

		Report for: Action
		Item Number:
Contains Confidential or Exempt Information	No	
Title	Transport and Highways: LIP Programme 2023/24 and Development of a New Transport and Active Travel Strategy	
Responsible Officer(s)	Darren Henaghan, Strategic Director of Housing and Environment	
Author(s)	Eugene Minogue, Service Improvement Lead for Highways and Transportation Chris Cole, Head of Transport Planning Service Tony Singh, Head of Highways	
Portfolio(s)	Cllr Deirdre Costigan, Deputy Leader and Cabinet Member - Climate Action Cllr Josh Blacker, Cabinet Member - Healthy Lives	
For Consideration By	Cabinet	
Date to be considered	29 March 2023	
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Affected Wards	All	
Area Committees	All	
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<p>Purpose of Report:</p> <p>This report sets out the proposals and seeks approval for;</p> <p>The Transport and Highways – LIP Programme 2023/24, including:</p> <ul style="list-style-type: none"> • Local Implementation Plan (LIP) grant and other Transport for London (TfL) grant funded programmes. • Capital Programme on Infrastructure Renewal Programme, Sustainable Drainage (SuDS), School Safety Schemes and CPZs. • Authority to ringfence funding from School Streets PCNs for the delivery of School Streets. <p>The £0.492m revenue expenditure budget and £5.023m additional capital budget for Transport and Highways – LIP Programme 2023/24 as set out in Section 6 & 7.</p> <p>The School Streets capital budget of £2.523m for three years from 2023/24 to 2025/26 as</p>

set out 7.20 and to be from the Parking Revenue Account, where School Street PCNs are collated.

Delegated authority for the Transport and Highways – LIP Programme 2023/24 as set out 7.5, 7.7 & 7.9.

and;

To commence a wide-ranging strategic review to develop a new Transport and Active Travel and strategy to provide a clear, strategic, and sustainable approach to inform effective future investment into infrastructure and services.

1. Recommendations

It is recommended that Cabinet approve:

- 1.1 The Transport and Highways – LIP Programme 2023/24, including:
 - Local Implementation Plan (LIP) grant and other Transport for London (TfL) grant funded programmes.
 - Capital Programme on Infrastructure Renewal Programme, Sustainable Drainage (SuDS), School Safety Schemes and CPZs.
 - Authority to ringfence funding from School Streets PCNs for the delivery of School Streets.
- 1.2 The £0.492m revenue expenditure budget and to incept into the capital programme an additional capital budget of £5.023m for Transport and Highways – LIP Programme 2023/24 as set out in Section 6 & 7.
- 1.3 To incept into the capital programme a School Streets capital budget of £2.523m for three years from 2023/24 to 2025/26 as set out at para 7.19, to be funded from the Parking Revenue Account where School Street PCNs are collated.
- 1.4 To delegate authority to the Strategic Director of Housing and Environment to approve a revised Transport and Highways Programme 2023/24, should the level of confirmed TfL grant for the Council be lower than expected, following consultation with the Chief Finance Officer and the Portfolio Holder(s).
- 1.5 To delegate authority to the Strategic Director of Housing and Environment to take the necessary steps to implement the schemes identified in the programme (which includes those schemes funded through S106) amend the programme within available funding should any of the proposed projects not be possible to be implemented) as set out in Appendices a), b) and c) following consultation with the Portfolio Holder(s), subject to relevant detailed design and approvals and the outcome of any statutory consultation that may be required.
- 1.6 To delegate authority to the Strategic Director of Housing and Environment following consultation with the Portfolio Holder(s) and the Strategic Director of Finance, to authorise the ringfencing of funding for the delivery of the School Streets from 2023/24 to 2025/26.

and;

- 1.7 To commence a wide-ranging strategic review to develop a new Transport and

Active Travel strategy to provide a clear, strategic, and sustainable approach to inform effective future investment into infrastructure and services.

2. Background/Context

- 2.1 As set out in the [Travel in Ealing Charter](#), the Council is determined to shape Ealing for the better, and tackle the big challenges we know we face in the years ahead, like the climate emergency and the growing inequalities that hold too many people back from leading happy and healthy lives.
- 2.2 The Council is committed to being open, transparent, and inclusive. However, historically this hasn't always been achieved and we are being honest about our mistakes. We've listened and learned and are committed to improving how we engage with local people, including on transport and active travel projects.
- 2.3 We've worked with hundreds of residents and stakeholders from across the Borough to produce the Travel in Ealing Charter, and to reset our relationship so we can move forward together.
- 2.4 How we travel is incredibly important. Almost all of us travel every day, for a wide range of purposes, to a huge variety of places, for different distances, and at different times. Some residents have more travel options than others, and it's easy to think that the choices we make (or have to make) only affect us. But that's not the case. How we travel affects others, too. For example, the more we use cars, the more congestion, air pollution, carbon emissions and road danger there is; and the less exercise we get. The negative effects of our current travel patterns are increasingly well understood, especially in relation to our health. It's clear that what's needed most to reduce the negative effects of travel, is for as many of us as possible to change how we get around. Because travel is so much part of our everyday lives, changing how we do so can be hard to contemplate, let alone achieve. That said whether it's in relation to congestion, pollution, road danger, carbon emissions, inactive lifestyles, or social isolation, the transport status quo is acceptable and unsustainable, and doing nothing is not an option. Accordingly, Ealing Council unanimously declared a Climate Emergency in 2019.
- 2.5 Changing how we travel is necessary, it's also achievable. Road transport accounts for over a quarter of the Borough's carbon emissions, with car travel being the main contributor. But huge numbers of the car trips that start in Ealing are short enough to be walked or cycled. Of these 216,000 daily car trips, around 35,000 could be walked in under 15 minutes and around 145,000 could be cycled in under 20 minutes at a gentle pace. Ealing is also well served by buses, tubes, and trains; and the Elizabeth Line has made public transport an even better alternative to driving, especially for longer trips. There's huge potential for positive change, and the Council is committed to do as much as possible to make walking and cycling easier, more convenient, and safer for all – including as a means of getting to and from bus stops and tube/rail stations. This isn't just about making things better for those who already travel on foot or by cycle, it's about making 'active travel' an attractive choice for people who currently don't think it is. Bearing in mind that people in 40% of Ealing's households don't have access to a car, it's also about fairness. Cars are necessary for some journeys, of course, especially for people with mobility challenges. But the more people who walk or cycle short trips, and who use public transport, the better that is for those who still need to drive or be driven. So, enabling more people to feel they can leave their car at home for more journeys is a win-win for everyone.

