

**MEETING**

**CHIPPING BARNET AREA ENVIRONMENT SUB-COMMITTEE**

**DATE AND TIME**

**MONDAY 23 JANUARY 2012  
AT 7.00PM**

**OR AT THE CONCLUSION OF THE CHIPPING BARNET RESIDENTS FORUM,  
WHICHEVER IS LATER**

**VENUE**

**BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ**

**TO: MEMBERS OF THE COMMITTEE (Quorum 3)**

Chairman: Councillor Barry Evangelis (Cllr Joanna Tambourides)  
Vice Chairman: Councillor Rowan Turner (Cllr Andrew Strongolou)

**Councillors:** (Substitutes) (Substitutes)  
Alison Cornelius (Brian Coleman) David Longstaff (Bridget Perry)  
Brian Salinger (Sachin Rajput) Pauline Coakley (Barry Rawlings)  
Andreas Tambourides (Lisa Rutter) Webb

**You are requested to attend the above meeting for which an agenda is attached.  
Aysen Giritli – Head of Governance**

Governance Service contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

*To view agenda papers on the website: <http://committeepapers.barnet.gov.uk/democracy>*

**CORPORATE GOVERNANCE DIRECTORATE**

## ORDER OF BUSINESS

Item No.	Title of Report	Pages
1.	MINUTES	-
2.	ABSENCE OF MEMBERS	
3.	DECLARATION OF MEMBERS' PERSONAL AND PREJUDICIAL INTERESTS	-
4.	PUBLIC QUESTION TIME (If any)	-
5.	MEMBERS' ITEMS (If any)	-
6.	Highways Planned Maintenance Works Programme for Chipping Barnet Area – 2012/2013	1 - 49
7.	Matters referred from Chipping Barnet Area Residents Forum (if any)	-
8.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT	-

### FIRE/EMERGENCY EVACUATION PROCEDURE

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**AGENDA ITEM: 6**

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Meeting	Chipping Barnet Area Environment Sub-Committee
Date	23 January 2012
<b>Subject</b>	<b>Highways Planned Maintenance Works Programme for Chipping Barnet Area – 2012/2013</b>
Report of	Cabinet Member for Environment.
Summary	This report seeks the Sub-Committee's approval for the Highway Planned Maintenance Works Programme for the Chipping Barnet Area during 2012/2013.

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Officer Contributors	Interim Director of Environment, Planning and Regeneration
Status (public or exempt)	Public
Wards affected	All within the Sub-Committee Area
Enclosures	<u>Appendix A</u> : Proposed Works by Wards during 2012/2013 <u>Appendix B</u> : Risk Management <u>Appendix C</u> : Planned Highway Maintenance Budget 2012/2013 <u>Appendix D</u> : Traffic Management Measures Review
For decision by	Chipping Barnet Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not Applicable

Contact for further information: Chris Chrysostomu, Environment, Planning Regeneration, Highways Group, Tel 020 8359 7200.

## **1. RECOMMENDATIONS**

- 1.1 That the list of roads for carriageway resurfacing, footway relay and other highway maintenance works in the Chipping Barnet Area for 2012/2013, as listed in Appendix A attached to this report, be approved.**
- 1.2 That, subject to the overall costs being contained within available budgets, the Interim Director of Environment, Planning and Regeneration be instructed to:**
  - i) give notice under Section 58 of the New Roads and Street Works Act 1991 of the Council's intention to implement the highway works shown in Appendix A by advertising and consulting as necessary with the public utility companies and Transport for London (TfL) for schemes proposed to be implemented during 2012/2013;**
  - ii) implement the schemes proposed in Appendix A by placing orders with the Council's term contractors or specialist contractors appointed in accordance with the public procurement rules, or the Council's Contract Procedure Rules as appropriate;**
  - iii) arrange to undertake condition assessment of carriageways and footways within the combined areas so that the overall condition of carriageways and footways can be determined and appropriate measures be taken in future years' programmes;**
  - iv) agree any variations to the scheduling of the programme in consultation with the Cabinet Member for Environment and the Chairman of this Sub-Committee.**

## **2. RELEVANT PREVIOUS DECISIONS**

- 2.1 Cabinet 22 July 2002 decision number item 7 - approved the Planned Highway Maintenance Programme – initial Scheme Prioritisation Procedure.**
- 2.2 Task and Finish Groups were subsequently introduced as part of the Overview and Scrutiny arrangements adopted by the Council in May 2009 and the Road Resurfacing Task and Finish Group reported to Cabinet on 12 April 2010 the issues noted within paragraph 9, "Background Information".**
- 2.3 DPRs approved by the Interim Director Environment, Planning and Regeneration in April and July 2011 authorised stages 1 and 2 of the Pothole Elimination Programme.**
- 2.4 The Road Resurfacing Task and Finish Group report to Cabinet of 12 April 2010 recommended the following; 1) The Council introduce a Highways Asset Management approach to achieve best value for investment in the highway infrastructure. 2) A full survey be undertaken of the borough footways to**

enable footway schemes to be prioritised effectively. 3) Footway schemes should be carried out, as far as possible, to consistent standard across the network, using the same materials wherever possible.

### **3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

3.1 The Council 2011 - 13 Corporate Plan has set various ambitious objectives under the key priorities of "Better Services with less money" and "A successful London Suburb". These include:-

- Procure an asset management system based on whole life costing.
- Protect and enhance our natural and built environment so that the borough is clean and green.
- Ensure that our town centres are vibrant places where business can thrive.
- Reduce the percentage of Principal and Non-Principal Classified Roads where maintenance should be considered to 7 percent.
  
- It aims to do so by investing adequate funds to halt the deterioration of the conditions of roads and pavements in the borough in the short term and eliminate the backlog of maintenance.

3.2 In the approved Local Implementation Plan (LIP) 2012/2013 submitted to Transport for London (TfL), the Council is strongly committed to maintaining and improving highway assets in the Borough under the Maintenance Theme.

3.3 In conjunction with the planned maintenance works it is proposed to review existing traffic management measures to meet the key objectives of the Traffic Management Strategy. These are to secure improvements in traffic flows, reduce congestion and thereby maximise network performance and reduce the incidence of traffic 'rat runs' in the adjoining residential roads.

### **4. RISK MANAGEMENT ISSUES**

4.1 Appendix B attached to this report sets out the results of the risks assessed.

4.2 The extreme weather encountered over the past few winters has resulted in a rapid deterioration of the core fabric of many patched and heavily deteriorated carriageways. The whole life condition of these carriageways is susceptible to further reduction by future extremes of weather unless timely intervention is carried out by a planned programme of appropriate highway maintenance. The reactive attention to defects or filling of pot-holes has been technically proven to be only a short-term and a superficial remedy to highway damage.

### **5. EQUALITIES AND DIVERSITY ISSUES**

5.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to school, work and leisure.

5.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

5.3 There are ongoing assessments carried out on the conditions of the roads and pavements in the borough, which take into account requests by letter, email, and phone-calls from users, Members and issues raised at meetings attended by Councillors and residents. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects are remedied to benefit general health and safety issues for all.

