearing impaired representatives, the elderly, Brent Community Transport as well as local Members. DBA assisted with putting the material together for discussion, and attended the meeting on 29th November 2012 in an advisory capacity.

4.4 A representative from Brent Council undertook a presentation which described the scheme and its objectives and detailed options that could be used to delineate between the pedestrian 'safe zone' and the carriageway. The Accessibility Consultant attended the first workshop and fed back the comments into the Design Appraisal report. Brent Officers undertook the second workshop and collated the responses to feed them back into the design.

4.5 The design appraisal report reviewed the Harlesden Town Centre scheme against current standards and best practice relating to 'Inclusive Design'. It also included a review of the preliminary design plans which were consulted on in January 2012, the outcomes of an initial site visit on 10<sup>th</sup> October 2012 and the initial workshop on 29<sup>th</sup> November 2012.

4.6 A copy of the full report plus a summary of the observations and recommendations for Station Road and the main Harlesden Town Centre scheme from the report prepared by DBA is attached in Appendix A.

## **5.0 Feedback from Workshops**

- 5.1 A summary of all the comments received from the workshops on 29<sup>th</sup> November 2012 and 7<sup>th</sup> January 2013 along with Engineers comments and recommendations are attached in Appendix B.
- 5.2 Once of the main concerns from blind and partially sighted groups, which has been raised during the consultation process, relates to the provision of a flush (flat) surface in the semi pedestrianised area, with no raised kerb provided between vehicular and pedestrian areas.
- 5.3 Other groups, including those with mobility issues and particularly those with wheel chairs, found flush surfaces easy to negotiate. In the second workshop it was commented that tactile strips, which could be used to help highlight the change between pedestrian and vehicular traffic, are uncomfortable and sometimes difficult to negotiate.
- 5.4 Following the first workshop concerns by disability groups were noted and further investigations into similar schemes were undertaken. A similar scheme was identified in Camden where a 50mm up stand was used and no tactile strip provided.
- 5.5 A study prepared by the Accessibility Research Group from the university of London titled 'Effective Kerb Heights for Blind and Partially Sighted People' October 2009 indicated that the majority of people with visual impairments could detect a kerb height of 50mm.
- 5.6 The study assessed 36 blind and partially sighted people's ability to detect kerb heights between 20mm and 120mm. It was found that everyone detected a 60mm high kerb, however only one person failed to detect the 50mm high kerb. Whilst the overall recommendation of the report was for a 60mm kerb it acknowledged that positive feedback had been received from disability groups regarding the 50mm height kerbs in schemes around the country and further investigation would be warranted.
- 5.7 In view of this, the proposal of a 50mm height kerb with no tactile strip and crossing points for those with wheelchairs was put forward at the second workshop. The feedback was generally positive.
- 5.8 It was evident from the workshops that all the groups have very different needs. Blind and partially sighted people prefer kerbs or at the very minimum require tactile strips to delineate between the pedestrian 'safe zones' and the carriageway, whilst those in wheelchairs and with mobility issues like flush kerbs but have difficulties with the tactile strips. Older residents tended to prefer the more traditional kerbed approach.
- 5.9 In view of this the design team propose to introduce a 50mm high kerb, as this is considered to be a reasonable compromise between the aspirations of the



scheme to provide the feel of a shared space area and the needs of the disability groups.

- 5.10 Formal crossing points will remain at the junction of Tavistock Road and near the Jubilee clock and dropped crossing points will be provided for those with mobility issues between the two crossings.
- 5.11 Visualisations of the High Street using the proposed materials and 50mm kerb height are being prepared and will be distributed to members and stakeholders.

## **6.0 Detailed Design Issues**

### **6.1 Station Road/Tubbs Road junction**

- 6.1.1 One of the aspirations of the scheme has been to provide pedestrian phases at the Tubbs Road/Station Road signalised junction to improve facilities for pedestrians. It was agreed that this would be completed as part of the main Harlesden Town Centre scheme when works on all traffic signals would be undertaken.
- 6.1.2 In September 2012 a traffic signal capacity analysis was undertaken based on use of an “all-red” phase, which would allow pedestrians to cross the road whilst all traffic is held on a red signal. Note that there is insufficient space within the junction to allow for the construction of pedestrian islands, which could provide opportunities to allow traffic to keep moving whilst pedestrians cross over certain arms of the junction. Appendix C contains a photo of the junction for member’s information.
- 6.1.3 Capacity modelling has shown that the existing junction is currently over saturated in the morning and evening peak periods and that, with the addition of an all-red pedestrian phase, congestion would increase considerably, with predicted queues of 30 to 60 vehicles during peak times on all approaches.
- 6.1.4 Further investigations were undertaken to determine whether it would be feasible to include a phase which permitted vehicles to travel straight on only between Station Road and Old Oak Lane, preventing turning movements into Tubbs Road so that pedestrians could cross this arm whilst traffic continues to flow on the main road arm. However, the road is not wide enough to provide an additional lane in each direction to make this feasible.
- 6.1.5 One of objectives of providing a pedestrian phase is to improve road safety. A review of the collision data between 1 July 2009 and 30 June 2012 indicates that there have been 3 slight injury collisions at the junction none of which involved pedestrians. This suggests that whilst this junction is difficult to cross, pedestrians do so with caution and as a result there has been no history of pedestrian collisions.

6.1.6 In conclusion, the significant increases in traffic queues that are predicted on an already over saturated junction and the fact that there have been no collisions involving pedestrians in the last 3 years means that a pedestrian phase cannot be justified at this location. It is therefore recommended to retain the existing traffic signals.

## 6.2 Other Design Issues

6.2.1 As part of the Highways Committee report in March 2012 it was agreed to undertake further investigations into the feasibility of issues raised by respondents. The following table summarises some of these design issues and how they have been resolved during the detailed design phase.

### Summary of Design Issues

Public Toilets	Whilst the issues of additional public toilets is outside the remit of the scheme investigations were undertaken into potential locations for additional locations, following comments raised in the initial consultation. Unfortunately, it was found that there was insufficient land available within the limits of the town centre. However, separate to the Harlesden scheme the planning team are investigating options to upgrade the existing toilets in the Harlesden Plaza car park within the existing contract.
Disabled Parking	Following concerns raised in the initial consultation it was recommended to provide additional dedicated disabled bays. As a result of this eight additional locations have been identified throughout the town centre. Subject to the outcomes of statutory consultation these will be included in the scheme. The disabled bays are to be provided near the library, on High Street between Tavistock Road and Crownhill Road, near the Courts, outside the post office and outside The Green Man Public House. Details of the proposed locations were provided at the accessibility workshops for consideration and attendees indicated that they were generally happy with the proposed locations.