2.6 The Council plan for 2022/23 set out the following commitments:

- a) investing £35m in improving our roads, tracks, and pavements, and continuing to implement controlled parking zones;
- b) investing at least £10m to increase cycling, walking, running, and scooting and reduce polluting vehicles through active travel schemes and School Streets;
- c) enhancing our high streets and enabling our seven towns to have everything they need for residents within a 20-minute walk;
- d) investing £100m in the next four years to enable people to live healthy, active, and independent lives from day one;
- e) rapidly expanding the number of bike hangars and electric vehicle charging points;
- f) campaigning to win the powers we need to enforce 20mph speed limits and ramp up fines for idling vehicles;
- g) delivering our 'Shaping Ealing' Local Plan to give residents and businesses confidence that our borough can change for the better in the coming decades;
- h) making our streets and open spaces beautiful and resilient; and
- i) putting good design and heritage at the heart of how we enhance our Borough.

3. Reason for Recommendation and Options Considered

3.1 The Council's existing [Transport Strategy \(2019\)](#) sets out the transport priorities for the Council in accordance with the Mayor's Transport Strategy 2018 (MTS) and focused on the initial 2019-22 period.

The strategy has three core objectives which are as follows:

- 1) Mode Shift to more sustainable travel
- 2) Reducing the Environmental Footprint of Transport
- 3) Improving Road Safety

These three objectives are underpinned by four main principles:

- improve health and well-being
- improve air quality and the environment
- provide a more efficient and safe active transport network
- support good growth and enhance the Borough's economy

3.2 The Vision for the current Transport Strategy is:

Within the context of good growth, to improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient, and sustainable travel modes, making Ealing a healthier, cleaner, safer, and more accessible place for all.

3.3 The Strategy's objectives and principles will be implemented by ten specific transport policies covering encouraging active travel modes, improving accessibility, to implement Sustainable Urban Drainage Schemes (SuDS), reducing vehicle emissions, noise, and congestion, enhancing public transport, improving road safety, to designing streets for people and to ensure that economic growth and new developments contribute to increasing active travel.

3.4 The existing Transport Strategy supports the work of the entire Council and has had significant input including from the Highways, Parking, Regeneration, Planning, Pollution, Public Health teams as well as the Transport Planning team.

3.5 A Local Implementation Plan (LIP) followed the existing Transport Strategy and is the statutory document to implement the MTS contains details including a delivery plan and performance indicators for transport projects and initiatives, such as specific 'Mode Plans' for specific areas such as parking and cycling. The LIP is required to be consistent with the MTS together with other emerging strategic transport initiatives across London and how we implement these at the local level.

4. Key Implications

4.1 Therefore, the Council's current transport priorities are informed by the existing Transport Strategy (2019), the LIP, and the Council Plan (2022-2026) including the associated annual delivery plan. These currently provide the rationale for the Council's proposed spending decisions.

4.2 The proposed Transport and Highways - LIP Programme 2023/24 is set out in section 7 and is further detailed in Appendices a) and b) which have been devised to meet the Council's current transport priorities.

5. Policy Implications

5.1 The Council has three core objectives outlined in the existing Transport Strategy and LIP which are:

- a) Mode Shift to more sustainable travel
- b) Reducing the Environmental Footprint of Transport
- c) Improving Road Safety

5.2 These three objectives are underpinned by four main principles:

- a) improve health and well-being
- b) improve air quality and the environment
- c) provide a more efficient and safe active transport network; and
- d) support good growth and enhance the Borough's economy.

5.3 The existing Transport Strategy and LIP also support the MTS goals, which are to support Healthy Streets, better public transport, and facilitate good growth.

5.4 In support of the Climate Change Emergency and the Ealing Climate and Ecological Emergency Strategy 2021, these transport projects and programmes will contribute towards net zero carbon emissions in Ealing by 2030.

5.5 The outline Transport and Highways - LIP Programme 2023/24 is focused on enhancement of the Borough highway network to increase active travel, reduce emissions, and support public transport and includes:

- a) A focus remains the completion of the Uxbridge Road active travel corridor, which seeks to make Uxbridge Road as safe as possible for pedestrians and cyclists following the Council Motion agreed in December 2017.
- b) A range of infrastructure and behavioural change projects which stretch across the Borough which have been chosen based on a range of data including TfL buses data, active travel, traffic volumes and speeds, collision stats, and more to choose the corridors or locations in most need of improvement, whilst keeping within budget.

- c) Delivery of the Sustainable Drainage Systems (SuDS) will mitigate the risk of flooding and supports the Council priority to tackle the climate crisis as well as providing multiple benefits. The Council has worked in partnership with other key organisations that have flood risk management responsibilities, including the Environment Agency and Thames Water. Following the flood studies, the Council has identified flood mitigation measures that can be implemented for the three areas to reduce the risk of flooding and sought 'part' funding from external partners for a collaborative approach to managing flood risk (Cooperative Working Between Flood Risk Management Authorities).
 - d) Several existing Controlled Parking Zones (CPZs) have been identified for review. These are zones which have long-standing concerns or are experiencing new parking issues because of changes in the local area. (Drayton Green, South Acton, Gunnersbury Park.) In addition, one new area has been put forward because of a petition from residents. (Fraser Road and surrounding area, Perivale.)
 - e) The 'condition rating' score indicates the road or footway in the worst condition (highest defect value). The most recent Condition Survey was undertaken in 2022-23 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. The survey process was updated in 2022-23 and whilst considering structural condition it now also puts more emphasis on value for money with more emphasis on the road or footway within its environment. Together with this prioritised listing, indicative costs, and the proposed type of renewal work for each section of road are prepared. The Council is then able to decide (consistent with its statutory duties and within the priorities and available budgets) on which sections of roads should receive renewal works as shown in Appendix (c)
- 5.6 The proposed Transport and Highways - LIP Programme 2023/24 will contribute towards net zero carbon emissions in Ealing by 2030 and also play an important role in contributing to the [Ealing Climate and Ecological Emergency Strategy](#) (2021) - Travel Objectives:
- a) Reduce number of vehicles travelling in and through Ealing
 - b) Increase active travel (mode shift); and
 - c) Encourage cleaner motor vehicles
- 5.7 As the Council's existing Transport Strategy (2019) focused on the initial 2019-22 period, it is now an opportune time to commence a wide-ranging strategic review to develop a new Transport and Active Travel strategy.
- 5.8 The development of a new Transport and Active Travel strategy will be shaped, informed, and underpinned by the Engagement Toolkit, set out in the Travel in Ealing Charter and the 'whole streets approach'.
- 5.9 A new strategy will build upon the successes to date, such as the implementation of Schools Streets, cycle hangars, electric vehicle charging points, as well as routine maintenance (such as gully repairs, line marking) and improvement works (such as pavement and road surface replacement) and more.