There is an ongoing process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

## **6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

6.1 Funding is being sought from all possible sources to address the on-going deterioration of the non-principal local roads and to improve the condition of footways, eliminating the backlog of repairs.

6.2 A bid for carriageway resurfacing and footway relay works on principal roads for the whole borough was included in the Local Implementation Plan (LIP) 2012/13 submitted to Transport for London (TfL), during September of 2011. TfL confirmed a total grant allocation of £4.774M in December 2011 and the breakdown of the approved grant is as follows:

<b>Programme</b>	<b>Allocation (£'000)</b>
Corridors, Neighbourhoods and Supporting Measures	£3,729k
Principal Road Maintenance	£945k
Local Transport Funding	£100k
Total	£4,774

For the 2012-13 programmes, an allocation of £945k in total was approved by TfL for planned maintenance works on principal road renewal. TfL have approved allocations for each particular scheme. In approving funds they take into account the condition of the principal road network based on the annual road condition surveys. TfL Financial Guidance procedures will be followed when implementing works and seeking reimbursement of costs.

- 6.3 For the 2012-13 programmes, the Council's capital planned maintenance budget is likely to be reduced compared to the previous year allocation. The total budget allocation for planned maintenance carriageway and footway works in the combined areas is not known at the time of writing but will be published as soon as this information is available. This figure will not include measures proposed as part of the TfL bid. The schemes shown in Appendix A will be funded through grants from TfL, Borough Capital and S106 contributions from private developments. Appendix C annexed, gives the breakdown of the Planned Maintenance Budget for 2012 / 2013. As funding reduces, the ability to provide a satisfactory level of investment in the road decreases which thereby generates increasing levels of reactive cost and works.
- 6.4 Officers have prioritised schemes in order to get the maximum benefit and value for money. Roads that need to be treated, but are not included in the programme, are included in a reserve list and may be implemented if funding becomes available. If not, they will be considered in future years programmes subject to meeting the appropriate criteria and approval. It should be recognised that it would be desirable to carry out works on all roads listed as high priority, however the current budget allocation does not allow for this. As a consequence the high priority roads not completed this year will likely need some maintenance work carried out in order to keep them in a reasonably safe condition. This will add further pressure to the Responsive Maintenance budget in the next financial year.
- 6.5 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change following completion of the individual scheme designs. Significant changes will be discussed with the Cabinet Member for Environment and there may be a need to vary the length or type of treatment within each street to ensure that the overall budget is not exceeded. Works will be contained within the overall approved budget.
- 6.6 There are no staffing, ICT or property implications.

## **7. LEGAL ISSUES**

- 7.1 None, save those contained in the main body of the report

## **8. CONSTITUTIONAL POWERS**

- 8.1 Constitution Part 3, Responsibility for Functions, Paragraph 3.10 - Area Environment Sub-Committees perform functions that are the responsibility of the Executive relating to highways use and regulation that are not the responsibility of the Council.

## **9 BACKGROUND INFORMATION**

- 9.1 The Highways Act 1980 (HA 1980) sets out the main duties of the highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain

highways which are maintainable at public expense and almost all claims against authorities relating to highway functions arise from an alleged breach of this section. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.

- 9.2 The Council has a duty to ensure that the statutory functions and responsibilities in relation to highways are discharged. The Authority also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980, and in particular Section 41, of the Act.
- 9.3 Planned highway maintenance is generally funded by Borough Funded Capital. Capital allocations are also made by Central Government through the LIP process taking into account factors such as road length, classification, traffic figures and road condition data derived from the condition indicators, UK Pavement Management System (UKPMS), National Road Maintenance Condition Survey (NRMCS) and condition surveys. Revenue allocations funding mostly reactive maintenance are generally provided from a combination of local council tax and other Government Revenue Support Grants. Funding is further sought from Private Developers, secured as a condition of planning approval under S106 of the Town and Country Planning Act 1990. It is important to ensure that realistic benefit is obtained for highway maintenance from contributions in respect of new developments.
- 9.4 The preparation of the previous planned highways maintenance 2011/12 programme was based on the visual surveys undertaken by Highway Inspectors and Officers in relation to the Pothole Elimination Programmes carried out in the summers of 2010 and 2011. The programme proposed by this report was based on condition surveys carried out by independent consultants on the whole of the network, as per the recommendations of the 2010 Task and Finnish Group. The condition surveys on the Council's Principal roads are commissioned through the London Borough of Hammersmith and Fulham and financed by TfL. The surveys on the Borough roads have been carried out by Cormorant Surveys, following a competitive quotation, as required by the Council's procurement process. As per the Prioritisation Procedure approved by the Cabinet in 2002, highway officers and inspectors have contributed to the process by providing an independent assessment of the condition of the highway, following a visual survey.
- 9.5 Schemes have been prioritised based on the known condition and in the interest of achieving best value for investment in the highway infrastructure. In order to achieve best value, the proposed treatments include a large scale patching programme where the full length of the road need not be resurfaced. As previously mentioned, all roads for which the Borough is the Highway Authority have recently been visually surveyed and defects have been recorded to date. From this information each road has been scored to achieve a condition rating and a schedule has been produced which identifies the ranking of each road on a relative condition basis to date. Each of the 2,000 plus roads in the borough has been ranked together with a usage factor applied to ensure that roads are prioritised in the order of most in need. Those



that are ranked highest will be prioritised for inclusion in the 2012/13 programme in accordance with the available budget. The benefit of the ranking process will be that should additional funding become available during the year the next highest ranked road will be brought into the programme.

9.6 With regard to the planned maintenance programme for footways, consideration has been given to the 2011/12 schemes which have not been completed, as a result of funding being diverted to the PEP programme, including the 2011/12 reserve schemes.

9.7 National Indicators - Central Government have now abolished the National Indicators and there is an ongoing consultation to replace them with an alternative set of indicators. In the interim, Barnet addresses carriageway maintenance in the following two categories as local indicators:

- i) Principal Roads – N.I 130-01, recently replacing NI 168, (previously BVPI 223)
- ii) Classified Non-principal roads – N.I 130-02, recently replacing NI 169, (previously BVPI 224a)

9.8 Although the BVPI 187 indicator has been dropped from the new National Indicator Set, it is acknowledged that the condition of footways is a very valuable indicator, not only in terms of accessibility and safety, but also in the contribution that well maintained footways make to the appearance of local neighbourhoods, and also of the level of public satisfaction with the Borough's highways service provision. Whilst previous footway maintenance programmes have primarily targeted the Categories 1 and 2 footways, the condition of the remaining categories of the footway network must also be considered. A comprehensive condition survey of the entire footway network has been completed this year in order to get a full and accurate picture of the condition of the full network.

This survey has been used as a guide, to target more detailed visual inspections of the identified footways. The results from these surveys has been used to prioritise the footways and ensure the footways included in Appendix A are in most need of repair and will therefore be treated first. Also successive surveys, year – on – year, will allow the comparison of footway condition across the whole network and demonstrate trends in improvement or deterioration Borough wide.