Controlled Parking Zone	<p>Following concerns regarding the reduction in the size of the 'H' zone it was recommended to investigate the feasibility of providing a buffer zone. It was determined that the most viable roads for a buffer zone would include Rucklidge Avenue and Leghorn Road which are currently within the 'HW' Zone. Residents of the 'H' Zone would need to walk some distance and cross the busy High Street to utilise roads within the 'HW' Zone.</p> <p>Residents in Rucklidge Road area expressed concerns during the consultation process about the high levels of parking demand they currently experience in these roads. Therefore, there are likely to be serious objections to a buffer zone in this area.</p> <p>In view of this and the potential reduction in road safety it is considered that a 'Buffer' Zone for the reduced 'H' Zone in neighbouring streets would not be feasible.</p>
Charlton Road junction	<p>As part of the detailed design investigations were undertaken into the feasibility of removing the steps and providing ramps on both sides of Charlton Road. To do this the main carriageway on Manor Park Road around the junction would be lowered by approximately 1 metre. This would result in significant adjustments to services located with footways and carriageway. The significant costs associated with this work means that it is not feasible to provide ramps at this junction within the current scheme budget.</p>
Manor Park Road crossing	<p>As part of the detailed design further investigations have been undertaken with regard to the provision of a zebra crossing on Manor Park Road in the vicinity of the Tesco's car park. Modelling has been undertaken which highlights the fact that due to the high pedestrian movements a zebra crossing at this location would result in significant delays to traffic flow. Most significantly it could result in queues backing into the Manor Park Road/High Street/Park Parade junction which would result in unacceptable congestion in the town centre.</p> <p>It is therefore proposed to retain the existing design, which incorporates relocating the puffin crossing closer to the Tavistock Road junction and the new position of the bus stops.</p> <p>Pedestrian movements at this location will be monitored following implementation to assess how they change with the new traffic movement.</p>

Jubilee Clock	<p>The planning application to relocate the clock has been submitted. It includes a detailed method statement on how the works will be undertaken. This will involve temporarily removing the clock and reinstating it once works on the High Street have been completed.</p> <p>Initial discussions with the planning department and English Heritage suggest that subject to the content of the method statement that the application will be successful.</p>
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- 6.2.2 Officers will continue to review design issues as the detailed design progresses and will communicate these and associated recommendations to members and stakeholders through regular liaison meetings.

## 7.0 Summary

- 7.1 Many useful ideas and suggestions were generated through the accessibility workshops and design appraisal, and through issues arising during the detailed design process. These have been described above and in the appendices. Design amendments that have been incorporated into the scheme are summarised below:

1. A 50mm kerb height is to be provided in the semi-pedestrianised section of the High Street.
2. Access to the semi pedestrianised area of the High Street will be permitted for Brent Community Transport vehicles displaying the BCT logo.
3. Eight additional disabled bays will be provided throughout the town centre.
4. A more tactile surface will be provided within loading bays.
5. Additional seating will be considered on Station Road, subject to available budget.
6. Where feasible, footway heights will be raised to create level access to shops.

## 8.0 Implementation and Programme

- 8.1 Detailed design is programmed to be completed at the beginning of March 2013 with implementation commencing in May. The current programme allows 14 months to complete the works providing a completion date towards the end of summer 2014.
- 8.2 Discussions are underway with the contractors and once a detailed programme of works has been prepared these will be disseminated to all interested parties.
- 8.3 Brent's new joint venture contractors have agreed to provide a communications van which will be present on site during construction. This will be used as an information centre with people available to answer questions. Plans and details of the programme plus other useful information relating to the construction will also be displayed.

## **9.0 Financial Implications**

- 9.1 There are no direct financial implications as a result of this report. All proposed design amendments can be delivered within the proposed major scheme budget.

## **10.0 Legal Implications**

- 10.1 There are no legal implications arising from this report.

## **11.0 Diversity Implications**

- 11.1 An EIA has been carried out as part of the scheme. This was presented to the Highways Committee as an attachment to the main report in March 2012.
- 11.2 Following the initial consultation and accessibility workshops the following actions have been made to take account of concerns raised by disability groups:
- Eight disabled parking bays will be provided throughout the town centre.
  - Brent Community Transport vehicles, which provide transport for the disabled and elderly, will be permitted access to the semi pedestrianised section of the High Street at all times.
  - A 50mm kerb up stand will provided in the semi pedestriansied section of the High Street to help delineate the carriageway for those with visual impairments; and
  - Dropped kerbs will be provided at strategic points to ensure those with mobility impairments are still able to cross the road.
- 11.3 TfL have confirmed that countdown signals are to be provided at pedestrian facilities to advise people of the time remaining for them to cross the road. This enables those with mobility issues to determine if they have time to cross and also assists those with hearing impairments who may not be able to detect audible signals.

## **12.0 Staffing/Accommodation Implications**

- 12.1 None at this time

### **Background Papers**

- Highways Committee 20<sup>th</sup> March 2012.

### **Appendices**

- Appendix A – Harlesden Public Realm Access report and Summary of recommendations with engineer's responses.
- Appendix B - Feedback from Accessibility workshops 29<sup>th</sup> November 2012 and 7<sup>th</sup> January 2013

- Appendix C – Station Road/Tubbs Road Junction

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## Appendix A - Summary of comments and recommendations from the DBA Design appraisal

DBA Comment / Recommendation	LBB Officer Response
<b>STATION ROAD</b>	
The new streetscape in Station Road has generous footway widths and is tactile paving compliant with DfT guidance.	
Consultees expressed concerns that the bus stop near the Royal Mail building was in the line of travel of the tactile paving,	No Action: Alternative positions were investigated and it was resolved that alternatives would be worse for all users.
Consultees were concerned about the lack of discernible kerb between the loading bays and the footways. It was concluded that whilst the flush loading bays do have a different material to the footway and that they are an improvement for anyone with mobility impairments, it could be questioned whether there is sufficient change of tactile surface. Therefore it was recommended that London Borough of Brent (LBB) consider the provision of a more riven surface for the sets in the parking bays.	Agreed: The provision of a more riven surface for the sets in the bays is to be included in the detailed design.
There is lack of seating beyond the bus stop outside the Royal Mail building. Additional seating should be provided on the Royal Mail wall subject to agreement and on the east side near the bicycle stands.	Investigate the option of the provision of additional seating subject to available budget.
<b>HIGH STREET – SEMI PEDESTRIANISED AREA BETWEEN THE JUBILEE CLOCK AND TAVISTOCK ROAD</b>	
The proposals for the semi pedestrianized area will improve safety and access considerably. The benefits outweigh the negatives for such a small area, which is currently a congested, unpleasant and non-accessible environment.	
Ensure there is a linear tactile change of flooring to define the separation between the carriageway and pedestrian only area. Refer to PAMELA and DfT 1/11 note for the most appropriate method.	Throughout the consultation period and at both workshops it was clear that local disability groups are very concerned about a purely flush area.  Investigations into similar schemes have been undertaken. One example