- 5.10 However, despite such positive investment, achievement and collective effort, significant challenges remain. Some areas of our Borough currently present less attractive, less supportive, and less permissive environments to walk, wheel or cycle – as one example we currently do not have as many cycle paths as other London boroughs and as such we need to further improve the integration of the cycle network across the Borough.
- 5.11 We cannot achieve these changes alone. Therefore, we recognise that no single department or organisation can, on its own, significantly increase and sustain the active travel levels of our population. It will require the involvement and commitment of our residents, communities, partners, and stakeholders to achieve this common goal.
- 5.12 Reaching that goal will require persistence, patience, and resolution, therefore it is not just about doing the same things more efficiently – at times a fundamentally more innovative, radical, and bold change will be required, and we want to ensure that there is an openness to explore new options to create a borough where walking, cycling, and wheeling is the natural choice for local, everyday journeys.
- 5.13 The Council will work collaboratively with residents, communities, partners, and stakeholders to encourage innovation and share best practice, particularly through applying the principles and practical learning of behaviour change.
- 5.14 The development of a new strategy will provide a new bold, ambitious framework which will build on the positive achievements made to date and help us work collaboratively to better address our key challenges. The strategy will not be developed in isolation and will be co-designed and developed on a place-based and ‘whole system’ basis to facilitate impact, and not simply to sit on a shelf. It will set out clearly our ambitions for Transport and Active Travel and how we will work together to achieve these ambitions.
- 5.15 Furthermore, a new strategy will also provide a clear, strategic, and sustainable approach to inform effective future investment into infrastructure and services that support, facilitate, and enable Transport and Active Travel in Ealing.

6. Resource Implications

- 6.1 In September 2022, TfL confirmed LIP funding for 2023/24 would be £1.297m for Safer Corridors and Neighbourhoods, with other discretionary allocations to be confirmed.
- 6.2 LIP funding for all London boroughs is significantly below pre-pandemic levels when the Council would typically receive around c.£3m per annum.

7. Financial Implications

- 7.1 The proposed Transport and Highways - LIP Programme 2023/24 will be funded by TfL grant, Parking Revenue Account, S106 contributions and other external funding sources as set out below.
- 7.2 The budget changes the existing Highways capital budget, increases the budget by £5.023m and is made up of:
- a) TfL grant funded budget £2.722m

- b) Other capital grants £1.101m
- c) S106 funded budget £0.870m
- d) Parking Revenue Account £0.330m

- 7.3 The £0.492m increase in the revenue expenditure budget for Place Transport Planning projects in 2022/23 which is funded from the TfL grant of £0.492m.
- 7.4 TfL have not currently provided any funding to maintain the Principal Road network. A bid submitted to TfL in February 2020 for a grant to carry out re-surfacing works on the Council's Principal Roads resulted in an allocation of £0.200m. However, for the last couple of years no allocation from TfL has been forthcoming. Additionally, the 2020 allocation was well below the level required to keep the principal roads in good condition. Unless sufficient funding is provided by TfL, the principal roads will enter a state of managed decline.
- 7.5 This report seeks approval to delegate authority to the Strategic Director of Housing and Environment to approve a revised Transport and Highways Programme 2023/24, should the level of confirmed TfL grant for the Council be lower than expected, following consultation with the Chief Finance Officer and the Portfolio Holder(s).
- 7.6 The allocation of £6.250m for the Highways Improvement Programme in 2023/24 as outlined in Table 47.15.
- 7.7 This report seeks approval to delegate authority to the Strategic Director of Housing and Environment to take the necessary steps to implement the schemes identified in the programme (which includes those schemes funded through S106) amend the programme within available funding should any of the proposed projects not be possible to be implemented) as set out in Appendices a), b) and c) following consultation with the Portfolio Holder(s), subject to relevant detailed design and approvals and the outcome of any statutory consultation that may be required.
- 7.8 The report seeks approval for the School Streets three-year capital budget of £2.523m from 2023/24 to 2025/26, which is proposed to be funded by ringfencing income from School Streets PCNs within the Parking Revenue Accounts.
- 7.9 This report seeks approval to delegate authority to the Strategic Director of Housing and Environment following consultation with the Portfolio Holder(s) and the Strategic Director of Finance, to authorise the ringfencing of funding for the delivery of the School Streets from 2023/24 to 2025/26.
- 7.10 The outline Transport and Highways – LIP Programme 2023/24, schemes include the following:
- Uxbridge Road (Hanwell to Iron Bridge section) - continuation of the Walking and Cycling Corridor
 - Horn Lane - improving walking and cycling, reducing congestion, and improving bus journey reliability
 - Gunnersbury Lane/Bollo Lane - safety improvement at Acton Town station
 - School Streets
 - Bike hangar installations
 - Electric vehicle charging points (EVCPs) - network rollout
 - Active Travel communications
 - Cycle routes & cycle services (cycle training and Dr Bike)
 - School travel - behavioural change projects

- Data and monitoring
- Bus network priority
- Bridge management / structures
- SuDs
- CPZs
- Highway improvements / resurfacing / repaving

More detailed descriptions of the schemes are contained in Appendix a).

