

<b>Contains Confidential or Exempt Information</b>	<b>NO</b>
<b>Title</b>	<b>Road and Footway Infrastructure Improvement Programme 2019/20</b>
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<b>Portfolio(s)</b>	Leader of the Council and Cabinet Member for Regeneration & Transport, Cllr Julian Bell and Environment & Highways Cllr Mik Sabiers
<b>For Consideration By</b>	<b>Cabinet</b>
<b>Date to be considered</b>	19 March 2019
<b>Implementation Date if Not Called In</b>	1 April 2019
<b>Affected Wards</b>	All
<b>Area Committees</b>	All
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### **Purpose of Report:**

This report gives information about the annual condition assessment of footways and carriageways carried out resulting in the prioritised listing of Roads and Footway for subsequent Infrastructure Improvement works and seeks approval for the programme of works.

This report also gives information about, and seeks approval for, development, design and Phase 1 delivery of the West Ealing Liveable Neighbourhood (WELN) programme.

This report also sets out the Council's Transport Programme and seeks approval for programmes of transport projects for 2019/20 including:

- Transport Strategy Local Implementation Plan (LIP) and other Transport for London (TfL) grant funded programmes to be delivered during 2019/20 (Appendix 4),
- Transport projects programme funded by S106 contributions (Table 7),
- School safety schemes funded by schools expansion programme (Appendix 5)

### **1. Recommendations**

It is recommended that Cabinet:

- 1.1 Approves the allocation of existing **£3.500m** LBE approved capital budget, currently in the capital programme, for the 2019/20 Footway and Carriageway improvement programme, as outlined in Table 1 and Section 16 of the report and detailed in Appendices 1 and 2.
- 1.2 Authorises the Director of Environment to carry out the infrastructure improvement works in accordance with the approved programme subject to consideration of responses to any statutory consultation required.
- 1.3 Authorises the Director of Environment following consultation with the Portfolio holder for Environment and Highways, to amend the programme within available funding should any of the proposed projects not be possible to be implemented.
- 1.4 Approves the addition of **£0.556m** 2018/19 external capital grant funding received from the Department for Transport (DfT) for infrastructure development, to the service 2018-19 Environment Pothole Funding Repair programme budget. This is in addition to funding approved as per the cabinet report of 12 December 2017, taking the total approval for 2018-19 to £4.056m, as shown in Table 1.
- 1.5 Approves the addition and allocation of total 2019/20 funding from TfL/GLA and S106 of **£2.297m** to the capital budget in 2019/20, for the development, design and Phase 1 delivery of the West Ealing Liveable Neighbourhood (WELN) programme, as shown in Table 2.
- 1.6 Delegates authority to the Director of Environment to implement Phase 1 of the WELN programme (as outlined in paragraph 3.6 and Appendix 3 below) subject to TfL funding approvals and any statutory consultation required
- 1.7 Authorises the Director of Environment following consultation with the Portfolio holder for Environment and Highways, to amend the WELN programme within available funding should any of the proposed projects not be possible to be implemented.
- 1.8 Approves the Transport Strategy LIP and other TfL grant funded 2019/20 projects and programmes (including the Local Transport Funding allocation) as summarised in section 3 and as shown in Appendix 4.
- 1.9 Delegates authority to the Director, Regeneration and Planning to take the necessary steps to implement the schemes identified in the 2019/20 LIP programme and also those 2019/20 schemes funded through S106 monies of **£3.622m** (see Table 7) as set out in the S106 Cabinet report to the same meeting (19 March 2019), and the 2019/20 school expansion schemes as set out in Appendix 5 of **£0.386m** following consultation with the Executive Director of Place and the Portfolio Holder for Transport, subject to relevant detailed design and approvals and the outcome of any statutory consultation that may be required.
- 1.10 Note the receipt of S106 funding of **£0.621m** (per Table 7) to be applied to highways/transport projects and authorises S106 funded 2019/20 additions of

- **£0.548m** capital budget to the Highways S106 Works Capital Programme
- **£0.073m** revenue expenditure to the Built Environment Programme, as shown in the S106 report on the agenda of the same Cabinet meeting (19 March 2019) as this report

- 1.11 Delegates authority to the Executive Director of Place, following consultation with the Portfolio Holder for Transport, to amend the S106 and Schools expansion programmes within available funding as necessary should the scope of any of the proposed projects change during design development and consultation, or delivery be delayed and where the terms of any relevant s106 permit this.
- 1.12 Approves the allocation of **£0.967m** LBE Transport Programme budget in 2019/20 comprising £0.050m from Council Capital Funding (High Streets) capital and £0.917m from Council Revenue Funding (Parking Income) as shown in Table 7. The parking income is for the use of sustainable transport such as cycling and walking.

## **2. Reason for Decision and Options Considered**

- 2.1 To allow the Council's 2019/20 Infrastructure Renewal Programme to commence and to ensure the effective management of the Council's capital budget
- 2.2 To allow the development, detailed design and delivery of Phase 1 of the WELN Programme to commence
- 2.3 The Ealing Local Implementation Plan (LIP) 2019-22 sets out the transport strategy for Ealing Council and provides the rationale for the Council spending decisions. The Council's transport priorities are to encourage sustainable travel for social (including health), environmental (including air quality) and economic (regeneration) reasons and the LIP reflects this policy direction.

The LIP covers several of the statutory duties that the Council is required to fulfil, including road safety and road network management (covering asset liability), plus areas such as planning, public health, equality, crime and disorder.

The LIP is required to be consistent with the Mayor's Transport Strategy together with other emerging strategic transport initiatives across London and will implement these at the local level. Ealing is also the lead borough in the West Trans Sub-Regional Partnership of six boroughs.

## **3. Key Implications**

- 3.1 This report sets out the funding available in the budget for footways and carriageway renewals, the methodology for the technical assessment and also proposals for the allocation of these funds.

- 3.2 It should be noted that funding for highway maintenance is both revenue and capital; the table below sets out the capital funding that has been allocated for this area of work. It should also be noted that funding from TfL can only be used on Principal Roads and cannot therefore be allocated against any of the schemes listed in the attached Appendices 1 and 2. However, there is no grant funding award from TfL for 2019/20.
- 3.3 There has been additional Department for Transport (DfT) Pothole Funding for 2018/19. The DfT recognise the problems caused by lack of investment by them in to carriageway infrastructure renewal which leads to worsening problems each year when severe weather causes potholes to open up. It set aside funds available for London Boroughs and County Councils to bid for and spend on the highway network to carry out additional carriageway and pothole repairs. Ealing Council was successful in its bid for additional funding and the DfT confirmed an allocation of £0.556m for additional 2018/19 maintenance to carry out pothole repairs. Locations will range from minor potholes to large patches a maximum of 50m in length.
- 3.4 The DfT requires transparency to show details of spend, and the funding must be spent in 2018/19 and complement the existing budget provision. The award includes a requirement for Ealing Council to publish details of works completed on its website, including before and after details.
- 3.5 The funding from the DfT will be claimed via the Transport for London Portal (TfL) and TfL will administer distribution of funding to London Boroughs. Any financial implications will be managed within existing Highways budgets.