	<p>identified in Camden included a 50mm up stand which is working very well. It provides a clear definition of the visually impaired but still gives the feel of a more shared space which is one of the aspirations of the scheme.</p> <p>The Guide Dogs for the Blind Association commissioned a study on the ability of people with visual impairments to assess different height kerbs in October 2009. They used a study group of 36 blind and partially sighted people. They found that all participants identified a kerb height of 60mm and 1 person could not identify the 50mm kerb when stepping down. The number of people unable to identify the kerb height increased below 50mm.</p> <p>Whilst the overall recommendation is that a 60mm is preferred it is acknowledged that positive feedback has been received from disability groups regarding the 50mm height kerbs and further investigation is required.</p> <p>In view of this it was felt that the 50mm kerb height is a reasonable compromise between the aspirations of the scheme and the needs for the disability groups and is to be progressed in the design. With the provision of any kerb height dedicated crossing points will be required for wheelchair users. Formal crossing points are already proposed at either end of the 150metre section, and additional dropped kerb facility will also be provided in the centre of this length.</p>
Create a waiting pint with seating for taxis/Dial a Ride and community transport set down points at either end. Alternatively allow Dial-a-Ride and community transport providers into the semi pedestrianized area.	Agreed – Dial a Ride buses will be covered under the existing TRO. A permit style system using the Community Transport Vehicles logo will be included in the TRO to permit access for their vehicles.
Increase the number of blue badge parking bays in the town centre.	Agreed: Additional disabled bays have been proposed as part of the detailed design.
Provide seating at a minimum of every 50m	Agreed: Locations have been previously agreed with the Harlesden Town Team which will be incorporated into the design. Additional seating will provided if spacing is insufficient.



Move the bus-stop from the semi pedestrianized area to Manor Park Road to provide a vehicle free street.	No Action - On the new two way sections of road, bus stops have only been provided where there are two lanes of traffic going in that direction. This is to ensure that other vehicles are able to pass buses waiting in the bus stop. Due to the frequency high traffic flows and frequency of buses through the town centre provision of a stop on a single lane would result in serious congestion as vehicles will be unable to overtake safely.
Implement a 20mph zone or less in the semi pedestrianized area.	No Action – All buses and vehicles who are loading and unloading will be stopping within the semi pedestrianised area. Over such a short length this will prevent the picking up speed. Therefore a lower speed limit which will also result in an increase in signage and street clutter will not be progressed.
Insert tramline pattern tactile paving across the width of the vehicle carriageway but not in the pedestrian safe zone.	No Action - It is proposed to provide a low kerb line to separate the carriageway and pedestrian safe zone therefore tramline tactile paving is not required in the carriageway.
Increase the pavement and carriageway heights to create level access to shops (ALL LOCATIONS)	Feasibility to be investigated as part of the detailed design.
Explore possibilities of restricting loading and unloading to 6pm.	No Action - It would be unacceptable to businesses along this section of the High Street to further restrict delivery periods beyond the restrictions already agreed.
<b>CRAVEN PARK ROAD</b>	
Upgrade existing seating to include arms and backrests	Agreed – All seating is to be replaced and be consistent with seating installed in Station Road.
Consider regarding the footway to provide a level landing every 500m.	No Action - This section is less than 200m in length
Provide level tables with blister paving across junctions	Level tables are not proposed across junction where there is likely to be an increase in HGV movements.
<b>MANOR PARK ROAD</b>	
Increase the pavement build-outs and provide ramps on both sides of Charlton Road.	Agreed – Feasibility is to be investigated as part of the detailed design.
Install a zebra crossing outside Tesco's due to high crossing movements.	Investigate options for providing a formal crossing facility opposite between the bus stops and Tescos – Refer to Paragraph 6.2.1

<b>HIGH STREET/PARK PARADE JUNCTION</b>	
Re-create the aesthetics of the Oxford Circus crossing, with phased lights and raised land levels to create a large raised table with level crossings.	The scheme is TfL funded and modelling undertaken indicates that it would not be feasible to provide a signal junction similar to Oxford Circus.
<b>WAYFINDING/SIGNAGE</b>	
Ensure signage and map locators show details of all facilities including WC's, bus stops, cycle parking etc.	Subject to funding it is proposed to provide Legible London signing in the area.
Develop a site wide accessible signage strategy	
Use large (BS) symbols rather than text	
Ensure signage adopt principles set out in the Sign Design Guide (RNIB)	Refer to the detailed design team for consideration during the detailed design.
<b>STREET FURNITURE</b>	
Ensure cycle stands are not located in the pedestrian 'safe zone'	Agreed – cycle stands will be located at the edge of the footway away from the main path of pedestrians.
Seating should have a variety of back rests and arm rests	Agreed - Seating will be consistent with that installed in Station Road which has a variety of seating with or without backs.

**Appendix B - Harlesden Town Centre – Feedback from Accessibility Workshops  
Workshop Dated 29 November 2013**

<b>Group Comments</b>	<b>David Bonnett Responses</b>	<b>LBB Responses and Actions</b>
Concern about the lack of toilet facilities for all. Existing facilities near Tesco's is very poor.	Outside the scope of this project however LBB should look into collaboration and support from Tesco's for future development. Accessible WC could be controlled using radar key on from Tesco's to minimise misuse.	This does not solve the issue of minimal toilet facilities throughout the town centre. Unfortunately there have been no suitable additional locations identified due to lack of available space. There is a desire to upgrade the facilities and investigations are still on going.
One person with hearing difficulties asked if there could be additional warning at crossing points.	LBB to adopt tactile rotating cone for controlled crossing point areas. This is suitable for combined hearing and sight loss and for use in residential areas where audible sounds have to be turned off.	It is planned to provide new count down signals for pedestrian facilities, this provides additional visual information on how much time is left to cross the road. Tactile rotating cones should be fitted as standard to every push button box at pedestrian signals. Liaise with TfL Signals Unit.
Level landscape – the Blind Association representative indicated that they would prefer a minimum kerb height of 25mm.	Trials undertaken by UDL and GDBA (PAMELA) were for 30mm kerbs with varying edge profiles of vertical, chamfered and bullnosed. This will require further discussion and testing. DBA believes a chamfered profile will provide a better edge for mobility aids to mount over.	Brent are investigating options of the provision of a 50mm kerb height which has been successfully used elsewhere and had positive responses from blind groups. It is acknowledged dropped kerb facilities will be required for those with mobility aids. However examples that have been seen look good and still give the impression of a shared area if the correct materials are used.
A female wheelchair user indicates that 25mm edge is workable for a large number of wheelchairs and those with difficulties could still use the dropped kerbs.	DBA agree that a 30mm kerb may be suitable with chamfered edge with flush surfaces at both ends of the semi pedestrianised street and halfway points for crossing to minimise extended travel.	Noted.