9.9 Appendix A lists all carriageway resurfacing and footway relay works in each ward which are intended to be undertaken during 2012/2013. The table shows the section of the street that will be treated. It is often anticipated that, when a particular street has been identified as needing repair, the whole street will be repaired unless specified in the table. In addition it is found that when each street being treated is visited a number of "localised" defects are identified elsewhere within the street that would warrant repair above normal reactive intervention standards. With the current levels of budget available, it is not possible to achieve the ideal balance between structural maintenance, which reduces future deterioration of the network, and the routine maintenance

activities.

- 9.10 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a formal three-month Notice of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced or closed for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 12 months after the works have been implemented. Statutory companies can, in some cases, still carry out emergency works with the consent of the Highway Authority. The Notice will be published in the London Gazette, a local newspaper and sent to all the utility companies for co-ordination.
- 9.11 The Traffic Management Act 2004 introduced a new class of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities but for which TfL has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs if its proposal to undertake works, such as maintenance, would be likely to affect traffic operations on a strategic road in its own area. All schemes are in the process of being assessed, to secure improvements in traffic flows and reduce congestion within a safe environment, TfL will be provided with the necessary information within the stipulated timescales for the relevant schemes.
- 9.12 The programme needs to be flexible to accommodate schemes which emerge during the course of the year, either as a result of sudden and rapid deterioration or urgent local needs which are agreed to take priority. Schemes may also slip, for example when other promoters identify works which need to proceed prior to the maintenance scheme. Building flexibility into the system will help us ensure that a responsive service can be provided to changing needs. We have therefore included a reserve list of schemes to replace programmed schemes in case an approved scheme needs to be replaced due to unforeseen circumstances. It may also be necessary to introduce further roads into the programme which are not currently listed in this report. This should only be necessary if a road has rapidly deteriorated during the programme period to a point where intervention involving reconstruction is the only option in order to maintain the road in a safe condition.
- 9.13 A substantial programme of investment in highway maintenance has the potential to increase traffic disruption in the short term and consequently can raise user inconvenience. Effective co-ordination and harmonisation combined with careful and considerate design and programming of works should avoid or significantly mitigate this.
- 9.14 During December 2010 and January 2011, as well as during the previous year, the country suffered from what was described as extreme weather. The

road network was seized up both winters by extreme cold, snow and ice. In addition to placing pressure on the Highways Service to keep roads passable, this extreme weather exacerbated problems for many authorities including Barnet hindering attempts to maintain or improve the road conditions. The ingress of snow into surface cracks followed by freezing and thawing has inevitably resulted in accelerated deterioration of road surfaces and an exceptional increase in the number of potholes. The continuous cycle of freezing and thawing, particularly on roads where long term maintenance had not been undertaken, has led to deterioration of road surfaces. Severe weather also damages roads making them more prone to excessive wear and tear. The cost of damage to the road network caused by this 2010/11 winter's severe weather is difficult to quantify as defects and potholes can manifest themselves at any time during the life of the road. The Department of Transport allocated Barnet £395,000 as a contribution towards the damage caused by the last winter. It is estimated that the Council will spend some £825,000 in repairing potholes this financial year. This figure includes the 2011 PEP which has cost some £475,000.

- 9.15 Relevant information about the work in each location will continue to be provided in advance to residents by letters and signs.
- 9.16 In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 9.17 Traffic Management Measures Review – See Appendix D annexed, detailing the procedure of appraisal process and consultation / governance arrangements in relation to the removal and subsequent assessment relating to physical measures that are removed as part of the re-surfacing works. The review assesses any identified amendments to existing traffic calming or management measures to ensure quantifiable benefit to the community.
- 9.18 As recommended by the 2010 Task and Finnish Group funding has been allocated to develop a Highway Asset Management Plan (HAMP). Officers have made a start and drafting of the HAMP is under way and expected to be finalised by the end of March 2012. Officers are also planning Asset Collection Inventories for the whole of the road network making use of the 2011/12 and 2012/13 LIP allocation for this purpose. These asset collection surveys are not expected to be completed until the end of 2012.
- 9.19 Using Highway Asset Management principles and the latest condition surveys on the whole of the road network, officers have estimated the maintenance backlog on the highways network to be £97.293 million. A breakdown of this figure is given below:

Asset	Estimated Maintenance Backlog
Principal Roads	£7.179 million

Remaining Roads	Borough	£49.333 million
All Roads		£56.512 million
Footways		£40.781 million
Total Roads and Footways		£97.293 million

The funding required to address this maintenance backlog is estimated at £19.6 million per year, over a five year period.

9.20 It is recognised that under the current economic conditions, this level of funding is not achievable. Council officers have therefore recently reviewed the highway maintenance treatments to take into account:

a) The lower available highway maintenance budgets and

b) the principles of Highway Asset Management Plan (HAMP) which is currently in early stages of development.

This review has concluded that alternative maintenance treatments should be introduced to provide better value for money for the Council investments. These treatments include sealing of carriageway cracks and joints, other localised treatments of carriageway cracks, surface dressing, patching, micro surfacing/micro asphalt-preceded by localised patching, if appropriate. A schedule of items of work for these treatments has been prepared together with the appropriate specification and warranties and both term contractors have been asked to price so that these can be incorporated in the current term contracts.

9.21 So far, the Council adopted a “worst first” approach to maintenance, allowing roads to deteriorate to a poor condition, rather than focus on a preventative approach to maintenance. The alternative treatments now being considered are cheaper than the traditional resurfacing but will preserve and extend the life of carriageway for a number of years, thereby optimising the use of available resources and minimising the whole life costs of the highways. These preventative treatments are expected to help achieve a long term planning of highways maintenance. A number of potential roads have been identified as suitable for these treatments and are therefore proposed as shown in Appendix A.

9.22 An addendum referring to Appendix C will be issued prior to the meeting if capital funding has been ratified.

## 10. LIST OF BACKGROUND PAPERS

10.1 Inspection Survey records and results; Central Project files; advertisement for the London Gazette.

10.2 Any persons wishing to inspect the background papers listed above should contact Chris Chrysostomou on 020-8359-7200.

**1.2 That, subject to the overall costs being contained within available budgets, the Interim Director of Environment, Planning and Regeneration be instructed to:**

- iii) give notice under Section 58 of the New Roads and Street Works Act 1991 of the Council's intention to implement the highway works shown in Appendix A by advertising and consulting as necessary with the public utility companies and Transport for London (TfL) for schemes proposed to be implemented during 2012/2013;**
- iv) implement the schemes proposed in Appendix A by placing orders with the Council's term contractors or specialist contractors appointed in accordance with the public procurement rules, or the Council's Contract Procedure Rules as appropriate;**
- iii) arrange to undertake condition assessments of carriageways and footways within the combined areas so that the overall condition of carriageways and footways can be determined and appropriate measures be taken in future years' programmes;**
- iv) agree any variations to the scheduling of the programme in consultation with the Cabinet Member for Environment and the Chairman of this Sub-Committee.**

## **2. RELEVANT PREVIOUS DECISIONS**

2.1 Cabinet 22 July 2002 decision number item 7 - approved the Planned Highway Maintenance Programme – initial Scheme Prioritisation Procedure.