7.11 Schemes being funded by S106 are detailed in Appendix b).

7.12 The schemes detailed in Appendix c) will be integrated with schemes detailed in the LIP and the Highway Investment Programme to provide economies of scale and value for money.

7.13 The condition rating score indicates the road or footway in the worst condition (highest defect value). The most recent Condition Survey was undertaken in 2022/23 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.

7.14 The survey process was updated in 2022/23 and whilst considering structural condition it now also provides more emphasis on value for money with more emphasis on the road or footway within its environment. Together with this prioritised listing, indicative costs and proposed type of renewal work, the Council is then able to decide (consistent with its statutory duties and within the priorities and available budgets) on which sections of roads should receive renewal works as shown in Appendix c).

7.15 The tables below set out the proposed Capital and Revenue Expenditure programme, including external funding.

Table 1 - Capital Expenditure

Place Capital Programme	Proposed Capital Budget 2023/24	Existing Approved Capital Budget 2023/24	Proposed 2023/24 Budget Changes to be approved
	£m	£m	£m
Uxbridge Road Walking & Cycling Corridor	0.470	0.000	0.470
Gunnersbury Lane/ Bollo Lane Safety scheme	0.100	0.000	0.100
Horn Lane (whole street approach)	0.100	0.000	0.100
Borough Cycling	0.860	0.000	0.860
Levelling Up Northolt	5.999	5.919	0.080
Sustainable Drainage Schemes (Deans, Northfields, Carr)	1.121	0.000	1.121
Bridge Management (Structures)	0.100	0.000	0.100
Northala Fields / CPZ Review Programme	0.330	0.000	0.330
New Bus Priority	1.092	0.000	1.092
New S106 Works	0.770	0.000	0.770
Total Capital Expenditure Budget	10.942	5.919	5.023
External Funding:			
TfL*	(2.722)	0.000	(2.722)
Dept of Levelling Up and Housing Communities	(5.999)	(5.919)	(0.080)
Parking Revenue Account	(0.330)	0.000	(0.330)
Environment Agency	(0.700)	0.000	(0.700)
Thames Water	(0.321)	0.000	(0.321)
S106 Works	(0.870)	0.000	(0.870)
Total Funding	(10.942)	(5.919)	(5.023)

Table 2 - Proposed Revenue Budget

Place Programme	Proposed 2023/24 Revenue Budget (Changes to be approved)
	£m
Active Travel Infrastructure	0.034
Cycle Services	0.058
School Travel	0.200
WestTrans contribution	0.025
Data and Monitoring	0.100
Active Travel Communications & Promotion	0.075
Total Revenue Expenditure Budget	0.492
External Funding:	
TfL*	(0.492)
Total Funding	(0.492)

Table 3 - Road Carriageway and Footway Re-Surfacing

Project	23/24 Budget £m
Proposed carriageway resurfacing works prioritised in order of condition rating	3.515
Proposed footway renewal works prioritised in order of condition rating	2.335
Active travel & junction improvements	0.100
Structures	0.050
Drainage	0.125
Signs and Lines	0.125
Total	6.250

School Streets Schemes:

7.16 As part of the Council Plan, there is an objective to deliver 50 School Streets by 2026. There are currently 21 School Streets in the Borough, with a further 29 to be delivered in the coming 3 years; the expected programme is 9 schemes in 2023/24 and 10 schemes in 2024/25 and 2025/26.

7.17 In May 2022, funding was approved for School Streets in 2023/24, which saw 4 School Streets implemented. To fund and deliver the School Streets programme for future years this report is seeking approval to ringfence funding from School Streets PCNs.

7.18 The average cost of delivering a School Street, based on the 21 currently implemented, is c.£0.087m at current price. Based on the average cost, the amount of funding required for the next 3 years to deliver a further 29 School Streets is estimated to be:

- a) 2023/24 - 9 schools - £0.783m
- b) 2024/25 - 10 schools - £0.870m
- c) 2025/26 - 10 schools - £0.870m

7.19 Funding will come from the Parking Revenue Account, where School Street PCNs are collated. Analysis of PCNs shows that this income is likely to be achieved and is sustainable over the next three years.

8. Legal

8.1 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. This financial assistance is bound by terms and conditions that funds can only be spent on projects that contribute directly towards the goals of the MTS. TfL guidance also specifies that London boroughs are required to provide cycle training services using this financial assistance.

- a) Money paid to the Council pursuant to a S106 obligation can only be applied for the purposes set out in the relevant agreement.
- b) Money held on the Parking Revenue Account can only be applied in accordance with the requirements of section 55 of the Road Traffic Regulation Act 1984.

8.2 The Highways Act 1980 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 MTS. 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 safe and expeditious movement of traffic. The West Ealing Liveable Neighbourhood (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.

8.3 The Highways Act 1980 also 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.

8.4 Where schemes are introduced by exercising powers under the Road Traffic Regulation Act 1984 by virtue of section 122 of the Act, the Council must exercise such functions *'(so far as practicable...) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway...'* and having regards to matters including the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matter appearing to the Council to be relevant.

9. Value for Money

9.1 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.

10. Risk Management

10.1 Such operations have been carried out annually and it is not expected that there are potential major risks associated with the proposals in this report. The main risks to schemes arise 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/or unforeseen problems on site. Processes are in place to mitigate the impact of any such eventualities.

10.2 A residual risk is the potential non-delivery of schemes that may result in loss of funding, although LIP funding can be potentially reallocated to other schemes with TfL's agreement.

11. Community Safety

11.1 Transport Strategy and LIP have an objective to improve road safety. Transport schemes, including new pedestrian and cycle infrastructures, are a part of planned interventions that would improve safety in the community.

11.2 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.

12. Links to the 3 Priorities for the Borough

12.1 Creating good jobs: Transport links throughout the Borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access jobs and employers attract local people more effectively.