One person was concerned about how long it takes to cross the road.	Refer to TfL guidance and traffic flow assessment.	<b>Action: Review timings with TfL</b>
Positive responses were given about the proposed locations of the disabled bays. It was recognised it would be nice to have more, but this would be an improvement on the existing situation.	DBA have provided suggestions for additional locations.	There may be a possibility to provide additional bays in Wendover Road and Buckingham Road. <b>Action: Investigate additional locations for disabled bays.</b> Refer to paragraph 6.2.1
Other than one blind person people did not react negatively to the idea of a step free environment when specifically asked the question.	Refer to above regarding 30mm kerb edge.	
One wheelchair user asked if there will be a shop mobility strategy as part of the scheme.	Not part of the scope.	Whilst shop mobility is not part of the scope of this project it is recommended to refer it to the appropriate department for further investigation.
Brent Community Transport rep voiced concerns regarding set down and pick up points near the pedestrianised area with the same access provisions as Arriva and Dial-a-ride	DBA agrees that private accessible community transport needs to have drop off and pick up points near the pedestrianised section of the High Street.	An exemption for Dial-a-Ride can be included in the Traffic Regulation Order. Discussions are currently underway to determine a suitable solution to allow access to Community Transport facilities, possibly by some form of permit system. Refer to paragraph 7.1
Some concern about parking access near shops and church,	DBA queries Sunday parking access and drop off especially for the church and Sunday service. Can parking be allowed in loading bays for Sunday church attendees?	As with many areas Harlesden is a multi-cultural area with a variety of places of worship/prayer from different religions. Not all of which them will have services on a Sunday. If you providing it for one establishment say for instance on a Sunday, you would need to provide it for all establishments throughout the week so as not to be discriminatory. Whilst exemptions can be made for funeral

		vehicles it is not felt that an exemption can be made for specific services on a Sunday. As part of the town centre scheme, more pay and display spaces will be provided near to the church in Craven Park Road. Church attendees can also use the Tesco car park situated to the rear of the church.
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### Workshop Dated 7 January 2013

Comments received	Responses and Actions
Footways are too narrow at the bus stops on Manor Park Road. If demand at these stops increases then the footways will be more difficult to negotiate in these areas.	Footways are to be widened where possible. Unfortunately, this will be minimal at this location to ensure the carriageway is wide enough to provide 3 lanes and two way traffic. Street furniture and the existing tree will be removed in the vicinity of the new bus stop to maximise footway widths.
Will countdowns be provided at the bus stops?	Yes, real time information will be provided at bus stops throughout the town centre.
Will there be an increase in queues at the signals in Tavistock Road and could this extend back to Manor Park Road? Concerned that this could potential block the access to Tescos car park.	The signal junction at Tavistock Road will serve the buses coming out of the High Street (and delivery vehicles after 4pm) and pedestrians crossing the road. Traffic flows coming out of the High Street will be very low meaning that the signals will be mainly in favour of Tavistock Road with the exception of pedestrian calls on the crossing. Actual queue lengths will be reviewed once the VISSIM signal modelling has been finalised.
Will disabled parking bays have time limits to prevent people parking there all day? Suggested time limit 4 hours.	Agree that this is a good idea and will consider including in the proposals.  <b>Action: Consider restricting parking times in Disabled Bays to 4 hours.</b> Update - Since the workshop, the TRO team have indicated that they have experience problems with timed disabled bays in the past and have removed them. Therefore they have recommended that we do not proceed with this suggestion.
Loading bays only operate at certain times, can blue badge holders use them outside these hours?	With the exception of the loading bays within the semi pedestrianized area the loading bays operate between 8am and 6:30pm. Therefore the loading will not benefit disabled badge

	holders wishing to access the shops. After 6:30pm all bays will become a free for all.
There are insufficient disabled parking bays in the vicinity of the High Street in particular between Park Parade and Station Road.	<b>Action: Investigate providing additional Disabled Parking bays in Wendover Road and Buckingham Road.</b> Refer to paragraph 6.2.1
Would it be possible to permit access to people displaying disabled badges into the semi pedestrianised area of the High Street	The enforcement team have indicated that as enforcement will be predominately by camera that it would be very difficult to enforce. Disabled badge holders are not specific to a vehicle so it is not possible to link the enforcement with a registration. It could be possible to provide an additional permit to disabled badge holders in the area which could be displayed in the rear window. But this is unlikely to be practical as vehicles coming from outside the area would be unaware of this.
The bus stops on Acton Lane are poorly located. The one approaching the town centre has very narrow footways and is located close to the traffic signals. The one coming out of the town is located close to the signals and vehicles can queue all the way back to the junction if a bus is waiting at the stop.	<b>Action: Refer to London buses for their consideration.</b>
Can there be an exemption of Brent Community transport vehicles to access the High Street.	It may be possible to arrange an exemption for these vehicles either by a permit system or some recognisable logo on the vehicle. Any permit system would require the permit to be displayed in the rear of the vehicle to facilitate camera enforcement.  <b>Action: Investigate options to allow Community Transport vehicles into the High Street.</b> Refer to paragraph 7.1
Can there be local shop mobility scheme.	It is feasible to provide a shop mobility scheme. Action: Refer to the appropriate team to investigate.
Can there be an advisory cycle lane in the High Street to prevent conflicts with pedestrians.	The provision of an advisory cycle lane would have a number of disadvantages. It would increase sign clutter and require road markings which would detract significantly from the overall appearance of the scheme. Due to limited 'carriageway' width, the 1.5m needed to provide a cycle lane would mean that footway width would need to be reduced. Most importantly, the lane would not be used by the majority of cyclists and its worth in reducing

	potential cycle/pedestrian conflicts is therefore minimal at best. On balance therefore it is not considered that the provision of an advisory cycle lane along the shared surface area is a worthwhile addition to the overall scheme design.
Wheelchairs are negatively affected by corduroy and other tactile paving. A half face kerb is even worse. Wheelchair users would prefer a flush surface with no cordrouy/ tactile paving.	<p>The needs of the blind and partially sighted and the mobility impaired vary significantly. Those with sight impairments appear to prefer kerbs, although some find tactile differentiation adequate particularly after training. Those with mobility issues prefer flush surface, wheelchair users dislike corduroy paving and other tactile surfaces as it is difficult to manoeuvre across them. There is no solution that suits all users 100%.</p> <p>One compromise which has had positive reactions in other areas is to provide a reduce height kerb with no tactile differentiation except at crossing points. Additional crossing points are still required to for the mobility impaired as would be required with a full height kerb. However, it is feasible to provide the look of a shared environment by using similar materials and colours across the route. Notwithstanding, the kerb stone can be of a different colour/shade to help highlight the kerb.</p> <p>Refer to the recommendations in following the DBA appraisal.</p>
Can colour differentiation be included in the scheme.	There will be some colour differentiation to help guide people to crossing points.