**Table 1: Capital Budgets for Road and Footway Infrastructure Improvement**

Financial Year	Capital			
	TfL £m	DfT £m	LBE £m	Total £m
2018/19		0.556 <sup>a</sup>	3.500 <sup>b</sup>	4.056
2019/20	~	~	3.500 <sup>c</sup>	3.500

a. Confirmed funding from DfT

b. Confirmed approval as per cabinet report of 12 December, 2017

c. Funding currently in the capital programme for 2019-20

**Table 2. Additional externally funded budgets for WELN for 2019-20 requiring approval for addition**

Financial Year	Capital		
	TfL/GLA £m	S106 £m	Total £m
2019/20	2.047	0.250	2.297

- 3.6 The WELN programme will deliver a wide range of highway infrastructure, public realm and behaviour change projects in line with TfL's Healthy Streets initiatives, with the objective of helping residents to live more active and

healthy lives and choose active travel modes including walking and cycling. TfL awarded funding of £0.418m (details shown in Table 3 below) in 2018/19 for the feasibility study which has been completed and submitted to TfL for approval for further funding for further development and detailed design, and for delivery of Phase 1 (per Appendix 3).

**Table 3: Detailed Capital Budgets for WELN**

<b>Financial Impact (Outturn £k)</b>	<b>2018/19 £m</b>	<b>2019/20 £m</b>	<b>2020/21 £m</b>	<b>Total £m</b>
Project Management & Fees	0.035	0.085	0.135	0.255
Feasibility Design	0.195	0.000	0.000	0.195
Concept Design	0.000	0.375	0.049	0.425
Detailed Design	0.000	0.188	0.024	0.212
<b>Subtotal – Design &amp; Fees</b>	<b>0.230</b>	<b>0.649</b>	<b>0.209</b>	<b>1.087</b>
Construction	0.043	1.263	5.090	6.397
Other – 3 <sup>rd</sup> party e.g. Traffic signals	0.007	0.000	0.000	0.008
Other – e.g. Traffic Orders, CPO	0.007	0.010	0.020	0.037
Behaviour change initiatives	0.095	0.150	0.210	0.455
<b>Subtotal – Implementation</b>	<b>0.153</b>	<b>1.424</b>	<b>5.320</b>	<b>6.897</b>
Monitoring data collection (before & after)	0.035	0.000	0.015	0.050
<b>Sub Total – Monitoring</b>	<b>0.035</b>	<b>0.000</b>	<b>0.015</b>	<b>0.050</b>
<b>Estimated Base cost</b>	<b>0.418</b>	<b>2.072</b>	<b>5.544</b>	<b>8.034</b>
Contingency	0	0.225	0.579	0.803
<b>TOTAL</b>	<b>0.418</b>	<b>2.297</b>	<b>6.123</b>	<b>8.837</b>

#### 4. Revenue Funded Maintenance

- 4.1 In addition to the annual condition survey, safety inspections of footways and carriageways are regularly carried out (currently every month for main roads and every three months for other roads which are the responsibility of the London Borough of Ealing). At these safety inspections note is taken of specific defects meeting well-defined criteria (e.g. depth of hole, height of trip etc.) and such reactive works are ordered to rectify the noted defect.

- 4.2 This reactive work arising from the safety inspections could escalate if the deterioration of the highway occurs at a faster rate than repairs or renewals, and when the life of the highway is approaching or indeed past the designed or expected life. Reactive patch and repair work, which is funded from revenue budgets, is intended to maintain the highway in a safe condition, seldom do reactive works extend the life of the road before other patch repairs are required.

## 5. Capital Funded Renewal

- 5.1 It is now generally accepted that major items of infrastructure require regular investment and renewal to ensure sustainable availability and to avoid unplanned failure with unforeseen major expenditure. Both footways and carriageways form part of the nation's major infrastructure, all of which needs such regular renewal through appropriate investment.
- 5.2 To enable effective targeting of such investment a condition survey of footways and carriageways throughout the Borough is carried out each year. This survey objectively assesses each section of road (generally junction to junction, such that a long length of the same road e.g. Park Royal Road is separated and assessed in several sections) by site surveyors, observing, measuring and noting defects in the footways and carriageways of each section of road a 'defect value' is calculated. A sample audit of the surveyors' findings is also carried out.
- 5.3 Appendices 1 and 2 show the 'condition rating' for the worst condition (highest defect value) in the most recent Condition Survey undertaken in 2018/19 for sections of non-principal footways and carriageways (non 'A' class roads). This prioritised listing of the condition of footways and carriageways is carried out by an independent specialist surveyor and passed to the London Borough of Ealing. Together with this prioritised listing indicative costs and proposed type of renewal work for each section of road are prepared. The Council is then able to decide (within the priorities and available budgets) on which sections of roads should receive renewal works. **The carriageways in Appendix 1 highlighted in bold are roads with a high condition which need to be re-sealed to prevent water ingress and structural failure of the foundation. The existing surface has reached the end of its life.**
- 5.4 In selecting the type of work required for carriageways the most sustainable solution has been chosen. The work will involve renewal of whole lengths or large sections of roads to bring them up to the required standard.
- 5.5 **Appendices 1 and 2 show the prioritised listing in order of condition rating** of non-principal road carriageways and footways together with the proposed highway renewal schemes. The schemes to be actually carried out will be those at the top of the list (i.e. having the 'worst' condition rating). In order to ensure that there is no conflict between any proposed highway investment schemes and potential statutory undertaker works some proposed schemes might have to be deferred and replaced with the next scheme in the list. Any scheme deferred will be carried out at the first subsequent opportunity.

5.6 The ride quality of the roads is essential for cyclists. An uneven road surface causes discomfort and hazards for cyclists which discourages the use of certain routes or cycling altogether. Therefore, this programme will enhance the ride quality for cyclists. This is particularly important for Ealing who are working towards becoming an exemplary cycling borough.