12.2 Tackling the climate crisis: As part of all transport schemes the Council will ensure that transport emissions, road safety, and personal security issues are fully considered. The LIP will manage traffic by supporting and promoting sustainable modes. This will reduce emissions of carbon and other pollutants. Appropriate maintenance and improving the quality of the street environment are key components of schemes to encourage active travel, walking and cycling. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes (walking, cycling and public transport), and orbital journeys. The focus on sustainable modes will not substantially increase wear on highways, therefore maintaining an adequate lifespan of these Council assets before replacement is required.

12.3 Fighting inequality: Transport links throughout the Borough will be further improved, particularly sustainable modes and orbital journeys. This will further enable local people access education, health, and other services more easily. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes, and orbital journeys. This will further enable local businesses and people to 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. As part of all transport schemes the Council will ensure that road safety and personal security issues are fully considered and mitigated.

13. Equalities and Community Cohesion

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

13.2 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.

14. Staffing/Workforce and Accommodation implications

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

15. Property and Assets

15.1 This Report is concerned with the refurbishment, enhancement, and improvement of highways and parks in the Borough, which are a significant and key asset of the Council.

16. Any other implications

16.1 By investing in the infrastructure, we will ensure that our highways are fit for purpose, now and in the future, and lead to a reduced need for reactive maintenance of those items.

17. Consultation

17.1 We're determined to ensure that the decision-making processes for future transport proposals enable participation by as many people as possible from all ages, backgrounds, and circumstances.

17.2 We will be open, transparent, and inclusive and will work as hard as we can to engage as well as we can with the people likely to be affected by the proposals we bring forward, so that the outcomes are the best they can be for as many people as possible.

17.3 The methods we'll use for engaging with people will depend upon the nature of the transport proposal in question. Some proposals will be small, simple, and local; others will be more complex and/or may affect a large area; and some may even cover the whole Borough. Many proposals will be about physical changes to streets, while some may be more about how traffic is managed and not involve much in the way of visible change. From time to time, we will also consult on things like our transport strategy and policies. We therefore need to have a range of engagement approaches that give us the right tools for each proposal we bring forward and enable us to meet the commitments we've set out in the Engagement Toolkit, set out in Travel in Ealing Charter.

17.4 As set out in the Engagement Toolkit, when providing information and communicating about proposals, we will use some or all the following methods:

- Letters and/or leaflets delivered to each household and business in the area
- Street notices
- Email
- The Council's website
- Our social media channels
- Online briefings, partnership with local community groups, businesses and shops and other networks, including faith groups
- Public exhibitions, pop-up events, etc

17.5 The emergency services and bus operators are consulted where appropriate during scheme development.

17.6 Specific schemes developed through the LIP programme would be subject to further public consultation during their development and prior to any approved implementation.

17.7 The development of a new Transport and Active Travel strategy will be shaped, informed, and underpinned by the Engagement Toolkit, set out in Travel in Ealing Charter.

18. Timescale for Implementation

18.1 The indicative timescales below detail the milestones for schemes that are funded to the end of the 2023/24 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.

Typical Project Timescale	Date
Request new project budgets and associated cost codes	April 2023
Set up cost codes and budgets on finance systems	April - May 2023
Preliminary design	July - September 2023
Consultation	September - November 2023
Design	November - December 2023
Works commencement on site	December 2023 - January 2024
Works completion	March 2024

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

- constraints 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 the programme through mutual agreement with TfL

18.3 The Transport and Highway Schemes listed in Appendix a) 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.

19. Appendices

- a) Transport and Highways Schemes 2023/24
- b) S106 Schemes 2023/24
- c) Highways Improvement Programme 2023/24

20. Additional Background Information

- Mayor's Transport Strategy (MTS) - Mayor of London, 2018
- Transport Strategy (2019)
- Local Implementation Plan (Transport) 2019-2022
- [London Streetspace Plan](#), TfL 2020
- Ealing Climate and Ecological Emergency Strategy (2021)
- Travel in Ealing Charter (2022)
- Council Plan 2022-2026
- Highways Improvement Programme 2022-23 - ICDM, May 2022
- 2022/23 Budget Amendment - Cabinet Report, May 2022
- Relevant S106 Agreements

21. Report Consultation

Name of consultee	Department	Date sent to consultee	Response received from consultee	Comments appear in report para:
Cllr Dierdre Costigan	Deputy Leader and Cabinet Member for Climate Action			
Cllr Josh Blacker	Cabinet Member for Healthy Lives			
Darren Henaghan	Strategic Director of Housing and Environment			
Gina Cole	Assistant Director Parking, Highways and Transport	22 Feb 2023		
Earl McKenzie	Assistant Director Streets and Direct Services	22 Feb 2023		
Jackie Adams	Head of Legal (Commercial)	22 Feb 2023	2 Mar 2023	1 and 2
Russell Dyer	Assistant Director, Accountancy	22 Feb 2023		
Yalini Gunarajah	Senior Finance Business Advisor	22 Feb 2023	7 Mar 2023	1 and 6

Report History

Decision type: Key decision	Urgency item? No
Report no.:	Report author and contact for queries:
	Chris Cole, Head of Transport Planning Service x8017
Report no.:	20230312 - Redraft
	Eugene Minogue, Service Improvement Lead for Highways and Transportation