2.2 Task and Finish Groups were subsequently introduced as part of the Overview and Scrutiny arrangements adopted by the Council in May 2009 and the Road Resurfacing Task and Finish Group reported to Cabinet on 12 April 2010 the issues noted within paragraph 9, "Background Information".

2.3 DPRs approved by the Interim Director of Environment and Operations in April and July 2011 authorised stages 1 and 2 of the Pothole Elimination Programme.

2.4 The Road Resurfacing Task and Finish Group report to Cabinet of 12 April 2010 recommended the following; 1) The Council introduce a Highways Asset Management approach to achieve best value for investment in the highway infrastructure. 2) A full survey be undertaken of the borough footways to enable footway schemes to be prioritised effectively. 3) Footway schemes

should be carried out, as far as possible, to consistent standard across the network, using the same materials wherever possible.

### **3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

3.1 The Council 2010 - 13 Corporate Plan has set various ambitious objectives under the key priorities of "Better Services with less money" and "A successful London Suburb". These include to:-

- Procure an asset management system based on whole life costing.
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- It aims to do so by investing adequate funds to halt the deterioration of the conditions of roads and pavements in the borough in the short term and to eliminate the backlog of maintenance.

3.2 In the approved Local Implementation Plan (LIP) 2012/2013 submitted to Transport for London (TfL), the Council is strongly committed to maintaining and improving highway assets in the Borough under the Maintenance Theme.

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### **4. RISK MANAGEMENT ISSUES**

4.1 Appendix B attached to this report sets out the results of the risks assessed.

4.2 The extreme weather encountered over the past few winters has resulted in a rapid deterioration of the core fabric of many patched and heavily deteriorated carriageways. The whole life condition of these carriageways is susceptible to further reduction by future extremes of weather unless timely intervention is carried out by a planned programme of appropriate highway maintenance. The reactive attention to defects or filling of pot-holes has been technically proven to be only a short-term and a superficial remedy to highway damage.

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## **6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

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6.2 A bid for carriageway resurfacing and footway relay works on principal roads for the whole borough was included in the LIP 2012/13 submitted to TfL, during September of 2011. TfL confirmed a total grant allocation of £4.774million in December 2011 and the breakdown of the approved grant is as follows:

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6.3 For the 2012-13 programmes, the Council's capital planned maintenance budget is likely to be significantly reduced compared to the previous year

allocation. The total budget allocation for planned maintenance carriageway and footway works in the combined areas is not known at the time of writing but will be published as soon as this information is available. This figure will not include measures proposed as part of the TfL bid. The schemes shown in Appendix A will be funded through grants from TfL, Borough Capital and S106 contributions from private developments. Appendix C annexed, gives the breakdown of the Planned Maintenance Budget for 2012 / 2013. As funding reduces, the ability to provide a satisfactory level of investment in the road decreases which thereby generates increasing levels of reactive cost and works.

- 6.4 Officers have prioritised schemes in order to get the maximum benefit and value for money. Roads that need to be treated, but are not included in the programme, are included in a reserve list and may be implemented if funding becomes available. If not, they will be considered in future years programmes subject to meeting the appropriate criteria and approval. It should be recognised that it would be desirable to carry out works on all roads listed as high priority, however the current budget allocation does not allow for this. As a consequence the high priority roads not completed this year will be likely to need some maintenance work to be carried out in order to keep them in a reasonably safe condition. This will add further pressure to the Responsive Maintenance budget in the next financial year.
- 6.5 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change following completion of the individual scheme designs. Significant changes will be discussed with the Cabinet Member for Environment, Planning and Regeneration and there may be a need to vary the length or type of treatment within each street to ensure that the overall budget is not exceeded. Works will be contained within the overall approved budget.
- 6.6 There are no staffing, ICT or property implications.

## **7. LEGAL ISSUES**

- 7.1 None, save those contained in the main body of this report

## **8. CONSTITUTIONAL POWERS**

- 8.1 Constitution Part 3, Responsibility for Functions, Paragraph 3.10 - Area Environment Sub-Committees perform functions that are the responsibility of the Executive including those relating to highways use and regulation that are not the responsibility of the Council.

## **9 BACKGROUND INFORMATION**

- 9.20 The Highways Act 1980 (HA 1980) sets out the main duties of the highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain



highways which are maintainable at public expense and almost all claims against authorities relating to highway functions arise from an alleged breach of this section. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.

- 9.21 The Council has a duty to ensure that the statutory functions and responsibilities in relation to highways are discharged. The Authority also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980, and in particular Section 41, of the Act.
- 9.22 Planned highway maintenance is generally funded by Borough Funded Capital. Capital allocations are also made by Central Government through the LIP process taking into account factors such as road length, classification, traffic figures and road condition data derived from the condition indicators, UK Pavement Management System (UKPMS), National Road Maintenance Condition Survey (NRMCS) and condition surveys. Revenue allocations funding mostly reactive maintenance are generally provided from a combination of local council tax and other Government Revenue Support Grants. Funding is further sought from Private Developers, secured as a condition of planning approval under S106 of the Town and Country Planning Act 1990. It is important to ensure that realistic benefit is obtained for highway maintenance from contributions in respect of new developments.
- 9.23 The preparation of the previous planned highways maintenance 2011/12 programme was based on the visual surveys undertaken by Highway Inspectors and Officers in relation to the Pothole Elimination Programmes carried out in the summers of 2010 and 2011. The programme proposed by that report was based on condition surveys carried out by independent consultants on the whole of the network, as per the recommendations of the 2010 Task and Finish Group. The condition surveys on the Council's Principal roads are commissioned through the London Borough of Hammersmith and Fulham and financed by TfL. The surveys on the Borough roads have been carried out by Cormorant Surveys, following a competitive quotation, as required by the Council's procurement process. As per the Prioritisation Procedure approved by the Cabinet in 2002, highway officers and inspectors have contributed to the process by providing an independent assessment of the condition of the highway, following a visual survey.
- 9.24 Schemes have been prioritised based on the known condition and in the interest of achieving best value for investment in the highway infrastructure. In order to achieve best value, the proposed treatments include a large scale patching programme where the full length of the road need not be resurfaced. As previously mentioned, all roads for which the Borough is the Highway Authority have recently been visually surveyed and defects have been recorded to date. From this information each road has been scored to achieve a condition rating and a schedule has been produced which identifies the ranking of each road on a relative condition basis to date. Each of the 2,000 plus roads in the borough has been ranked together with a usage factor applied to ensure that roads are prioritised in the order of most in need. Those

that are ranked highest will be prioritised for inclusion in the 2012/13 programme in accordance with the available budget. The benefit of the ranking process will be that should additional funding become available during the year the next highest ranked road will be brought into the programme.

9.25 With regard to the planned maintenance programme for footways, consideration has been given to the 2011/12 schemes which have not been completed, as a result of funding being diverted to the PEP programme, including the 2011/12 reserve schemes.