## 6. Financial Implications

6.1 The approved capital budget includes a LBE allocation of £3.500m to fund road carriageway and footway re-surfacing in 2019/20. The funding is part of the current capital programme for 2019-20. The £3.500m is to be allocated as detailed in Table 4 below:

**Table 4. Road Carriageway and Footway Re-Surfacing**

<b>Project</b>	<b>Budget £m</b>
Proposed <b>carriageway resurfacing</b> works <b>prioritised in order of condition rating</b>	3.000
Proposed <b>footway renewal</b> works to <b>prioritised in order of condition rating</b>	0.500
<b>Total</b>	<b>3.500</b>

6.2 For the second year running, TfL has not provided any funding to maintain the Principal Road network. Trunk roads within the borough will continue to deteriorate further until TfL provides funding. Therefore, to date no bid has been submitted to TfL for a grant by London Borough of Ealing to carry out re-surfacing works on the Council's Principal Roads, as shown in table 5 below.

**Table 5. Principal Road Renewal Works**

<b>Capital Programme Addition</b>	<b>Funding Type</b>	<b>Year 1 2019/20</b>	<b>Year 2 2020/21</b>	<b>Year 3 2022/23</b>	<b>TOTAL</b>
		<b>Capital £m</b>	<b>Capital £m</b>	<b>Capital £m</b>	<b>Capital £m</b>
Principal Road Renewal Works	Grant	0.000	-	-	0.000

6.3. The WELN programme is to be funded by TfL plus Ealing match funding as shown in Table 6 below.

**Table 6. WELN Programme**

Funding Source (Outturn £k)	Spend to date	2019/20 £m	2020/21 £m	TOTAL £m
TfL Liveable Neighbourhoods	0.268	1.567	4.800	6.635
TfL LIP - Corridors and Neighbourhoods (C1C)*	0.150	0.150	0.100	0.400
<b>Subtotal – TfL Funding</b>	<b>0.418</b>	<b>1.717</b>	<b>4.900</b>	<b>7.035</b>
Council match funding	0.000	0.330	0.960	1.290
s106	0.000	0.250	0.262	0.512
<b>Subtotal – Council Funding</b>	<b>0.000</b>	<b>0.580</b>	<b>1.222</b>	<b>1.802</b>
<b>Total Funding</b>	<b>0.418</b>	<b>2.297</b>	<b>6.122</b>	<b>8.837</b>

\* £0.150 is listed in Appendix 4 under Active Travel

6.4 The WELN programme includes proposals subject to TfL approval to remove the existing east-bound bus lane along West Ealing Broadway so that segregated cycle lanes can be implemented. There will be a reduction in revenue income as a result less bus lane CCTV enforcement PCNs. However, this will be offset by income from enforcement of new traffic regulations such as banned turns.

6.5 The following summary table 7 sets out the funding for both capital and revenue expenditure anticipated for transport projects in 2019/20.

**Table 7. Transport Programme Funding 2019/20**

Transport Funding	Existing Approved Budgets 2019/20 £m			Additional Budget Requested 2019/20 £m			Total 2019/20
	Revenue	Capital	Sub total	Revenue	Capital	Sub total	
TfL grant Funding (includes LIP, LTF, Bus Priority & Quietway Funding)	0	0	0	1.470	1.827	3.297	3.297
HS2 Road Safety Fund	0	0	0	0	0.366	0.366	0.366
Council Capital Funding (High Streets)	0	0	0	0	0.050	0.050	0.050
Council Revenue Funding (Parking Income)	0	0	0	0	0.917	0.917	0.917



Transport S106 contributions Funding	0.400	2.601	3.001	0.073	0.548	0.621	3.622
School Safety Schemes funded by Schools Expansion Programme	0	0	0	0.386	0	0.386	0.386
WELN	0	0	0	0	2.297	2.297	2.297
TfL Crossrail Complementary Measures (CCM) funding	0	0	0	0	4.862	4.862	4.862
<b>Total</b>	<b>0.400</b>	<b>2.601</b>	<b>3.001</b>	<b>1.929</b>	<b>10.867</b>	<b>12.796</b>	<b>15.797</b>

6.6 Following the annual spending submission to TfL, TfL have approved £11.456m of funding for the LIP and other TfL programmes in 2019/20. Funding for detailed design and delivery stages for the Liveable Neighbourhood programme will be released in stages by TfL following successful progress through a number of gateways.

6.7 In addition to the LIP programme other transport schemes are funded through S106 planning obligations. The S106 monies received by the Council are outlined in the S106 Cabinet report to the same meeting (19 March 2019), and shows S106 monies that have already been received and agreed (Total funding £3.001m). It is intended that these schemes be integrated with the LIP programme to provide economies of scale and value for money and Cabinet are requested through this report to approve the addition of **£0.548m** S106 funded expenditure to the capital programme. Table 7.1 below shows the 2019-20 sources of funding and the amounts for the LIP and other transport schemes. It also highlights whether funding requires approval or has previously been approved through the governance process.

**Table 7.1 2019-20 Transport programme sources of funding**

<u>Source of funding</u>	<u>Capital</u>	<u>Revenue</u>	<u>Total</u>
	<u>£m</u>	<u>£m</u>	<u>£m</u>
LBE <sup>1</sup>	0.967	0.000	<b>1.297</b>
HS2 Road Fund	0.366	0.000	<b>0.366</b>
TfL/GLA <sup>1</sup>	8.986	1.470	<b>10.456</b>
S106 <sup>1</sup>	0.548	0.073	<b>0.621</b>
Schools Safety		0.386	0.386
<b>subtotal</b>	<b>10.867</b>	<b>1.929</b>	<b>12.796</b>
S106 <sup>2</sup>	2.601	0.400	<b>3.001</b>
<b>TOTAL</b>	<b>13.468</b>	<b>2.329</b>	<b>15.797</b>

1. Funding for which approval is being sought. TfL/GLA capital funding of £8.986m includes £4.862m for the Crossrail Complementary Measures (CCM) as highlighted in section 6.10 of report. The LBE funding of £0.967m includes £0.917m of Council Revenue Funding (Parking Income) solely

for the use of sustainable transport (walking and cycling only) as contribution towards the Uxbridge Road Cycling Corridor as highlighted in section 6.12 and shown in Table 8.