**Appendix C**  
**Station Road / Tubbs Lane Junction**







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## Highways Committee 12 March 2013

### Report from Head of Transportation

**For Information**

**Wards Affected:  
ALL**

## Transportation Capital Schemes Programme 2013-14

### 1.0 SUMMARY

- 1.1 This report is for information only. It advises members of the Highway Committee of the decision of the Executive Committee on 11<sup>th</sup> February to approve the 2013-14 Capital schemes programme.
- 1.2 The report to the Executive asked members to approve £3.5 million of Brent capital to maintain and improve the highway network, subject to the approval of the Budget and Council Tax report on 11 February 2013 and full Council approval on 25 February 2013.
- 1.3 The Executive report sets out how Brent's £3.5 million capital budget should be allocated through a prioritised programme of:
- Major and minor pavement upgrades;
  - Road resurfacing; and
  - Improvements to the public realm.
- 1.4 In 2013-14 over £10.2 million of capital funding will be spent improving Brent's roads, footways and transport infrastructure. This is a 36% increase and will be funded by Brent Council, Transport for London (TfL) and Section 106 funds from developers.
- 1.5 Of the total £10.2 million investment, £5.1 million has been allocated to Brent by TfL to support Brent's Local Implementation Plan (LIP) with a further £724,000 for Principal (A) roads. Details of the Principal (A) road programme are provided in this report.
- 1.6 The report to the Highways Committee on 7th February 2013 titled; Capital Programme, Local Implementation Plan – TfL Allocation detailed this £5.871

million programme and instructed the Head of Transportation to implement these schemes and initiatives using the allocated budget and resources..

- 1.7 The Highways Committee on 7th February also authorised the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if the Head Transportation considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration

## 2.0 RECOMMENDATIONS

- 2.1 That the Highways Committee note that the Executive have approved the Brent funded highways capital programme for 2013/14 of £3.5 million as listed in Appendices 2 to 4 and summarised as follows:

	% of Brent capital Budget	Amount (£ 000's)
<b>Footways</b>		
Major footway improvements (long sections)	44%	1,525
Footway improvements (short sections)	4%	150
Public realm improvements	3%	125
<b>Sub-total</b>	<b>51%</b>	<b>1,800</b>
<b>Carriageways</b>		
Resurfacing of unclassified roads	38%	1,300
Resurfacing of B & C Class roads	4%	150
Resurfacing of short sections	4%	150
<b>Sub-total</b>	<b>46%</b>	<b>1,600</b>
Contingencies for TfL schemes	3%	100
<b>Total</b>	<b>100%</b>	<b>3,500</b>

## 3.0 DETAIL

### 3.1 Highway Improvements in 2012-13

- 3.1.1 Our focus is to improve and maintain the roads, footways and transportation network to enhance the environment and improve the safety of Brent residents, and those passing through the Borough.
- 3.1.2 By 31 March 2013, roughly £7.5 Million (funded by Brent, TfL and S106) will have been spent on improving Brent's transport infrastructure, including 7 miles of road resurfacing, 4 miles of footway resurfacing and associated improvements, and over 20 major improvement schemes will have been be delivered.
- 3.1.3 Appendix 1 lists major footway upgrades and road resurfacing works carried out in the borough during 2012/13.

### 3.2 Improving the condition of Brent's roads in 2013-14

Highways Committee 12 March 2013	Version 1.0 9 February 2013
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3.2.1 Brent's roads are one of its most important physical assets. The table below sets out their condition by indicating the percentage of each length of road type where maintenance should be considered.

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

3.2.2 The outcomes show that attention needs to be paid to unclassified roads, which make up 80% of all borough roads. Maintenance requirements are prioritised from the results of an independent network condition survey with input from experienced local engineering staff whom assess a wide range of factors including:

- Information received over the year from Councillors, MPs, residents, road users and other stakeholders;
- Levels and locations of accident claims (e.g. Claims for trip hazards);
- Structural integrity of the road or footway and the associated safety implications;
- Amount of pedestrian and vehicular usage; and
- Proximity to schools.

3.2.4 It is recommended that £1.3 million (37%) is allocated to improve the condition of the unclassified network, which will deliver approximately 6 miles of improvements to unclassified roads during 2013-14. This is an 18% increase in last year's budget allocation. Appendix 2 contains details of streets which have been selected as a result of the above assessment process.

3.2.5 To improve the condition of Brent's A Roads, TfL has allocated £724k, which is prioritised on the basis of a London-wide condition survey. Specific improvement schemes that have been prioritised for the A (principal) road network are set out in Appendix 2.

3.2.6 A network condition survey undertaken during 2012 has been used to identify sections of the B and C road network requiring improvement. Given the currently stable condition of the B and C road network it is recommended that £150k (4%) of the total budget is allocated for improvements. Members should note that additional sites may be identified from the results of a further condition survey due in January 2013.

3.2.8 There are short sections of road on the Borough's road network that have deteriorated over the course of the year, and are therefore in need of resurfacing. These are often lengths of 50 metres or less. These areas can cost a significant amount of over a long period of time due to the need to carry out periodic maintenance repairs to potholes. It is therefore proposed to invest £150k (4%) of this year's overall budget to resurface shorter sections of road throughout the Borough where there are on-going maintenance requirements identified by highway safety inspectors.

### 3.3 Improving the condition of Brent's footways in 2013-14

3.3.1 Brent's footways are key to our residents and businesses. The table below sets out the condition of the busiest footways in the borough (prestige areas in town centres and busy urban shopping areas). High usage footways form approximately 10% of the network.

Year	% of the high usage footways where maintenance should be considered
2008/2009	20%
2009/2010	17%
2010/2011	27%
2011/2012	12%

3.3.2 The condition of this network improved considerably during 2011/12 through the introduction of a more frequent inspection regime and delivery of an extensive programme of improvements.