9.26 National Indicators - Central Government have now abolished the National Indicators and there is an ongoing consultation to replace them with an alternative set of indicators. In the interim, Barnet addresses carriageway maintenance in the following two categories as local indicators:

iii) Principal Roads – N.I 130-01, recently replacing NI 168, (previously BVPI 223)

iv) Classified Non-principal roads – N.I 130-02, recently replacing NI 169, (previously BVPI 224a)

9.27 Although the BVPI 187 indicator has been dropped from the new National Indicator Set, it is acknowledged that the condition of footways is a very valuable indicator, not only in terms of accessibility and safety, but also in the contribution that well maintained footways make to the appearance of local neighbourhoods, and also of the level of public satisfaction with the Borough's highways service provision. Whilst previous footway maintenance programmes have primarily targeted Categories 1 and 2 footways, the condition of the remaining categories of the footway network must also be considered. A comprehensive condition survey of the entire footway network has been completed this year in order to get a full and accurate picture of the condition of the full network.

This survey has been used as a guide, to target more detailed visual inspections of the identified footways. The results from these surveys has been used to prioritise the footways and ensure the footways included in Appendix A are in most need of repair and will therefore be treated first. Also successive surveys, year – on – year, will allow the comparison of footway condition across the whole network and demonstrate trends in improvement or deterioration Borough wide.

9.28 Appendix A lists all carriageway resurfacing and footway relay works in each ward which are intended to be undertaken during 2012/2013. The table shows the section of the street that will be treated. It is often anticipated that, when a particular street has been identified as needing repair, the whole street will be repaired unless specified in the table. In addition it is found that when each street being treated is visited a number of "localised" defects are identified elsewhere within the street that would warrant repair above normal reactive intervention standards. With the current levels of budget available, it is not possible to achieve the ideal balance between structural maintenance, which reduces future deterioration of the network, and the routine maintenance activities.

- 9.29 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a formal three-month Notice of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced or closed for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 12 months after the works have been implemented. Statutory companies can, in some cases, still carry out emergency works with the consent of the Highway Authority. The Notice will be published in the London Gazette, a local newspaper and sent to all the utility companies for co-ordination.
- 9.30 The Traffic Management Act 2004 introduced a new class of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities but for which TfL has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs if its proposal to undertake works, such as maintenance, would be likely to affect traffic operations on a strategic road in its own area. All schemes are in the process of being assessed, to secure improvements in traffic flows and reduce congestion within a safe environment, TfL will be provided with the necessary information within the stipulated timescales for the relevant schemes.
- 9.31 The programme needs to be flexible to accommodate schemes which emerge during the course of the year, either as a result of sudden and rapid deterioration or urgent local needs which are agreed to take priority. Schemes may also slip, for example when other promoters identify works which need to proceed prior to the maintenance scheme. Building flexibility into the system will help us ensure that a responsive service can be provided to changing needs. We have therefore included a reserve list of schemes to replace programmed schemes in case an approved scheme needs to be replaced due to unforeseen circumstances. It may also be necessary to introduce further roads into the programme which are not currently listed in this report. This should only be necessary if a road has rapidly deteriorated during the programme period to a point where intervention involving reconstruction is the only option in order to maintain the road in a safe condition.
- 9.32 A substantial programme of investment in highway maintenance has the potential to increase traffic disruption in the short term and consequently can raise user inconvenience. Effective co-ordination and harmonisation combined with careful and considerate design and programming of works should avoid or significantly mitigate this.
- 9.33 During December 2010 and January 2011, as well as during the previous year, the country suffered from what was described as extreme weather. The road network was seized up both winters by extreme cold, snow and ice. In

addition to placing pressure on the Highways Service to keep roads passable, this extreme weather exacerbated problems for many authorities including Barnet hindering attempts to maintain or improve the road conditions. The ingress of snow into surface cracks followed by freezing and thawing has inevitably resulted in accelerated deterioration of road surfaces and an exceptional increase in the number of potholes. The continuous cycle of freezing and thawing, particularly on roads where long term maintenance had not been undertaken, has led to deterioration of road surfaces. Severe weather also damages roads making them more prone to excessive wear and tear. The cost of damage to the road network caused by this 2010/11 winter's severe weather is difficult to quantify as defects and potholes can manifest themselves at any time during the life of the road. The Department of Transport allocated Barnet £395,000 as a contribution towards the damage caused by the last winter. It is estimated that the Council will spend some £825,000 in repairing potholes this financial year. This figure includes the 2011 PEP which has cost approximately £475,000.

- 9.34 Relevant information about the work in each location will continue to be provided in advance to residents by letters and signs.
- 9.35 In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 9.36 Traffic Management Measures Review – See Appendix D annexed, detailing the procedure of appraisal process, consultation and governance arrangements in relation to the removal and subsequent assessment relating to physical measures that are removed as part of the re-surfacing works. The review assesses any identified amendments to existing traffic calming or management measures to ensure quantifiable benefit to the community.
- 9.37 As recommended by the 2010 Task and Finish Group, funding has been allocated to develop a Highway Asset Management Plan (HAMP). Officers have commenced drafting the HAMP and this is expected to be finalised by the end of March 2012. Officers are also planning Asset Collection Inventories for the whole of the road network making use of the 2011/12 and 2012/13 LIP allocation for this purpose. These asset collection surveys are not expected to be completed until the end of 2012.
- 9.38 Using Highway Asset Management principles and the latest condition surveys on the whole of the road network, officers have estimated the maintenance backlog on the highways network to be £97.293 million. A breakdown of this figure is given below:

Asset	Estimated Maintenance Backlog
Principal Roads	£7.179 million
Remaining Borough	£49.333 million

Roads	
All Roads	£56.512 million
Footways	£40.781 million
Total Roads and Footways	£97.293 million

The funding required to address this maintenance backlog is estimated at £19.6 million per year, over a five year period.

9.20 It is recognised that under the current economic conditions, this level of funding is not achievable. Council officers have therefore recently reviewed the highway maintenance treatments to take into account:

- a) The lower available highway maintenance budgets and
- b) the principles of the HAMP which is currently in early stages of development.

This review has concluded that alternative maintenance treatments should be introduced to provide better value for money for the Council investments. These treatments include sealing of carriageway cracks and joints, other localised treatments of carriageway cracks, surface dressing, patching, micro surfacing/micro asphalt-preceded by localised patching, if appropriate. A schedule of items of work for these treatments has been prepared together with the appropriate specification and warranties and both term contractors have been asked to price so that these can be incorporated in the current term contracts.

9.21 So far, the Council has adopted a “worst first” approach to maintenance, allowing roads to deteriorate to a poor condition, rather than focus on a preventative approach to maintenance. The alternative treatments now being considered are cheaper than the traditional resurfacing and will preserve and extend the life of the carriageway for a number of years, thereby optimising the use of available resources and minimising the whole life costs of the highways. These preventative treatments are expected to help achieve a long term planning of highways maintenance. A number of potential roads have been identified as suitable for these treatments and are therefore proposed as shown in Appendix A.

9.22 An addendum referring to Appendix C will be issued prior to the meeting if capital funding has been ratified.

## 10. LIST OF BACKGROUND PAPERS

10.1 Inspection Survey records and results; Central Project files; advertisement for the London Gazette.

10.2 Any persons wishing to inspect the background papers listed above should contact Chris Chrysostomou on 020-8359-7200.