2. Funding that already been approved and funding is currently being held in s106 account.

- 6.8 The S106 allocation for Transport is part of the wider S106 programme of new and existing commitments totalling £3.622m.
- 6.9 Further funding of **£0.386m** is available from the Education Department 2019/20 capital budget in connection with the school's expansion programme to implement safety and sustainable travel schemes in the vicinity of new and expanded schools as set out in Appendix 5. This funding is already included in the 2019/20 capital programme and the transport contributions have been confirmed. It is intended that these schemes will be integrated with the LIP and S106 programmes where relevant to provide economies of scale and value for money. The funding is from the budget allocations for individual school projects and is a mixture of grants and borrowing.
- 6.10 The Crossrail Complementary Measures (CCM) proposals to improve station access are being progressed as TfL have confirmed that funding will be available to develop schemes at the five Crossrail stations in LB Ealing. The level of funding for 2019/20 has been bid at **£4.862m** to reflect the current Crossrail delivery timetable, but this will be subject to the station build programme and a TfL design review. A separate report on the CCM allocation was reported to Cabinet on 21 April 2015, and the addition of the scheme to the Capital Programme was approved.
- 6.11 The TfL Grant allocations shown in Tables 8 & 9 below are new 2019/20 allocations which were not available in 2018/19 and only formally confirmed recently. The S106 revenue and capital contributions noted are confirmed by the S106 Cabinet report to the same meeting (19 March 2019). Table 8 shows requests to add budgets to 2019/20 capital programmes in E&CS Highways highlighting the LBE match funding of £0.967m (£0.917m from Parking Revenue Income and £0.050m from High Street Capital, currently anticipated to be funded as in prior years by Regeneration & Housing).
- 6.12 Council Revenue Funding (Parking Income) is solely for the use of sustainable transport (walking and cycling only) and the intention is for it to contribute towards the Uxbridge Road Cycling Corridor.

**Table 8. - Request for additions to Capital Programme 2019/20**

<b>Additional Budget requested</b>		
<b>Directorate</b>	<b>Funding Programme</b>	<b>2019/20 £m</b>
Place, Highways	Corridors Neighbourhoods and Supporting Measures	2.600
Place, Highways	Discretionary Funding Totals	0.560
Place, Highways	Crossrail Complementary Measures	4.862

Place, Highways	Highways S106 Works	0.548
Place, Highways	WELN	2.297
Sub total		10.867
<b>Funded by</b>		
Grant (TfL)		8.986
HS2 Road Safety Fund		0.366
Council Capital Funding (High Streets)		0.050
Council Revenue Funding (Parking Income)		0.917
S106		0.548
<b>Total</b>		<b>10.867</b>

**Table 9 - Transport Projects Revenue Expenditure 2019/20**

<b>Revenue</b>	<b>Directorate</b>	<b>Programme</b>	<b>2019/20 £m</b>
LIP/ TfL Grant	Place	Corridors Neighbourhoods and Supporting Measures	1.470
	Place	Transport S106	0.073
		School Safety	0.386
Sub total			1.929
<b>Funded by</b>			
Grant (TfL)			1.470
HS2 Road Safety Fund			0.000
Council Capital Funding (High Streets)			0.000
Council Revenue Funding (Parking Income)			0.000
S106			0.459
<b>Total</b>			<b>1.929</b>

6.13 Notwithstanding the funding allocations above, TfL LIP Guidance allows boroughs to move up to 20% allocation between projects in the Corridors, Neighbourhoods and Supporting Measures programmes. This provides a greater degree of flexibility to meet local priorities and changing circumstances. This flexibility has been applied in developing the proposed programme for 2019/20.

6.14 The Local Transport Funding allocation of £0.100m is discretionary and may be used on transport projects as defined by the Council.

- 6.15 Some projects in Appendix 3 and 4 may include proposals to add, alter or remove traffic management measures such as bus lanes, yellow box junctions plus waiting and loading restrictions which may have revenue implications. Any such revenue implications are not relevant to any traffic management decisions which will be made having regard to the duties set out below.

## **7 Legal**

- 7.1 The Highways Act 1980 places a duty on highway authorities to maintain the highway asset or network and a Code of Practice for Maintenance Management (Delivering Best Value in Highway Maintenance) gives information about the standards to be achieved. There are various Audit Commission Performance Indicators that give monitoring information of highway conditions.
- 7.2 The Highways Act 1980 also places a duty on highways authorities to improve highway safety, and the Greater London Authority Act 1999 requires authorities to implement projects and programmes that contribute to the Mayor's Transport Strategy. The Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 give powers and duties on the Public Highway to manage traffic (including pedestrians and cycles) to secure that safe and expeditious movement of traffic. The WELN programme will deliver improvements in line with these duties and powers. Under the Traffic Management Act 2004, TfL has the power to approve or reject changes on Uxbridge Road that impact on capacity and buses.
- 7.3 Under S159 of the Greater London Authority Act 1999, TfL may give financial assistance to the Council where they consider it would be conducive to the provision of safe, integrated, efficient and economic transport facilities or service to, from or within Greater London.
- 7.4 Money paid to the Council pursuant to a S106 obligation can only be applied for the purposes set out in the relevant agreement.

## **8 Value For Money**

- 8.1 The Council's framework consultants and term contractors, who were engaged on the basis of competitive tendering, would carry out the design and implementation works. Specialist consultants for the WELN programme will be engaged from frameworks approved by the Head of Commercial Hub as required.
- 8.2 To ensure the most efficient use of funds officers strongly recommend that selection of roads be based on the prioritised condition rating as set out within the Appendices 1 & 2. This will represent good value for money, as it will mean that only roads that are in most need of urgent repair are being renewed. This sequentially will remove the need to carry out regular patching works to these roads thus reducing demand on already limited revenue budget for this area.

## **9 Risk Management**

- 9.1 Such operations have been carried out annually and it is not expected that there are any potential major risks associated with the options and the proposed course of action. The main risk to the schemes arises from formal objections received at the statutory consultation stage that cannot be justifiably overturned, delays preventing implementation during the time frame of available funding and unforeseen problems on site. Processes are in place to minimise the impact of any such eventualities. Non-delivery of schemes may result in loss of funding.
- 9.2 The WELN programme carries a variety of risks related to its scale, combination of traditional highway engineering and transport planning projects and bespoke urban realm schemes. A Steering Group consisting of directors and councillors has been established to monitor and advise officers on appropriate risk mitigation actions.

## **10 Community Safety**

- 10.1 Roads and Footway Infrastructure Improvement works will enhance community safety by eliminating potential hazards to improve footway and carriageway conditions.
- 10.2 One of the central aims of the WELN programme is to 'design out crime' and help to improve community safety. In West Ealing in particular there is marked increase in perceptions of crime at night compared to the day, as evidenced through recent attitude surveys. In order to address the negative perceptions and real levels of crime in West Ealing, the WELN proposals will focus on encouraging higher footfall in the area thus generating increased natural surveillance. This will be achieved through investment in the passageways and side streets that connect the area and with upgraded lighting levels. Dean Gardens will also be opened up by removing the boundary walls and the footpaths will be realigned to better serve desire lines. Seating will be incorporated intelligently to prevent anti-social behaviour. The look and feel of the Broadway will be enhanced through de-cluttering, improved surfaces and tree planting – creating a more relaxed and pleasant environment conducive to positive behaviour. CCTV cameras may also be re-located based on local intelligence to act as an additional deterrent to crime. The project team will continue to work alongside colleagues in the Safer Neighbourhood Teams, Community Safety and Met Police to gain a detailed understanding of crime hotspots and attempt to design in solutions to address these challenges. It should be noted the area is already covered by a PSPO, which will be in place until 2020.
- 10.3 Transport Strategy and LIP have an objective to "Improve road safety". Transport schemes, including new pedestrian and cycle infrastructure, are a part of planned interventions that would improve safety in the community. In addition, the Council has a statutory duty to investigate road traffic collisions and work to prevent future road casualties. Advice from TfL is that incorporating safety schemes within the LIP schemes will satisfy this requirement.