3.3.3 However, there has been a notable increase in requests for footway repairs and responsive maintenance during the current financial year. It is therefore recommended that £1.525 million, approximately 44% of this year's overall budget, be assigned to improving the condition of footways in the Borough. This is an increase of approximately 25% over last year's budget allocation. Appendix 1 contains details of the footways which have been selected for improvement as a result of this process.

3.3.5 Similarly to the issues with short sections of road that are in poor condition, these lengths of footway can cost a significant amount of over a long period of time due to the need to carry out periodic maintenance. Investment in resurfacing will, over time, reduce the need for revenue investment to make repairs, enabling us to deliver more repairs on the remainder of the network. It is therefore proposed to invest £150k (4%) of this year's overall budget to resurface short sections of footway that need strengthening or upgrading using more durable materials.

3.3.6 Appendix 6 is a key to the abbreviations used for borough wards in appendices 1-4. The plan in Appendix 7 illustrates the location of proposed maintenance works during 2013-14.

### 3.4 Reducing the risk of flooding in Brent

3.4.1 There are approximately 24,500 road gullies in the borough. These will all be cleaned as part of a cyclic maintenance programme procured through the new London Highways Alliance Contract (LoHAC). The cleaning cycle will include:

- 3,300 high-priority (regularly blocking) gullies cleaned every six months;
- 1,300 medium-priority gullies cleaned each year; and
- 14,100 gullies cleaned every eighteen months as part of a rolling programme.

3.4.2 There are occasions where cleaning will not resolve surface water flooding problems and gullies and drainage pipes will require replacement.

- 3.4.3 For 2013-14 DEFRA has allocated Brent £216,000 revenue funding, which will be used to deliver drainage improvements in the borough. This drainage programme includes:
- The installation of land drainage at following locations:
    - John Billam Sport Ground, Woodcock Hill
    - Silver Jubilee Park, The Mall
    - Vale Farm
    - Northwick Park
  - Replacement of the highway drainage system to prevent flooding outside 10 to 22 Woodcock Hill, Kenton;
  - Install new or repair existing gullies at over 80 locations in the borough; and
  - Inspect and clear watercourses at;
    - Tramway Ditch, Stag Lane, NW 9
    - Northwick Park, Kenton
    - London Road Ditch
    - Park View ditch, Wembley
    - Dors Close ditch, Birchen Grove
    - Fryent Way ditch

### 3.5 **Public Realm**

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

3.5.2 It is therefore proposed to allocate £125,000 (3%) of the 2013/14 capital budget to these areas of work.

### 3.6 **Improving Brent’s bridges and structures**

3.6.1 The Council are responsible for 53 highway structures, including 38 bridges and; 15 culverts. The majority of bridges are small structures spanning brooks. Funding for bridge maintenance is allocated by Transport for London on a regional priority basis. The London Bridge Engineering Group is currently reviewing the pan-London programme and funding will be confirmed in February 2013. Appendix 4 includes information on the boroughs higher priority schemes, but there are higher priority schemes elsewhere in London.

3.6.2 Although funding has not been confirmed, it is likely that an allocation of £150,000 will be made by TfL for strengthening the two bridges on Twyford Way.

### 3.7 **Improving Brent’s Transport Infrastructure**

3.7.1 The Council have been allocated £5.1 million Local Implementation Plan (LIP) funding from TfL in 2013-14 for supporting transport infrastructure improvements, sustainability and road safety education. This is an increase of 26% from the

£4.084 million allocation for 2012-13. The report to Highways Committee on 7 February provided details of the agreed funding allocations.

- 3.7.2 Through the LIP programme it is proposed to deliver four major schemes during 2013-14, including;
- Harlesden Town Centre Improvement Scheme;
  - Engineers Way Public Realm and Accessibility;
  - Chevening Road Area 20MPH Zone; and
  - A5 Corridor (Kilburn High Road) Improvements.

### **3.8 Minimising Disruption**

- 3.8.1 Regular meetings are held with companies that carry out work on the highway to combine programmes and plan to minimise congestion. These consultation meetings are held to ensure that schemes that have been prioritised do not conflict with planned developments, regeneration schemes or utility works. However, where unplanned works commence during the year, it may be necessary to defer one or more schemes. Where this is the case, the next prioritised reserve scheme will take the place of the deferred scheme, which will then become a priority for the next financial year. Schemes that are not completed within 2013/14 will be included in the following years highways major works programme.

### **3.9 New Contract arrangements for delivering schemes in Brent**

- 3.9.1 The Executive of 10 December 2012 approved the award of the London Highways Alliance Contract (LoHAC) to Conway AECOM as the Councils method for the delivery of highways services and improvement schemes from 1 April 2013.
- 3.9.2 This collaborative contract was procured by TfL in partnership with the London Boroughs included the development of a common specification enabling authorities to adopt best practice and a collaborative approach encouraging innovation and efficiencies to optimise value for money.
- 3.9.3 Inflationary contract price increases will be based on the 'Price Adjustment Formulae Indices(Highways Maintenance) 2010', developed by the Highways Term Maintenance Association (htma), the Civil Engineering Contractors' Association and the BCIS. This index incorporates 21 different indices all of which have an effect on the cost of delivering a highways maintenance contract and this ensures that the contract rates track closely to delivery costs.
- 3.9.4 The LoHAC frameworks contain a price adjustment clause which will be applied annually. The percentage uplift / reduction to be applied to the contract price list will be calculated based on the change in work category index over the previous twelve months as an annual average to mitigate the effect of anomalies. The increase is due after the first year of the contract and will not impact on the programme.
- 3.9.5 We do not anticipate any resource implications in delivering the 2013/14 highways major work programme.



## 4.0 FINANCIAL IMPLICATIONS

4.1 The table below summarises the capital funding available for highways and transport infrastructure improvements available for 2013-14. Overall capital investment in Brent's transportation infrastructure has increased by 20% above 2012-13.

	<b>% of capital Budget</b>	<b>Amount (£ 000's)</b>
<b>BRENT CAPITAL</b>		
<b>Footways</b>		
Major footway upgrade	44	1,525
Footway upgrades – short sections	4	150
Improvements to the public realm	3	125
<b>Sub-total</b>	<b>51</b>	<b>1,800</b>
<b>Carriageways</b>		
Major resurfacing of borough roads	37	1,300
Major resurfacing of B&C roads	4	150
Road resurfacing – short sections	4	150
<b>Sub-total</b>	<b>46</b>	<b>1,600</b>
Contingencies for TfL schemes	3	100
<b>SUB-TOTAL BRENT CAPITAL</b>	<b>100</b>	<b>3,500</b>
<b>TfL FUNDING</b>		
A roads	11	724
LIP schemes and measures	77	5,147
S106 (est.)	12	800
<b>SUB-TOTAL OTHER CAPITAL</b>	<b>100</b>	<b>6,671</b>
<b>TOTAL CAPITAL FUNDING</b>		<b>10,171</b>

## 5.0 LEGAL IMPLICATIONS

5.1 There are no legal implications resulting from this report.

## 6.0 DIVERSITY IMPLICATIONS

6.1 There are no equalities or diversity implications resulting from this report.

6.2 Members are reminded that design criteria used in all highway work consider the special requirements of various disabilities. 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. It should also be noted that 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 staffing or accommodation implications from this report.