Appendix (a - Transport and Highways Schemes 2023/24

Safer Corridor & Neighbourhood Schemes	
Gunnersbury Lane/ Bollo Lane Safety scheme (feasibility study)	Data collection, optioneering, consultation and design of scheme to improve pedestrian and cycle safety. Subject to feasibility, the initial proposal is to convert roundabout to "Dutch style roundabout", convert refuge to raised zebra on Gunnersbury Lane and investigate other safety concerns.
Horn Lane (feasibility study)	Whole street/healthy streets approach to improve active travel/safety of vulnerable road users, accessible bus stops and consider congestion issues/air quality. Potential measures include removing parking and moving loading to side roads to add segregated cycle lanes and improve bus journey times, potential for additional pedestrian crossings across Horn Lane (desire lines to be investigated), side-road junctions to be tightened/level pedestrian crossings, assess bus stops with new TfL accessibility criteria, investigate taxi rank at Acton Main Line station.
Uxbridge Road cycle route: Hanwell to Iron Bridge	Continuation of Uxbridge Road cycle scheme; segregated cycle lanes and footway from Hanwell Bridge (link to Boston Road) and Iron Bridge (link to Windmill Lane) to make active travel more accessible and easier. Opportunity to improve bus lanes and bus stops/waiting experience at Ealing Hospital.
Ruislip Rd/Lady Margret Road roundabout - safety	Pedestrian crossing improvements; add zebra and cycle lanes to Lady Margaret Road branch of turbo roundabout.
Cycle Hangars	Installing cycle hangars on residential streets across the Borough, prioritising areas whose housing tenure means residents lack access to safe cycle storage.
Active Travel Infrastructure	Cycle parking (including Sheffield Stands.)
Cycle Services	Cycle support measures including cycle training for schools, children and adults, and Dr Bike sessions.
School Travel	Borough-wide activities including supporting active travel campaigns, i.e., walk to school week, big walk and wheel; bespoke active travel maps for the school journey; active travel training sessions – scooting and balance bike; road safety skills training; supporting Junior Travel Ambassadors; STARS workshops; Air Quality lessons.
School Streets	Implementation of 8 school streets: the Council has a data-led approach to prioritising schools for school streets based on a wide range of factors. Schools are offered the chance to join the scheme based on this priority. There will be 2 tranches of implementation - 4 in summer 2023 and 4 at Easter 2024. 4 schools have been offered a school street for summer implementation (Downe Manor, Northolt; Blair Peach, Southall; St Raphael's, Northolt; and Ravenor, Greenford). If any decline, we will offer the next prioritised school.
WestTrans contribution	WestTrans contribution.

Data and Monitoring	Data collection to support optioneering, consultations, and design of schemes. We will collect data on pedestrian activity, desire lines, safety, and healthy streets criteria to support walking schemes, and data on Borough-wide cycling activity to support cycling schemes. We will also collect data on parking, to inform and support EV charge points, bike hangars and school streets, as well as a potential kerbside strategy in future. To ensure schemes are delivering as expected, we will monitor after implementation and gather data (quantitative and qualitative) on successes and lessons learned. We also aim to gather wider data, e.g. on health, air quality and economic indicators, to build a stronger data-led foundation for our schemes.
Active Travel Communications & Promotion	Ealing has new ambitions for communicating on active travel, linked to the Travel in Ealing Charter which promises meaningful engagement with residents. We aim to ensure that behaviour change schemes are implemented alongside a coordinated campaign of comms and promotion, linking the scheme to its benefits for air quality, health, climate change, and cost of living. Comms and promotion will also be undertaken at local events and festivals, promoting active travel and EVs to the public through accessible activities. We will also be linking comms and promotion to our cycle training and school travel programmes to get residents on board.
Bus Priority Schemes	
Popes Lane Lights	Popes Lane/South Ealing Rd to add RHT filter on Little Ealing Lane and Popes Lane.
Greenford Road Northbound Bus Lane between Costons Lane and Cowgate Road	Provision of a new northbound bus lane in Greenford Road between Costons Lane and Cowgate Road. Conversion of the existing zebra crossing near Cowgate Road into a signalised crossing to improve pedestrians' safety.
Zebra crossing Greenford Road (north of the A40)	Conversion of the zebra crossing into a signal crossing, to include footway widening and provisions for cyclists.
Broadmead Road j/w Ruislip Road	Review of the junction layout, which include a provision of an eastbound bus lane through the junction, reconfiguration of eastbound bus stops, improvements of pedestrians' facilities.
Twyford Abbey Road	Bus gate enforcement including bus gate upgrade to allow bus rerouting/removal of gyratory (bus route 224).
Norwood Road, between Harewood Terrace and Norward Green Road (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
Old Oak Common Lane (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
Ruislip Road, between Broadmead Road and White Hart Roundabout (westbound only) (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures. Potential for a new westbound bus lane.

Uxbridge Road, between Arden Road and Bond Street (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures. Potential extension of existing westbound bus lane.
Lady Margaret Road, between Denbigh Road and Somerset Road (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
Western Road, between The Common and Manor Way (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
Uxbridge Road, between Twyford Avenue and Birkbeck Road (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
Southall Broadway/Lady Margaret Road Junction (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
The Vale/Old Oak Road junction (feasibility study)	Location identified by Jacobs, with input from LBE and TfL, as having potential for achievable bus priority measures.
Cycle Routes	
Park Royal "Big X" (feasibility study)	Upgrade of difficult junction between ASDA and Central Middlesex Hospital to improve cycling facilities and safety.
Boston Road	Implementation of cycle route - segregated where possible along length of Boston Road to tie in with existing facilities in LB Hounslow.
Uxbridge Road (West Ealing Liveable Neighbourhood)	Cycle improvements through West Ealing town centre.
Greenford Road Southbound	Implementation of segregated cycle route from the town centre to Uxbridge Road. (Northbound scheme already implemented.)