## **11 Links to the 3 Priorities for the Borough**

- 11.1 Good, genuinely affordable homes all developments to facilitate healthy and sustainable transport. Transport links throughout the Borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access jobs and services more effectively.
- 11.2 Opportunities and living incomes Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes and orbital journeys. This will help local businesses and people access jobs and markets more effectively. This will also provide people with access to jobs, education and services more effectively including those with disabilities and without access to a car. The focus on sustainable modes will not substantially increase wear on carriageways and footways, therefore maintaining an adequate lifespan of these Council assets before replacement is required.
- 11.3 A healthy and great place. As part of all transport schemes the Council will ensure that road safety and personal security issues are investigated and addressed. The LIP will manage traffic by supporting and promoting sustainable modes. This will manage emissions of carbon and other pollutants. Appropriate maintenance and improving the quality of the street environment are key components of schemes to encourage walking and cycling. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes (walking, cycling and public transport) and orbital journeys. This will help people access jobs and services more effectively.

## **12. Equalities and Community Cohesion**

- 12.1 An Equality Impact Assessment has been undertaken on the proposed programme of works. In addition, all schemes detailed in this report will be designed in accordance with current disability and equality guidelines.

An Equalities Impact Assessment has been completed for the LIP 2019-22 which covers all projects contained within this report and was included within the Cabinet Report on 12 February 2019.

## **13. Staffing/Workforce and Accommodation implications**

- 13.1 There are no staffing/workforce and accommodation issues as the design and works involved are carried out by consultant and contractors employed by the Council.

## **14. Property and Assets**

- 14.1 This Report is concerned with the refurbishment enhancement and improvement of footways, carriageways and parks in the Borough, which are a key asset of the Council.

## **15. Any other implications**

- 15.1 By investing in the infrastructure will ensure that footways and carriageways are fit for purpose in the future and lead to a reduced need for reactive maintenance of those items.
- 15.2 The WELN programme will be one of the first TfL funded Healthy Streets projects in London and flagship a variety of ambitious and contemporary approaches to the design and use of the public realm. TfL applies a rigorous staged gateway approval process that awards funding in stages subject to TfL's approval.

## **16. Consultation**

- 16.1 There are three usual stages of consultation for schemes of the type detailed in this report. These are:
- (i) Consultation with residents and businesses in the scheme area by way of posted letter drop;
  - (ii) Statutory advertising of any necessary Traffic Management Orders, using on-street notice boards, information in the London Gazette and in the local newspaper, prior to implementing a scheme. Any formal objection received at the statutory consultation stage that cannot be justifiably overturned could delay the implementation of the scheme. There is no other known potential risk at present.
  - (iii) Publishing of Notices under Section 58 of the New Roads and Street Works Act which places certain restrictions upon statutory undertakers in excavating new surfaces.

In addition, the emergency services and bus operators are consulted where appropriate during scheme development.

- 16.2 For the WELN programme, an extensive and more intensive approach will be taken to involve residents and businesses in the development of schemes. This approach will also facilitate the integration of active citizenship into the programme in both the short and long terms.
- 16.3 Public and stakeholder consultation on the draft LIP was conducted by an on-line survey/comment pages on the Council website, details of which were referred to in the 12 February 2019 Cabinet Report.
- 16.4 Specific schemes developed through the LIP programme would be subject to further public consultation during their detailed development and prior to any approved implementation.

## **17. Timetable for Implementation**

- 17.1 The Infrastructure Renewal Programme is as follows:

Item	Date
Approval	March 2019
Detailed design commencement	March 2019
Section 58 Notice	April 2019 onwards
Works commencement on site	April 2019 onwards
Overall completion	March 2020

17.2 The WELN and Transport Schemes listed in Appendix 3 and 4 are at varying stages of development across their respective project lifecycles. Some are at relatively early concept stages whereas others have already been designed and are merely awaiting funds for construction.

17.3 The outline timetable describes typical milestones for schemes that are funded to the end of the 2019/20 financial year. Where schemes extend beyond one financial year, the date of each project lifecycle will be increased accordingly reflecting the size and complexity of each project.

#### **Outline timetable - typical milestones for transport schemes funded in 2019/20**

Project Lifecycle	Date Range
• Cabinet approval	• April 2019
• Preliminary design	• May – August 2019
• Consultation	• June – October 2019
• Design	• August – December 2019
• Works commencement on site	• November 2019
• Works completion	• March 2020

17.4 The proposed programme is indicative and may vary subject to:

- problems that may be identified at the preliminary design stage requiring additional study to obtain scheme approvals;
- issues raised by Members or the public at consultation stage which may require design changes;
- unresolvable objections being received at the statutory consultation stage;
- approvals by other boroughs on cross Borough schemes;
- approvals required by TfL where relevant; and
- alterations to programme through mutual agreement with TfL.

## **18. Conclusion**

18.1 The budgets for highway maintenance work are under significant pressure and for many years have not matched the preferred investment levels. In this situation it is essential that the most cost-effective solution is adopted and budgets are allocated on the basis of condition survey information, which ensures that the streets or sections of streets with the worst defects are prioritised for improvement works.

The funds available in the budget for Borough roads are £3.500m However, the cost of implementing all of the schemes listed in Appendices 1 and 2 would exceed the available budget. Taking account of this, officers recommended that the budgets be allocated as follows:

- **£ 3.000m – 2019/20 carriageway resurfacing prioritised in order of**



- condition rating – Appendix 1
- £ 0.500m – 2019/20 footway renewal works prioritised in order of condition rating – Appendix 2
- £ 0.556m – 2018/19 grant funding from Department for Transport to fund Pothole Repairs for spend in 2018/19

## 19. Appendices

Attached below are the following Appendices.