Legal: JK  
Finance: JH

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME SCHEMES FOR IMPLEMENTATION

*Schemes funded by TfL Grant (Local Implementation Plan)*

### TfL PRINCIPAL ROAD RENEWAL

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
A1003	FRIERN BARNET ROAD	BETWEEN WATERFALL ROUNDABOUT AND STATION ROAD	N11	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAY RESURFACING	£50,000	TO BE ASSESSED	TFL FUNDED - PRINCIPAL ROAD RENEWAL PROGRAMME
A5	STONE GROVE	SPUR ROAD TO STATION ROAD	HA8	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAY RESURFACING AND FOOTWAY STRENGTHENING	£665,000	TO BE ASSESSED	TFL FUNDED - PRINCIPAL ROAD RENEWAL PROGRAMME
A410	SPUR ROAD	EDGWARE WAY TO STONE GROVE	HA8	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAY RESURFACING AND FOOTWAY STRENGTHENING	£230,000	TO BE ASSESSED	TFL FUNDED - PRINCIPAL ROAD RENEWAL PROGRAMME

### TfL CORRIDOR - LUL (Improvement Works In Vicinity Of Transport Hubs)

STATION	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
							TO BE ASSESSED	TFL CORRIDOR (LUL STATION APPROACHES)

### TfL CORRIDOR (GENERAL)

Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
								TO BE ASSESSED	TFL FUNDED CORRIDOR Any remaining funding will be used within other parts of the corridor

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME SCHEMES FOR IMPLEMENTATION

*Schemes funded by TfL Grant (Local Implementation Plan)*

**TfL CORRIDOR (GENERAL)**

Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
								TO BE ASSESSED	TFL FUNDED CORRIDOR

**TfL (OTHER)**

Element	Type of Works	Estimated Budget Allocation
FOOTWAY PARKING	VARIOUS IMPROVEMENTS TO BE ASSESSED	
TOWN CENTRE DECLUTTER	VARIOUS IMPROVEMENTS	
URBAN FOOTPATH(S)	VARIOUS IMPROVEMENTS TO BE ASSESSED	



## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

Recommended Schemes subject to Borough funding (Capital) being approved

## SCHEMES FOR IMPLEMENTATION - CARRIAGEWAYS RESURFACING

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	BEECHWOOD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£114,000	SPEED CUSHIONS	BOROUGH FUNDED - CAPITAL
-	KINGSGATE AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£80,200	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ALVERSTON AVENUE	GALLANTS FARM AVENUE TO CAPEL ROAD	EN4	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£88,320	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	MANOR PARK CRESCENT	WHOLE LENGTH	HA8	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£98,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	PRAYLE GROVE	WHOLE LENGTH	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£156,200	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	BUNNS LANE	GRAHAME PARK WAY TO LYNDHURST AVENUE	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£111,100	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	DINGWALL GARDENS	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£41,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	TILLING ROAD	JUNCTION WITH BRENTFIELD GARDENS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£57,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HAMMERS LANE	WORST SECTIONS	NW7	MILL HILL	HENDON	STRUCTURAL	LARGE SCALE PATCHING	£20,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	RUSHGROVE AVENUE	COLINDEEP LANE TO HILLSIDE AVENUE	NW9	COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£165,950	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

*Recommended Schemes subject to Borough funding (Capital) being approved*

## SCHEMES FOR IMPLEMENTATION - CARRIAGEWAYS RESURFACING

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	WATLING AVENUE	EVERSFIELD GARDENS TO MOSTYN ROAD	EDGWARE	BURNT OAK	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£137,900	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HOOP LANE	MEADWAY GATE TO FINCHLEY ROAD	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£99,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	VICTORIA ROAD	LAWRENCE STREET TO ALBERT ROAD	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£57,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ROWAN WALK	WHOLE LENGTH	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£60,400	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	BELMONT AVENUE	WHOLE LENGTH	EN4	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£155,385	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	CHALTON DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	CHIPPING BARNET	STRUCTURAL	LARGE SCALE PATCHING	£64,400	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	MANOR HALL AVENUE	WHOLE LENGTH	NW4	FINCHLEY CHURCH END	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£88,100	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ASHURST ROAD	WORST SECTION	EN4	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£53,320	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	THE AVENUE	WHOLE LENGTH	EN5	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£91,920	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HALE DRIVE	WORST SECTION	NW7	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£113,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

*Recommended Schemes subject to Borough funding (Capital) being approved*

## SCHEMES FOR IMPLEMENTATION - CARRIAGEWAYS RESURFACING

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	ARGYLE ROAD	WHOLE LENGTH	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£33,450	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	VIVIAN AVENUE	ALDERTON ROAD TO STATION ROAD	NW4	WEST HENDON	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£303,865	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	AITKEN ROAD	WHOLE LENGTH	EN5	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£49,800	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	DOLLIS PARK	BALLARDS LANE TO DOLLIS AVENUE	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£110,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HEATHFIELD GARDENS	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	SURFACE	LARGE SCALE PATCHING	£69,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HIGHFIELD AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£176,100	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## SCHEMES FOR IMPLEMENTATION – FOOTWAYS RELAY

Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	BROOKLAND GARTH	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£34,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

*Recommended Schemes subject to Borough funding (Capital) being approved*

## SCHEMES FOR IMPLEMENTATION – FOOTWAYS RELAY

Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	HEATHFIELD GARDENS	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£87,400	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	CONNAUGHT ROAD	WORST SECTIONS	EN5	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£123,740	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	DOMER CLOSE	WORST SECTIONS	EN5	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£26,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	CEDAR LAWN AVENUE	WHOLE LENGTH	EN5	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£245,700	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ISLIP GARDENS	WORST GARDENS	HA8	BURNT OAK	HENDON	FOOTWAY RELAY	£46,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	CRISPIN ROAD	WORST SECTIONS	HA8	HALE	HENDON	FOOTWAY RELAY	£108,100	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	HENDON AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£261,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	MILES WAY	WORST SECTIONS	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£90,850	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HARTLEY CLOSE	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£36,800	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	HIGH STREET	WORST SECTIONS	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£60,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

*Recommended Schemes subject to Borough funding (Capital) being approved*

## SCHEMES FOR IMPLEMENTATION – FOOTWAYS RELAY

Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
	VICTORIA ROAD	WORST SECTIONS	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£65,600	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	SANDERS LANE	WORST SECTIONS	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£57,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	ALLANDALE AVENUE	WORST SECTIONS	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£231,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	GORDON ROAD	WORST SECTIONS	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£186,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	CHESSINGTON AVENUE	WORST SECTIONS	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£228,850	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	SHIREHALL PARK	WHOLE LENGTH	NW4	WEST HENDON	HENDON	FOOTWAY RELAY	£287,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	HOWARD CLOSE	WORST SECTIONS	BARNET	BURNSWICK PARK	CHIPPING BARNET	FOOTWAY RELAY	£43,700	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	MAYS LANE	MANOR ROAD TO ALAN DRIVE (WORST SECTIONS)	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£99,700	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	HEATHER WALK	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£31,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	DOMER CLOSE	WORST SECTIONS	EN5	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£26,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