SuDS Schemes	
Dean Gardens SuDS	A joint project between Ealing and Thames Water to divert surface water run-off on the existing highway, from the Thames Water surface water sewer and into a rain garden/attenuation system in Dean Gardens before being discharged back into the Thames Water surface water sewer further downstream. This will reduce flooding on The Broadway, West Ealing and increase capacity of the Thames Water sewer network.
Northfields Flood Alleviation	Lammas Park, Ealing. A joint project being led by Ealing and part funded by the Environment Agency and Thames Water to reduce the flood risk within the Northfields Critical Drainage Area Catchment. Thames Water surface water sewer overflows will be drained into a series of swales and detention basins in Lammas Park which should reduce the flood risk within the catchment and create capacity within the Thames Water surface water sewer network.
Carr Road Flood Alleviation	Roxeth Park, Harrow. The primary aim of the project is to reduce flood risk within Ealing by disconnecting an existing watercourse/Thames Water surface water sewer into a series of detention basins upstream to attenuate flooding in large storm events. Ealing has adopted a catchment-wide approach (flooding has no boundaries) for this critical drainage catchment area by applying the principle of attenuating upstream for flood benefits downstream and are working collaboratively with Harrow Council and the Environment Agency.
School Safety Schemes	
Ada Lovelace School	The installation of a zebra crossing on Hillcrest Road, W5, close to its junction with Park View Road. This will provide a crossing facility to improve the safety of all road users, especially vulnerable groups – pedestrians, cyclists, children, and the elderly.
CPZ Schemes	
Gunnersbury Park Review	An increase in number and popularity of events at Gunnersbury Park, as well as Brentford FC Community Stadium, has generated additional parking pressures at weekends. Review to establish whether there is a need and/or demand from residents to extend operational days/times.
South Acton Review	Located next to South Acton train station, there have been requests for an extension to operating times. Substantial redevelopment in the area, and a review will provide the opportunity to make amendments/improvements where necessary.
Drayton Green Review	Located by West Ealing Station. Consultation with residents already programmed, but funding sought to implement expected changes to operating times and parking provision, following the opening of the Elizabeth Line.
Old Oak Review	Located adjacent to HS2 site. Resident requests for an extension of operating times.
Fraser Road, Perivale	Petition received from residents for controlled parking. Area located adjacent to Perivale Industrial Park.
Borough-wide Parking Survey	Surveys provide valuable data that help the Council take an evidence-led approach to parking schemes. Owing to the pandemic, it has been a few years since the Council has been able to carry out a survey programme. The data collected will be used to inform future CPZ programmes.

Appendix (b - S106 schemes 2023/24

Agreement	Name	Description	Amount
S50A	Highway Works	Highway works at Beaconsfield/Trinity/Woodlands Road	£85,000
A102	Gibbon Road	Towards highways improvements, crossing facilities	£30,000
PR65	Trinity Road	Highways improvements	£84,000
A103	Kathleen Ave	Highways and parking review	£18,681.64
A56	Bromyard Ave	Highways improvement including public realm	£167,795.35
E137	Castle House & Home House, Gordon Road	Highways improvements including ped/cycling/ public realm	£158,658.60
G46	Rockware Ave area	Highways and junction improvements	£62,002.90
A72	South Acton / Bollo Bridge Area	Towards improvements to the footways and carriageway including traffic calming and provision of a raised zebra crossing to Bollo Bridge Road and improvements to the railway footbridges within the vicinity	£45,000
G42	Ruislip Road, Greenford	Towards improvements to the pedestrian and cycle links between Ruislip Road and the Grand Union Canal	£35,000
G47	New GSK Greenford Road	Highways Improvements along Oldfield Lane in the vicinity of Greenford Station	£250,000
S84	Armstrong Way/Windmill Lane, Southall	Towards modelling and adjacent junctions of Windmill Lane with Uxbridge Road, Windmill Lane and review of accident remedial scheme for pedestrians and cyclists on Windmill Lane including a speed table, and double yellow lines at junction of Glade Lane and Collett Way	£59,106.14

Appendix c) - Highways Improvement Programme 2023/24

Prioritised in Order of Condition Rating, Plane and Lay Carriageway Surfacing					
Road Name	From	To	Ward	Condition Rating	Budget Allocation £'m
Greenford Roundabout	Greenford Road	Greenford Road	Central Greenford	100	£141,200
Hamilton Road	Uxbridge Road	Hanger Lane	Ealing Common	100	£114,020
Belvue Road	Width Restriction	End (Industrial Estate)	Northolt Mandeville	96	£102,500
Lillian Avenue	Gunnersbury Lane	Carberry Avenue	Ealing Common	96	£69,800
Horsenden Lane North	Canal bridge	Ballot Box	North Greenford	95	£207,000
The Avenue (Sutherland to Gordon)	Sutherland Avenue	Gordon Road	Ealing Broadway	92	£64,800
Stephenson Street	Goodhall Street	End	North Acton	92	£46,250
Sutherland Avenue	Argyle Road	The Avenue	Ealing Broadway	91	£66,250
Alliance Road	Saxon Drive	Kendal Avenue	North Acton	91	£50,450
Goldsmith Close	East Acton Lane	To End	East Acton	91	£26,250
Twyford Crescent	Hale Gardens	Uxbridge Road	North Acton	91	£31,700
Conningsby Cottages	Conningsby Road	End	Walpole	90	£14,520
Allenby Road	Dormers Wells Lane	Kings Avenue	Lady Margaret / Dormers Wells	89	£191,500
Lady Margaret Road	Windemere Road	Ascot Gardens	Dormers Wells	89	£216,600
Popes Lane	Lionel Road	Olive Road	Northfield / Ealing Common	87	£101,650
Park Royal Road	Victoria Road	Lower Park	North Acton	86	£124,420
Parkfield Drive	Church Road	Rectory Park	Northolt Mandeville	86	£59,240
Ruislip Road East	Argyle Road	Gurnell	North Hanwell	86	£99,650
South Parade	Fisher's Lane	The Avenue	Southfield	86	£115,200
Crawford Gardens	Ruislip Road	To End	Greenford Broadway	85	£26,950
Burwell Avenue	Berkeley Avenue	Horsenden Lane North	North Greenford	85	£82,400