- Appendix 1 Proposed Carriageway Resurfacing Schemes
- Appendix 2 Proposed Footway Schemes
- Appendix 3 WELN Interventions
- Appendix 4 LIP 19/20 Programmes
- Appendix 5 School Safety Schemes

## 20. Background Information

1. Highways Act 1980
2. Delivering Best Value in Highway Maintenance – Code of Practice for Highway Maintenance Management (July 2001).
3. Annual Condition Surveys
4. Section 106 Allocations (funding received by Ealing Council) – Cabinet 19 March 2019
5. Relevant S106 Agreements
6. Transport Programme 2018-19 – Cabinet Report, 20 March 2018
7. Local Implementation Plan (Transport) 2019-22 – Cabinet Report, 12 February 2019
8. Transport Strategy, Cabinet Report, 5 June 2018
9. Mayor’s Transport Strategy – Mayor of London, 2018
10. Transport Programme 2018-19 – Cabinet Report, 20 March 2018

## 21. Report Consultation

Name of consultee	Department	Date sent to consultee	Response received from consultee	Comments appear in report para:
Councillor Julian Bell	Leader of the Council and Executive Member for Regeneration and Transport			
Councillor Sabiers	Portfolio Holder for Environment and Highways			
Tony Clements	Executive Director of Place			
Lucy Taylor	Director of Regeneration and Planning			
Gillian Marston	Director of Environment			

Jackie Adams	Head of Legal (Property & Regulatory)	14/2/19	25/02/19	Throughout
Chuhr Nijjar	Senior Contracts Lawyer	14/2/19	1/3/19	Throughout
Charles Cato/John Prince	Interim Finance Business Partners	14/2/19	25/02/19	Throughout
Rakhee Thobani	Commercial Hub Corporate Category Lead	1/3/19	1/3/19	Section 7
Tony Singh	Team Manager – Scheme Design and Implementation	14/2/19		
Gina Cole	Assistant Director Parking Services	14/2/19		
Henry Kennedy-Skipton	Head of Regeneration	14/2/19		
Russell Roberts	Principal Transport Planner	01/02/19	25/02/19	Throughout

Report History

<b>Decision type:</b>	<b>Urgency item?</b>
Key decision	No
Authorised by Cabinet member:	Date report drafted: Report deadline: Date report sent:

## Appendix 1 - Proposed Carriageway Resurfacing Schemes

Infrastructure Renewal Programme: Appendix 1					
2019-20 Proposed Carriageway Resurfacing Works Prioritised in Order of Condition Rating					
Road Name	From	To	Ward	Condition Rating	Cost £m
Down Way	Bournemead Avenue	65 Down Way	Northolt West End	100	0.017
Western Road	Borough Boundary	280 Western Road	Southall Green	97	0.125
Coronation Road	Borough Boundary	Park Royal Road	East Acton	96	0.205
Brent Road	Western Road	Derley Road	Southall Green	95	0.134
Rockware Avenue - Adopted Section	Greenford Road	Oldfield Lane North	Greenford Green	94	0.100
Brunswick Road	Lynwood Road	Hanger Lane	Hanger Hill	93	0.163
Brunel Road	Old Oak Common Lane	Telford Way	East Acton	91	0.079
Woodfield Road	Mount Avenue	Fairlea Place	Hanger Hill	91	0.075
Victoria Road	Norwood Road	Havelock Road	Southall Green	91	0.072
South Ealing Road	Durham Road	Dorset Road	Ealing Common / Northfields	89	0.149
Park Royal Road	Victoria Road	3 Park Royal Road	East Acton	89	0.069
Eaton Rise	Montpelier Road	Mount Avenue	Hanger Hill	89	0.062
Bordars Road	Greenford Avenue	Cuckoo Avenue	Hobbayne	88	0.114
Church Road	Uxbridge Road	Tennyson Road	Elthorne	87	0.172
Horsenden Lane North (canal bridge)	Canal Bridge	Canal Bridge	North Greenford	87	0.046
Queen Anne's Gardens	Bedford Road	Vanburgh Road	Southfield	87	0.070
<b>Montpelier Road</b>	<b>Eaton Rise</b>	<b>West Road</b>	<b>Ealing Broadway / Hanger Hill</b>	<b>87</b>	<b>0.053</b>
<b>Queen's Walk</b>	<b>Buckingham Close</b>	<b>Mount Avenue</b>	<b>Cleveland</b>	<b>86</b>	<b>0.047</b>
<b>Southfield Road</b>	<b>Carlton Road</b>	<b>Hamilton Road</b>	<b>Southfield</b>	<b>86</b>	<b>0.057</b>
<b>Boileau Road</b>	<b>Station Road</b>	<b>Corringway</b>	<b>Hanger Hill</b>	<b>85</b>	<b>0.076</b>

**Infrastructure Renewal Programme: Appendix 1 (continuation)**

**2019-2020 Proposed Carriageway Resurfacing Works  
Prioritised in Order of Condition Rating**

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Ward</b>	<b>Condition Rating</b>	<b>Cost £m</b>
Long Drive	A40 Western Avenue	Hill Rise	Greenford Green	84	0.234
Lynwood Road	Brunswick Road	A40 Western Avenue	Hanger Hill	83	0.039
<b>Burns Avenue</b>	<b>Carlyle Avenue</b>	<b>Dormers Wells Road</b>	<b>Dormers Wells</b>	<b>83</b>	<b>0.090</b>
<b>Devonshire Road</b>	<b>Windemere Road</b>	<b>Bycroft Road</b>	<b>Lady Margaret</b>	<b>83</b>	<b>0.022</b>
Liverpool Road	Warwick Road	Ranelagh Road	Ealing Common	82	0.075
<b>Westbury Avenue</b>	<b>Hillside Road</b>	<b>Somerset Road</b>	<b>Lady Margaret</b>	<b>82</b>	<b>0.080</b>
<b>Lowden Road</b>	<b>Lancaster Road</b>	<b>11 Lowden Road</b>	<b>Southall Broadway</b>	<b>82</b>	<b>0.013</b>
<b>Woodstock Avenue</b>	<b>Adrienne Avenue</b>	<b>Lady Margaret Road</b>	<b>Greenford Broadway</b>	<b>79</b>	<b>0.015</b>
<b>Bordars Road</b>	<b>Cuckoo Avenue</b>	<b>Copley Close</b>	<b>Hobbayne</b>	<b>78</b>	<b>0.043</b>
<b>Cuckoo Avenue</b>	<b>Ruislip Road East</b>	<b>Westcott Crescent</b>	<b>Hobbayne</b>	<b>78</b>	<b>0.130</b>
<b>Clairville Gardens</b>	<b>York Avenue</b>	<b>To end (20 Clairville)</b>	<b>Elthorne</b>	<b>78</b>	<b>0.014</b>
<b>Tilney Road</b>	<b>Brent Road</b>	<b>To end (20 Tilney)</b>	<b>Southall Green</b>	<b>77</b>	<b>0.018</b>
<b>Fleming Road</b>	<b>Longridge Lane</b>	<b>Greenford Road</b>	<b>Dormers Wells</b>	<b>77</b>	<b>0.067</b>
<b>Rosehill Gardens</b>	<b>Whitton Avenue East</b>	<b>To end (47 Rosehill)</b>	<b>North Greenford</b>	<b>76</b>	<b>0.019</b>
<b>Vernon Rise</b>	<b>Whitton Avenue West</b>	<b>To Wood End Academy</b>	<b>North Greenford</b>	<b>76</b>	<b>0.013</b>
<b>Rugby Road</b>	<b>Southfield Road</b>	<b>Hatfield Road</b>	<b>Southfield</b>	<b>76</b>	<b>0.015</b>
<b>Ealing Road</b>	<b>Mandeville Road</b>	<b>Rowdell Road</b>	<b>Northolt Mandeville</b>	<b>76</b>	<b>0.100</b>
Fisher's Lane	South Parade	Borough Boundary	Southfield	75	0.014
<b>Ridding Lane</b>	<b>Whitton Avenue East</b>	<b>To end (43b Ridding)</b>	<b>North Greenford</b>	<b>75</b>	<b>0.027</b>
<b>Acton Lane</b>	<b>Beaconsfield Road</b>	<b>Southfield Road</b>	<b>Southfield</b>	<b>75</b>	<b>0.091</b>