*Recommended Schemes subject to Borough funding (Capital) being approved*

## SCHEMES FOR IMPLEMENTATION – FOOTWAYS RELAY

Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
	HURST WOOD ROAD	WORST SECTIONS	NW11	GARDEN SUBURB?GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£100,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	EAST BARNET TOWN CENTRE	EAST BARNET ROAD TO LITTLE GROVE	NEW BARNET	EAST BARNET	CHIPPING BARNET	FOOTWAY RELAY	£195,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
	TEMPLE FORTUNE TOWN CENTRE	MONKVILLE AVENUE TO HUNTINGDON ROAD	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£379,900	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

**RESERVE SCHEMES – CARRIAGEWAYS RESURFACING**

*These are roads which have been identified as needing work but not included in the 2012-13 Highways Maintenance Implementation programme. They may be implemented if funding becomes available from Schemes in the implementation Programme. If not, they will be again considered in future years programmes subject to meeting the criteria and approval.*

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	MARGARET ROAD	WHOLE LENGTH	EN4	EAST BARNET	CHIIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£184,900	TO BE ASSESSE	HIGH PRIORITY
-	BIGWOOD ROAD	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	SPECIALISED SURFACE TREATMENT	£35,000	TO BE ASSESSED	HIGH PRIORITY
-	BRENT TERRACE (INDUSTRIAL SIDE)	WORST SECTIONS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£73,300	TO BE ASSESSED	HIGH PRIORITY
-	NORMANDY AVENUE	WHOLE LENGTH	EN5	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£183,125	TO BE ASSESSED	HIGH PRIORITY
-	BRUNNER CLOSE	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£27,600	TO BE ASSESSED	HIGH PRIORITY
-	SOUTHOVER	WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£87,400	TO BE ASSESSED	HIGH PRIORITY
-	CHANDOS WAY	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£65,400	TO BE ASSESSED	HIGH PRIORITY
-	BUCKINGHAM AVENUE	TEMPLE AVENUE TO FRIERN MOUNT	N20	OAKLEIGH	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£33,430	TO BE ASSESSED	HIGH PRIORITY
-	DUNSTAN ROAD	WORST SECTIONS	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£64,700	TO BE ASSESSED	HIGH PRIORITY
-	FAIRMEAD CRESCENT	WORST SECTIONS	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£107,100	TO BE ASSESSED	HIGH PRIORITY

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

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-	BEVAN ROAD	WHOLE LENGTH	EN4	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£65,450	TO BE ASSESSED	HIGH PRIORITY
	BELLS HILL	DUNSTER ROAD REDWOOD	EN5	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£80,500	TO BE ASSESSED	HIGH PRIORITY
-	BANET GATE LANE	WORST SECTIONS	EN5	HIGH BARNET / UNDERHILL	CHIPPING BARNET	STRUCTURAL	SPECIALISED SURFACE TREATMENT	£146,100	TO BE ASSESSED	HIGH PRIORITY
-	BARNET LANE	MAYS LANE TO TENNIS CLUB	EN5	UNDERHILL	CHIPPING BARNET	STRUCTURAL	SPECIALISED SURFACE TREATMENT	£138,775	TO BE ASSESSED	HIGH PRIORITY
-	BRACKENBURY ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£77,600	TO BE ASSESSED	HIGH PRIORITY
-	TRINDER ROAD	WHOLE LENGTH	EN5	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£77,500	TO BE ASSESSED	HIGH PRIORITY
-	VICTORIA ROAD	WHOLE LENGTH	NW4	HENDON	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£57,500	TO BE ASSESSED	HIGH PRIORITY
-	THE BISHOPS AVENUE	No44 to A1	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£122,800	TO BE ASSESSED	HIGH PRIORITY
-	CLAREMONT ROAD	PENNINE ROAD TO TILLING ROAD – WORST SECTION	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	SPECIALISED SURFACE TREATMENT	£164,500	TO BE ASSESSED	HIGH PRIORITY
-	TAYSIDE DRIVE	WHOLE LENGTH	HA8	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£44,700	TO BE ASSESSED	HIGH PRIORITY
-	WOODFIELD AVENUE	NEW WAY ROAD TO THE HYDE	NW9	COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£52,800	TO BE ASSESSED	HIGH PRIORITY



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-	NEELD CRESCENT	WHOLE LENGTH	NW4	WEST HENDON	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£88,100	TO BE ASSESSED	HIGH PRIORITY
-	SHIRE HALL PARK ROAD	WHOLE LENGTH	NW4	WEST HENDON	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£138,600	TO BE ASSESSED	HIGH PRIORITY
-	SEFTON AVENUE	WHOLE LENGTH	NW7	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£73,500	TO BE ASSESSED	HIGH PRIORITY
-	RAEBURN CLOSE	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£20,500	TO BE ASSESSED	HIGH PRIORITY
-	FAIRMEAD CESCENT	WHOLE LENGTH	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£155,300	TO BE ASSESSED	HIGH PRIORITY
-	GRANGE ROAD	WHOLE LENGTH	EDGWARE	BURNT OAK	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£123,000	TO BE ASSESSED	HIGH PRIORITY
-	RIVERDENE	WORST SECTIONS	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£26,800	TO BE ASSESSED	HIGH PRIORITY
-	THE RIDING	WHOLE LENGTH	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£38,800	TO BE ASSESSED	HIGH PRIORITY
-	LEICESTER ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£77,600	TO BE ASSESSED	HIGH PRIORITY
-	LYNTON AVENUE	WHOLE LENGTH	NW9	COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£108,500	TO BE ASSESSED	HIGH PRIORITY
-	BITTACY PARK AVENUE	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£38,800	TO BE ASSESSED	HIGH PRIORITY
-	THE CRESCENT	WHOLE LENGTH	NEW BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£39,500	TO BE ASSESSED	HIGH PRIORITY

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-	THE MEADS	WORST SECTIONS	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£37,800	TO BE ASSESSED	HIGH PRIORITY
B552	THE RIDGEWAY	MILESPIT HILL TO HAMMERS LANE ; ENGEL PARK TO BURTONHOLE LANE	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£135,400	TO BE ASSESSED	HIGH PRIORITY
-	THE RISE	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£46,500	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	WORST SECTIONS	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£108,000	TO BE ASSESSED	HIGH PRIORITY
-	UNDERHILL	WHOLE LENGTH	BARNET	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£31,600	TO BE ASSESSED	HIGH PRIORITY
-	WEIRDALE AVENUE	WORST SECTIONS	N20	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£129,100	TO BE ASSESSED	HIGH PRIORITY
-	WENTWORTH ROAD	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£57,800	TO BE ASSESSED	HIGH PRIORITY
-	WETHERILL ROAD	WORST SECTIONS	N10	COPPETTS	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£54,100	TO BE ASSESSED	HIGH PRIORITY
-	WICKLIFFE AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£66,900	TO BE ASSESSED	HIGH PRIORITY
-	WILD HATCH	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£30,000	TO BE ASSESSED	HIGH PRIORITY
-	ALBERON GARDENS	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£30,800	TO BE ASSESSED	MEDIUM PRIORITY