## 8.0 BACKGROUND INFORMATION

None.

**Paul Chandler**  
**Head of Transportation**

Appendix 1 Road and footway improvements completed in 2012-13

Appendix 2 Road improvements for 2013-14

Appendix 3 Footway improvements for 2013-14

Appendix 4 Potential Bridge improvements for 2013-14

Appendix 5 – Plan illustrating location of maintenance schemes 2013-14

## APPENDIX 1 Improvements completed in 2012-13

### Major road improvements completed in 2012/13

Road Name	Ward	Length metres
Heber Road	MAP	205
Walton Close	DOL	80
Ashcombe Park	DNL	260
Normanby Road	DNL	210
Wrottesley Road	KGN	660
Dawlish Road	MAP	130
Winchester Avenue	QBY	650
Chevening Road (St.Laurences Close to Brondesbury Park)	QPK	520
Rainham Road	QPK	205
Birchen Grove (Blackbird Hill to Runbury Circle)	WHP	485
Lonsdale Avenue (Beatrice Avenue to Cecil Avenue)	WEM	315
Scarle Road	WEM	490
Beaconsfield Road	WLG	165
Chapter Road (244 to Park Avenue)	WLG	705
Kingsmead Avenue	WHP	285
St.Michaels Road	MAP	195
Swinton Close	BAR	55
Peter Avenue	BPK	455
Granville Road	KIL	340
Woodcock Hill (Preston Road to Draycott Avenue)	KEN	530
Harlesden Gardens (St.Johns Avenue to Crownhill Road)	HAR	225
Priory Park Road	SUD	90
Woodgrange Avenue	KEN	435
Stanley Park Drive	ALP	205
Peploe Road	QPK	300
St.Andrews Road	WLG	145
<b>Total length</b>		<b>8.34km (5 miles)</b>

### Classified road improvements completed in 2012/13

<b>B&amp; C Roads</b>		
Road Name	Ward	Length metres
Abbey Road (Commercial Way to Ealing boundary)	STN	310
Great Central Way (Yeats Close to NCR underpass)	STN	330
	<b>Total length</b>	<b>0.64km (0.4 miles)</b>

## Principal A Roads

Road Name	Ward	Length metres
A4089 Ealing Road(Glacier Way to Bridgewater Road)	ALP	350
A404 Harrow Road (Roundtree Road to Rugby Avenue)	SUD	480
A407 Walm lane (from Station Parade to High Road Willesden)	WLG/MAP	440
A404 Harrow Road (from Jesmond Avenue to Flamstead Avenue)	WEM/TOK	220
A404 Harrow Road (from Victoria Avenue to Monks Park)	TOK	320
A4005 Bridgewater Road (from Whitton Avenue to Nos 146)	ALP	440
A404 Watford Road by Northwick park hospital	NPK	280
A407 High Road Willesden (Dudden Hill lane to Huddlestone Road)	WLG	750
A4088 Dudden Hill Lane (Clifford Way to Lennox Gardens)	DNL	340
	<b>Total length</b>	<b>3.62km (2.2 miles)</b>

## Major footway improvements completed in 2012/13

Road Name	Ward	Length metres
Sudbury Court Road (Elms Lane to Sudbury Court Drive)	NPK	1030
Regal Way (Preston Road to Westward Way)	KEN	880
Parkside	DOL	620
Coniston Gardens	FRY	630
Elms Park Avenue	SUD	460
Princes Avenue (North Way to Stag Lane)	QBY	1000
Tatum Road	STN	190
Brondesbury Road (Donaldson Road to Hazelmere Road)	KIL	370
Montpelier Road	PRE	810
Chambers lane (Dobree Avenue To Sidmouth Road)	BPK	310
Attewood Avenue	WHP	460
	<b>Total length</b>	<b>6.76km (4 miles)</b>

## Appendix 2 Road improvements planned for 2013-14

### Funded by Brent Capital Budget in 2013-14

	<b>Total</b>	<b>Ward</b>
*Napier Road	£24k	KGN
*Grove Way	£28k	TOK
*The Grove	£37k	FRY
*Kingsley Road	£28k	KIL
*Scudamore Lane	£16k	QBY
*Shelly Gardens	£23k	NPK
*Longfield Avenue	£25k	PRE
*Bruce Road	£36k	STN
*Lewis Crescent	£21k	STN
*Brook Road (NCR to Crest Road)	£78k	DOL
*Bowrons Avenue	£66k	WEM
Carlyon Road	£38k	ALP
Preston Hill	£139k	BAR/KEN
College Road	£62k	BPK
Blenheim Gardens	£91k	MAP
Alderton Close	£25k	WHP
Charterhouse Avenue	£85k	SUD
Abercorn Gardens	£20k	KEN
Chevening Road (Chamberlayne Road to Keslake Road)	£91k	QPK
Dryburgh Gardens	£40k	QBY
Avenue Road	£25k	KGN
Belton Road	£46k	WLG
Harlesden Gardens (Crownhill Road to Park Parade)	£42K	HAR
Cairnfield Avenue	£116k	DLN
Thirlmere Gardens	£98k	PRE
	<b>Total</b>	
	<b>£1300k</b>	
<b>Reserve Schemes</b>		
Mount Road	£36k	DOL
Cranhurst Road	£52k	ALP
Dorothy Avenue	£56k	MAP
Bowater Close	£12k	FRY
Oakleigh Court	£17k	QBY
Pebworth Road	£74k	NPK
Kenmere Gardens	£31k	ALP
Sandhurst Road	£113k	QBY
Holycroft Avenue	£21k	PRE
<b>CARRIAGEWAY SURFACING NON-PRINCIPAL CLASSIFIED (B&amp;C) ROADS PROGRAMME 2013/14</b>		
Brondesbury Park (High Road to Sidmouth Road)	£68k	BPK
Further sites to be prioritised based on survey results in January 2013.		