\* Bold text indicates micro-surfacing

**Total: 3.000**

**Infrastructure Renewal Programme: Appendix 1 Reserve Schemes**

**2019-20 Proposed Carriageway Resurfacing Works - Prioritised in Order of Condition Rating**

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Ward</b>	<b>Condition Rating</b>	<b>Cost £m</b>
Sussex Road	Western Road	Dudley Road	Southall Green	74	0.115
Baronsmede	Popes Lane	Gunnersbury Lane	Ealing Common	72	0.104
<b>Warple Way</b>	<b>The Vale</b>	<b>Canham Road</b>	<b>Southfield</b>	<b>71</b>	<b>0.085</b>
<b>Dormer's Wells Lane</b>	<b>Allenby Road</b>	<b>Uxbridge Road</b>	<b>Dormers Wells</b>	<b>70</b>	<b>0.140</b>

*\* Bold text indicates micro-surfacing*

**Total: 0.444\*\***

*\*\* This figure is for information only and is not part of the £3.500m*

## Appendix 2 – Proposed Footway Schemes

Infrastructure Renewal Programme: Appendix 2						
2019-20 Proposed Footway Renewal Works- Prioritised in Order of Condition Rating						
Road Name	From	To	Ward	L/R	Condition Rating	Cost £m
Allenby Road	Sunnycroft Road	Somerset Road	Lady Margaret	Left	67	0.075
Mattock Lane	Soane Gate / Pitshanger Entrance	Questors Theatre	Ealing Broadway	Both	67	0.085
Worcester Gardens Greenford	Wadham Gardens	Currey Road	Greenford Green	Both	65	0.066
Cantley Road W7	Chepstow Road	Christopher Avenue	Northfields	Both	64	0.065
Kings Avenue	Kings Road	Mount Park Road	Ealing Broadway	Both	63	0.090
Ealing Town Centre Footpath	Dickens Yard	Steps	Ealing Broadway	N'a	63	0.010
<b>Long Drive</b>	<b>Old Oak Common Lane</b>	<b>Carlisle Avenue</b>	<b>East Acton</b>	<b>Various</b>	<b>63</b>	<b>0.030</b>
Carlyle Road	Junction Road	South Ealing Road	Northfields	Various	62	0.009
Down Way	Bournemead	End	Northolt West End	Kerbs only	62	0.005
<b>Woodfield Road</b>	<b>Mount Pleasant Road</b>	<b>Mount Avenue</b>	<b>Cleveland</b>	<b>Both</b>	<b>62</b>	<b>0.065</b>
<b>Total:</b>						<b>0.500</b>

\* **Bold text indicates DBM footway, ASP otherwise**

### Appendix 3

#### List of WELN schemes

Intervention	Description
Dean Gardens SPECIAL PLACES	<ul style="list-style-type: none"> <li>Improved access, visibility &amp; safety</li> <li>Realise the local communities vision based on previous BDP design</li> <li>Promote active citizenship</li> <li>Remove fencing, widen pavements</li> <li>Relocate entrance in SW corner to connect directly onto Leeland Terrace and passageway to the Broadway</li> </ul>
Leeland Road SPECIAL PLACES	<ul style="list-style-type: none"> <li>Enhance streetscape setting for weekly Farmers market</li> <li>Make street one-way</li> <li>Widen pavements</li> <li>Create space for market stalls &amp; parklet</li> <li>On-street parking removed, loading bays included</li> <li>New trees &amp; improved crossings</li> </ul>
Melbourne Avenue SPECIAL PLACES	<ul style="list-style-type: none"> <li>Raised table</li> <li>Widen pavements and discourage illegal parking</li> <li>Tree planting</li> <li>Rain Gardens</li> <li>Wayfinding</li> </ul>
St James' Avenue SPECIAL PLACES	<ul style="list-style-type: none"> <li>Relocate access to Sainsbury's car park</li> <li>Provide cycle route and cycle parking</li> <li>Extend public plaza between Church and Sainsbury's</li> <li>Art and lighting installations</li> </ul>
Ecclestone Road ORCHARD RING	<ul style="list-style-type: none"> <li>Build out footway, narrow carriageway</li> <li>Raised table</li> <li>Tree planting</li> <li>Bike hangar, new cycle parking</li> <li>Wayfinding</li> </ul>
Walsingham Road ORCHARD RING	<ul style="list-style-type: none"> <li>Build out footway, narrow carriageway</li> <li>Raised table</li> <li>Bike hangar, new cycle parking</li> <li>Landscaping</li> </ul>
Magistrates Court ORCHARD RING	<ul style="list-style-type: none"> <li>Raised table</li> <li>Play Street (outside St Johns School)</li> <li>Reduce on street parking</li> <li>Widen pavements</li> <li>Road junctions to slow traffic speeds</li> </ul>
Bedford Road ORCHARD RING	<ul style="list-style-type: none"> <li>One way in from Broadway for traffic</li> <li>Enhance physical protection of existing contraflow cycle lane</li> <li>Retain existing road closure</li> <li>Bike hangar, new cycle parking</li> <li>Wayfinding</li> </ul>
Green Man Passage PASSAGEWAY PLACES	<ul style="list-style-type: none"> <li>Reorganisation of existing car park and removal of fencing</li> <li>Enhance pedestrian route and crossings between Broadway and Dean Gardens</li> <li>Create attractive passageway with feature lighting, planting and artwork</li> <li>Play Street</li> <li>Link to relocated crossing on Broadway</li> </ul>
Jacobs Ladder GATEWAY PLACES	<ul style="list-style-type: none"> <li>Public realm improvements</li> <li>Pocket plaza</li> <li>Greening, lighting and art</li> <li>Wayfinding</li> <li>Integrated play features</li> <li>Improve maintenance and lighting on the bridge itself</li> </ul>
Forester Pub GATEWAY PLACES	<ul style="list-style-type: none"> <li>Gateway plaza by the pub</li> <li>Link traffic island back to pavement</li> <li>Greening, art and lighting</li> <li>Wayfinding</li> </ul>