Northfield Avenue	Leighton Road	Elers Road	Walpole	85	£178,000
Prioritised in Order of Condition Rating, Micro-Surfacing					
Road Name	From	To	Ward	Condition Rating	Budget Allocation £'m
Whitehall Gardens	King Edwards Gardens	Hillcrest Road	South Acton	100	£25,646
Townholm Crescent	Boston Road	Boston Road	Hanwell Broadway	100	£80,162
Hobbayne Road	High Lane	End	North Hanwell	100	£38,562
Winscombe Crescent	Brentham Way	Woodfield Crescent	Hanger Hill	97	£33,490
Brentvale Avenue	Wharncliffe Drive	End	Norwood Green	97	£26,570
Wharncliffe Drive	Uxbridge Road	Brentvale Avenue	Norwood Green	96	£23,250
Blackmore Avenue	Wharncliffe Drive	End	Norwood Green	96	£21,570
Belvue Road	Ealing Road	Summit Road	Northolt Mandeville	96	£23,000
Trinity Way	Bromyard Avenue	Boundary with Housing	East Acton	95	£38,120
Avenue Road	Acton Lane	Langley Drive	South Acton	93	£74,300
Colebrooke Avenue	St Stephens Avenue	College Road	Ealing Broadway	89	£30,728
Queen Annes Gardens	Ascott Avenue	End	Ealing Common	87	£37,176
Chamberlain Road	Midhurst Road	Marder Road	Northfield	86	£27,936
Bowes Road Service Road	Gibbon Road	Foster Road	East Acton	85	£34,000
College Road	Colebrook Avenue	The Avenue	Ealing Broadway	84	£23,172
Church Path	Fletcher Road	Acton Lane	Southfield	84	£72,025
Northcroft Road	Hessel Road	Belsize Avenue	Northfield	83	£86,712
Belsize Avenue	Northcroft Road	Northfield Avenue	Northfield	83	£48,582
Creswick Road	Mayfield Road	Horn Lane	North Acton	83	£81,240
Osterley Lane	Norwood Road	Borough Boundary	Norwood Green	82	£30,027
St Stephens Avenue	Argyle Road	The Avenue	Ealing Broadway	79	£29,892
Temple Road	Weston Road	Rothschild Road	Southfield	79	£27,222

Whitton Avenue West	Petts Hill Roundabout	Keble Close	North Greenford	78	£95,100
York Road	Julien Road	Bramley Road	Northfield	78	£20,250
Maple Grove	Olive Grove	Chestnut Grove	Ealing Common	76	£36,230
Fletcher Road	Acton Lane	Church Path	Southfield	74	£37,042
Boston Vale	Wellmeadow Road	End	Northfield	72	£13,172
Cowgate Road	Greenford Road	Hicks Avenue	Central Greenford	72	£75,000
Greenford Road	Whitton Ave. West	Horsenden Lane North	Central Greenford / North Greenford	72	£80,000
Ruislip Road East	Costons Lane	Greenway Bridge	North Hanwell	72	£60,000
Church Avenue	King Street	End	Southall Green	71	£28,254
Victoria Road	Castlebar Hill	Castlebar Park	Pitshanger	64	£26,570

Total £3,515,150

Prioritised in Order of Condition Rating, Footway Repaving						
Road Name	From	To	Ward	L/R	Cond. Rating	Budget Alloc. £'m
Cedar Grove	Westbury Avenue	End	Lady Margaret	Both	92	£30,060
Byron Way	Ruislip Road	Wayfarer Road	Northolt West End	Both	90	£98,000
Kingshill Avenue	Yeading Lane	Gurney Avenue	Northolt West End	Both	89	£128,000
Hawthorn Farm Avenue	Church Road (A312)	Canford Road	Northolt West End	Both	88	£49,040
Sudbury Heights Avenue	From shops No. 24	The Rise	North Greenford	Both	88	£133,200
Greenford Avenue	Framfield Road	Shopping Parade (No.115)	North Hanwell	Both	88	£51,200
Kenton Avenue	Oakwood Avenue	Longford Avenue	Dormers Wells	Both	88	£69,200
Ruskin Road	The Broadway	Alma Road	Southall West	Both	88	£77,440
Leopold Road**	Gunnersbury Avenue	Uxbridge Road	Ealing Common	Both	86	£73,760
Vyner Road	Perryn Road	Friars Place Lane	North Acton	Both	86	£105,200
Highfield Road	Northfields Road	Canada Crescent	North Acton	Both	86	£54,400

Mansell Road	Hurley Road	Allenby Road	Dormers Wells	Both	86	£102,050
Grove Road*	The Grove	End	Ealing Broadway	Both	86	£43,660
Hillside Road	Lady Margaret Road	Enmore Road	Lady Margaret	Both	86	£86,080
Alma Road	Livingstone Road	Stanley Road	Southall West	Both	86	£49,360
Derwent Road	Somerset Road	Allandale Avenue	Lady Margaret	Both	85	£76,320
Hart Grove	Somerset Road	End	Lady Margaret	Both	85	£29,760
Gordon Road*	St Leonards Road	Carlton Gardens	Ealing Broadway	Both	84	£46,500
Boyd Avenue	Avenue Road	Park Entrance	Southall Broadway	Both	84	£58,240
Minterne Avenue	Sherborne Avenue	Tentelow Lane	Norwood Green	Both	84	£129,760
Westbury Avenue	Selby Gardens	Somerset Road	Lady Margaret	Both	83	£110,320
Conningsby Cottages*	Conningsby Road	End	Walpole	Both	82	£8,760
Moyne Place*	Twyford Abbey Road	End	Hanger Hill	Both	81	£79,360
Maple Grove*	Olive Road	Chestnut Road	Ealing Common	Both	81	£74,960
Bowes Road Service Road	Gibbon Road	Foster Road	North Acton	Both	78	£25,100
Scotts Road	Sussex Road	Caxton Road	Southall Green	Both	77	£70,400
Burwell Avenue*	Horsenden Lane North	Berkeley Avenue	North Greenford	Both	75	£78,400
Mattock Lane	Culmington Road	Dane Road	Walpole	North	75	£22,000
Lillian Avenue	Gunnersbury Lane	Gunnersbury Gardens	South Acton	Both	75	£56,800
Pitshanger Lane	Princes Gardens	Woodfield Road	Pitshanger	Both	78	£68,500
Horsenden Lane North	Burwell Avenue	Linden Crescent	North Greenford	Both	85	£68,500
Wood End Gardens	Whitton Avenue West	Russell Road	Notholt Mandeville	Both	65	£92,320
Church Road	Tennyson Road	Cherrington Road	North Hanwell / Hanwell Broadway	Both	60	£88,000

Total: £2,334,650

All schemes are Artificial Stone Paving (ASP) unless indicated otherwise

* Indicates Dense Bitumen Macadam

** Indicates Dense Bitumen Macadam on north side, ASP paving on south side

In summary, there are a total of 85 schemes.

- a) 22 Plane and lay surfacing schemes
- b) 33 Micro-surfacing schemes
- c) 32 Footway repaving schemes