\* Reserve scheme from 20012/13 programme

## A-Road improvements to be funded by TfL in 2013-14

Road Name	Total	Ward
A404 Harrow Road (Furness Road – Scrubs Lane)	96k	KGN
A4006 Kingsbury Road (Valley Drive to -Roe Green)	286k	FRY
A4006 Kenton Road (Gayton Road – Hawthorn Road)	288k	KEN
A4088 East Lane (Peel Road – Pembroke Road)	54k	PRE
	<b>Total</b>	<b>£724k</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 3

### Footway improvements to be funded by Brent Capital Budget in 2013-14

Road Name	Total	Ward
*Kempe Road	£168k	QPK
*Lea Gardens	£59k	TOK
*Cecil Avenue	£117k	WEM
*Northwick Avenue	£208k	NPK
*Greenhill Park	£78k	HAR
Alverstone Road	£161k	BAR
Chatsworth Road (Mapesbury Avenue to Christchurch Avenue)	£152k	BPK
Denzil Road	£127k	DNL
Verney Street	£123k	WHP
Sherrick Green Road	£228k	DNL
Beaumont Avenue	£104k	SUD
<b>Total</b>	<b>£1525k</b>	
<b>Reserve Schemes</b>		
(Dependent on sufficient funding be available following completion of schemes of a higher priority).		
Garden Way	£137k	STN
Donnington Road	£201k	KEN
Chapter Road (Balmoral to Deacon Road)	£217k	WLG
Elmstead Avenue (Preston Road to Princess Avenue)	£117k	PRE
Springfield Mount	£129k	FRY
Odessa Road	£66k	KGN
Hampton Rise	£32k	KEN
Cedar Road	£98k	MAP
Dalmeny Close	£44k	SUD
Thurlby Road	£126k	WEM

\* reserve scheme from 2012/13 programme





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

## APPENDIX 4 Potential bridge schemes for 2013-14

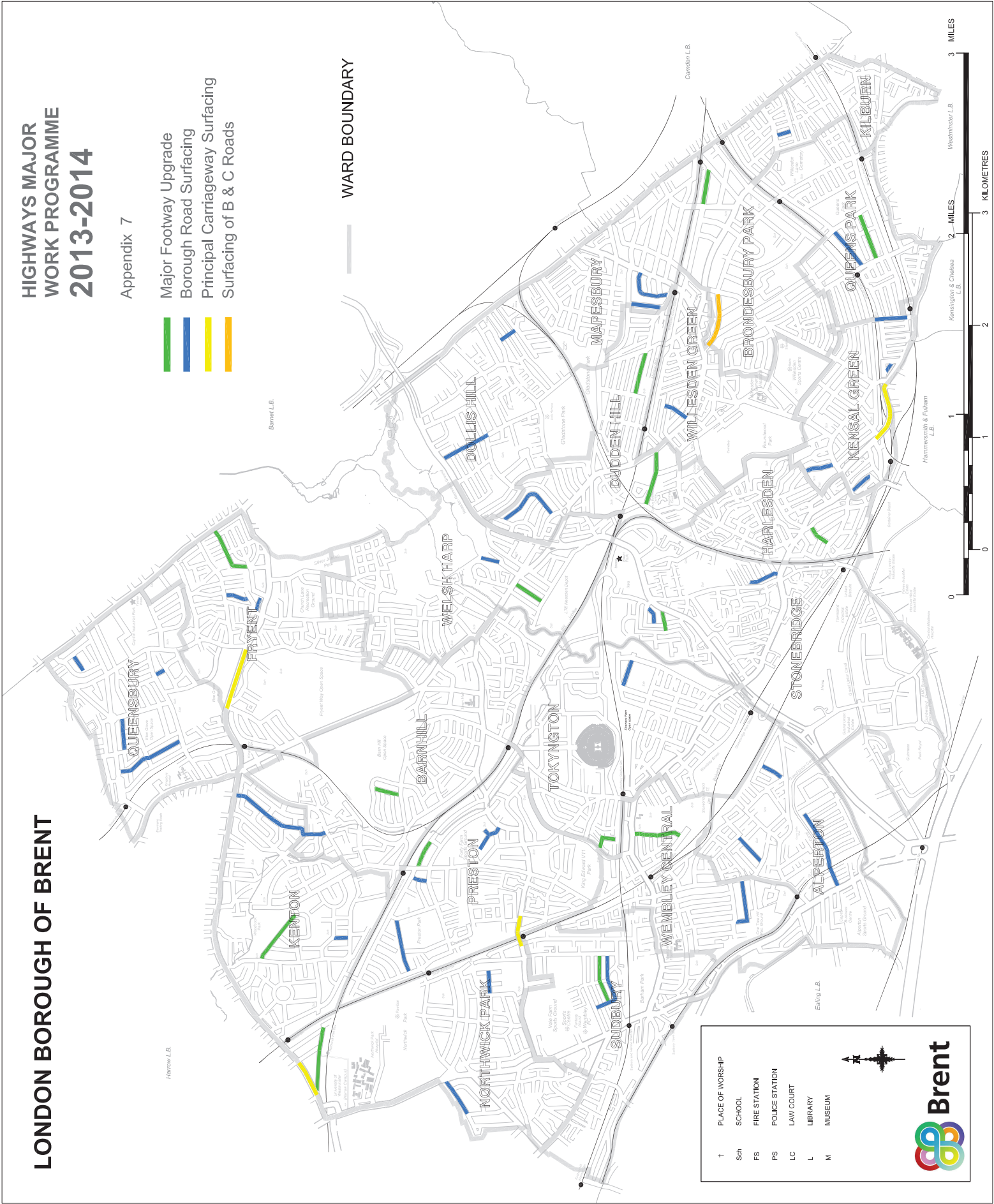
<b>Bridge Assessment &amp; Strengthening Programme Bid (Funding to be confirmed February 2013)</b>		Value
LoBEG Chair and Sector Leader Admin	Administrative costs	£30,000
Ledway Drive - B67	Assessment	£8,000
Northview Crescent C02	Assessment	£8,000
Allendale Road B33	Strengthening	£40,000
Mead Platt C09	Strengthening	£95,000
North End Road - B62	Strengthening	£30,000
The Rise- B06	Strengthening	£40,000
Twybridge Way (1) B49	Strengthening	£75,000
Twybridge Way (2) B50	Strengthening	£75,000
	<b>Total Bid</b>	<b>£401,000</b>





## Appendix 7

-  Major Footway Upgrade
-  Borough Road Surfacing
-  Principal Carriageway Surfacing
-  Surfacing of B & C Roads

WARD BOUNDARY



PLACE OF WORSHIP	
t	SCHOOL
Sch	FIRE STATION
FS	POLICE STATION
PS	LAW COURT
LC	LIBRARY
L	MUSEUM
M	

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