Oakland / Coldershaw NEIGHBOURHOOD ROUTES	<ul style="list-style-type: none"> <li>• Modal filters</li> <li>• Raised table</li> <li>• Widen pavements and control on-street parking</li> <li>• Tree planting</li> <li>• Bike hangar / cycle parking</li> <li>• Wayfinding</li> </ul>
Regina Terrace NEIGHBOURHOOD ROUTES	<ul style="list-style-type: none"> <li>• Modal filters</li> <li>• Reduce traffic volumes cutting through residential area</li> <li>• Improved crossing</li> <li>• Tree planting and cycle parking</li> </ul>

### Supporting measures

Initiative	Description
Gamification	Use an app to create a customised rewards scheme for West Ealing. Points are awarded for active travel to specific points and could be exchanged at local business for rewards, such as free coffee.
Residential Personal Travel Plan engagement	Encourage sustainable travel modes by visiting residents at their home.
Targeted engagement to reach key community groups	Work with community leaders, schools, places of worship & resident groups.
Engagement events at key trip attractors	Holding events in public spaces and visiting key trip attractors.
Engagement with BID to support rewards	Encourage local businesses to provide rewards for app users.
Engagement with BID on servicing and consolidating delivery	Providing BID with advice and support to consolidate deliveries and use electric vehicles & e-cargo bikes.
Points of interest walking map	List walkable sites of interest in West Ealing that encourages active travel locally.
Street closures and play streets	Costs to include paying for signs and cones to put out, preparing traffic orders, Comms with residents and attendance on the day.
School travel planning support	Provide support for travel planning measures, e.g. review travel plans, identify additional measures to implement, and help them to do so. Deliver tailored support to help address transport and travel issues identified by the school.
E-cargo bike trailer	Approach businesses to see whether they would take part in trialling this initiative.
Bicycle parking	Secure bicycle parking to be strategically placed throughout the neighbourhood key areas.



**Appendix 4**  
LIP Programme

<b>Transport - 2019/20 - LIP Programme- Appendix 4</b>			<b>Objective 1 Mode Shift to Sustainable Modes</b>	<b>Objective 2 Reducing Transport's Environmental Footprint</b>	<b>Objective 3 Road Safety</b>
<b>Package Name &amp; Location</b>	<b>Key Scheme Proposals</b>	<b>Allocation 2019/20 £m</b>			
<b>Uxbridge Road Corridor</b>	Design and implementation of walking & cycling infrastructure on the Uxbridge Road spine corridor. To include improvements for Acton, Ealing Broadway, West Ealing, Hanwell and Southall town centres.	0.500	✓	✓	✓
<b>Road Safety</b>	Borough 20mph Rollout (Vision Zero) & Road Safety: Hotspot Remediation, Investigation & implementation (Vison Zero)	0.300	✓	L	✓
<b>Active Travel</b>	Cycle Network Plan, Mini Liveable Neighbourhoods around schools, Cycle Parking, Walk & Cycle Routes/Access Schemes, Local Connectivity schemes and West Ealing Liveable Neighbourhood LIP contribution (£0.150m)	0.460	✓	✓	✓
<b>Residual Corridors &amp; Neighbourhoods Schemes</b>	<p>Completion of remaining Corridors &amp; Neighbourhoods physical schemes, including design and project management costs.</p> <p>Measures include: streetscape/placemaking improvements to support walking, cycling, road safety and bus users.</p> <p>Locations: Corridor 8 Greenford Town Centre Corridor 11 Mandeville Road, Northolt Corridor 12 Tentelow Lane access &amp; Windmill Lane, Southall Neighbourhood 27 Greenford Ave, Hanwell Neighbourhood 28 Northolt West End</p>	1.900	✓	✓	✓

<b>All Corridors Future Feasibility</b>	Preparation work for future projects, including data & analysis, borough wide studies, future Corridor and Neighbourhood schemes, studies and monitoring	0.100	✓	✓	✓
<b>Core Supporting Measures</b>	Borough wide activities including: -Transport Supporting Measures project management costs -School Travel Plans & School Road Safety -Cycle Support Measures -Communications/Travel Awareness (TA) -Events -EV Charge Point support -WestTrans contribution -Air Quality Monitoring	0.810	✓	✓	✓
<b>Corridors Neighbourhoods and Supporting Measures Total</b>		<b>4.070</b>	L		
<b>Quietways</b>	Design and implementation of the Ealing to Greenford cycle Quietway.	0.160	✓	✓	✓
<b>Bus Priority/Low Emission Bus Zone</b>	Uxbridge Road Corridor and Orbital Bus Corridors	1.400	L	L	L
<b>WELN</b>	Area-wide programme of walking, cycling, streetscape and air quality improvements around West Ealing.	2.297	L	L	L
<b>Discretionary Funding Totals</b>		<b>3.857</b>	L		
<b>Crossrail Complementary Measures Funding</b>	Design and Implementation funding to support integration of five Crossrail stations (Southall, Hanwell, West Ealing, Ealing Broadway and Acton Main Line) into the local urban realm and community (subject to station build programme and TfL design review)	4.862	✓	✓	✓
<b>Crossrail Commentary Measures Total</b>		<b>4.862</b>	L		
<b>TOTAL</b>		<b>12.789</b>			

**Appendix 5**  
**School Safety Schemes**

<b>Transport - 2019/20 Deliverables - School Safety Schemes</b>		
<b>School</b>	<b>Proposed Measures</b>	<b>Funding £m</b>
Ada Lovelace Primary	School Travel Plan specified road safety measures including school safety zone, Controlled Parking Zone and cycle lane	0.270
Ark Soane Primary	Road safety measures including school safety zone and pedestrian crossing	0.065
Ealing Fields Secondary	Sustainable travel measures to support the school travel plan and pedestrian/cycle safety improvements on Southdown Avenue.	0.046
Mayfield Primary	Road safety measures including pedestrian skills, scooter training plus provision of cycle parking	0.005
<b>TOTAL</b>		<b>0.386</b>