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-	ALBERT PLACE	WHOLE LENGTH	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£30,300	TO BE ASSESSED	MEDIUM PRIORITY
-	ALEXANDRA ROAD	WORST SECTIONS	N10	COPPETTS	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£73,200	TO BE ASSESSED	MEDIUM PRIORITY
-	ARMSTRONG CRESCENT	WHOLE LENGTH	NEW BARNET	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£41,600	TO BE ASSESSED	MEDIUM PRIORITY
-	ASHBOURNE AVENUE	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£51,900	TO BE ASSESSED	MEDIUM PRIORITY
-	BESANT ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£27,300	TO BE ASSESSED	MEDIUM PRIORITY
-	BURRELL CLOSE	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£25,700	TO BE ASSESSED	MEDIUM PRIORITY
-	BURROUGHS GARDENS	WHOLE LENGTH	NW4	HENDON	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	£9,100	TO BE ASSESSED	MEDIUM PRIORITY
-	BYNG ROAD	No 43 to PLAYING FIELDS (WORST SECTIONS)	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£75,900	TO BE ASSESSED	MEDIUM PRIORITY
-	CANONS CLOSE	WHOLE LENGTH	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£57,900	TO BE ASSESSED	MEDIUM PRIORITY
-	CENTRAL SQUARE	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£45,300	TO BE ASSESSED	MEDIUM PRIORITY
-	CHERRY HILL	WHOLE LENGTH	BARNET	OAKLEIGH	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£65,900	TO BE ASSESSED	MEDIUM PRIORITY

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-	COLINDALE AVENUE	TUBE STATION TO AERODROME ROAD	NW9	COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£127,500	TO BE ASSESSED	MEDIUM PRIORITY
-	CRESCENT ROAD	WORST SECTIONS	NEW BARNET	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£176,500	TO BE ASSESSED	MEDIUM PRIORITY
-	CROFT CLOSE	WHOLE LENGTH	NW7	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£15,800	TO BE ASSESSED	MEDIUM PRIORITY
-	ELVINGTON LANE	WHOLE LENGTH	NW9	BURNT OAK	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	£19,000	TO BE ASSESSED	MEDIUM PRIORITY
-	GALLEY LANE	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£135,800	TO BE ASSESSED	MEDIUM PRIORITY
-	GAYDON LANE	WHOLE LENGTH	NW9	BURNT OAK	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£18,500	TO BE ASSESSED	MEDIUM PRIORITY
-	GOLDERS PARK CLOSE	WHOLE LENGTH	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£19,300	TO BE ASSESSED	MEDIUM PRIORITY
-	GREEN BANK	WHOLE LENGTH	N12	TOTTERIDGE	CHIPPING BARNET	SURFACE	CARRIAGEWAYS RESURFACING	£21,500	TO BE ASSESSED	MEDIUM PRIORITY
-	GROVE ROAD	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£37,900	TO BE ASSESSED	MEDIUM PRIORITY
-	HAMPDEN WAY	WORST SECTIONS	N14	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£92,000	TO BE ASSESSED	MEDIUM PRIORITY
-	HARMONY CLOSE	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	£21,000	TO BE ASSESSED	MEDIUM PRIORITY
-	HARTLEY AVENUE	WHOLE LENGTH	NW7	MILL HILL	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	£35,800	TO BE ASSESSED	MEDIUM PRIORITY

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-	HEMSWELL DRIVE	WHOLE LENGTH	NW9	BURNT OAK	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	£31,700	TO BE ASSESSED	MEDIUM PRIORITY
B550	FRIERN BARNET LANE	MYDDELTON PARK TO HIGH ROAD	N20	TOTTERIDGE	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	£195,600	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	BROADFIELDS AVENUE	WATFORD WAY TO HARTLAND DRIVE	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£221,100	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	CLAREMONT ROAD	PENNINE ROAD TO CLITHEROHOUSE ROAD	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	£164,500	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	KENILWORTH AVENUE	WHOLE LEGTH	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	£178,100	TO BE ASSESSED	HIGH PRIORITY

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Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	MAYS LANE	MANOR ROAD TO ALAN DRIVE (WORST SECTIONS)	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£110,700	TO BE ASSESSED	HIGH PRIORITY
-	HEATHER WALK	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£34,000	TO BE ASSESSED	HIGH PRIORITY
-	SQUIRES LANE	LONG LANE TO A1000 (WORST SECTIONS)	N3	WOODHOUSE/ WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£97,133	TO BE ASSESSED	HIGH PRIORITY
-	WOODSIDE GRANGE ROAD	WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£143,240	TO BE ASSESSED	HIGH PRIORITY
-	HURSTWOOD ROAD	WORST SECTIONS	NW11	GARDEN SURBURB /GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£110,000	TO BE ASSESSED	HIGH PRIORITY
-	STONEGROVE	WORST SECTIONS	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£142,204	TO BE ASSESSED	HIGH PRIORITY
-	FURSBY AVENUE	WORST SECTIONS	N3	WEST FINCHLEY / TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£105,600	TO BE ASSESSED	HIGH PRIORITY
-	GAINSBOROUGH ROAD	WORST SECTIONS	N12	WEST FINCHLEY / TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£90,720	TO BE ASSESSED	HIGH PRIORITY
-	WOODSIDE AVENUE	WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£78,280	TO BE ASSESSED	HIGH PRIORITY
-	ELM PARK ROAD	WORST SECTIONS	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£76,080	TO BE ASSESSED	HIGH PRIORITY
-	ALLANDALE AVENUE	WORST SECTIONS	N3	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£72,120	TO BE ASSESSED	HIGH PRIORITY

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-	WESTBURY ROAD	WORST SECTIONS	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£70,312	TO BE ASSESSED	HIGH PRIORITY
-	GRAHAME PARK WAY	WORST SECTIONS	NW7/NW9	COLINDALE	HENDON	FOOTWAY RELAY	£67,378	TO BE ASSESSED	HIGH PRIORITY
-	HALE LANE	WORST SECTIONS	NW7	HALE	HENDON	FOOTWAY RELAY	£62,540	TO BE ASSESSED	HIGH PRIORITY
-	BARNET HILL	WORST SECTIONS	BARNET	UNDERHILL / BARNET	CHIPPING BARNET	FOOTWAY RELAY	£62,100	TO BE ASSESSED	HIGH PRIORITY
-	TOTTERIDGE COMMON	WORST SECTIONS	N20/NW7	TOTTERIDGE / MILL HILL	CHIPPING BARNET	FOOTWAY RELAY	£57,998	TO BE ASSESSED	HIGH PRIORITY
-	COLINDALE AVENUE	WORST SECTIONS	NW9	COLINDALE	HENDON	FOOTWAY RELAY	£56,005	TO BE ASSESSED	HIGH PRIORITY
-	HOWCROFT CRESCENT	WORST SECTIONS	N3	WEST FINCHLEY	CHIPPING BARNET	FOOTWAY RELAY	£55,193	TO BE ASSESSED	HIGH PRIORITY
-	CREIGHTON AVENUE	WORST SECTIONS	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£52,981	TO BE ASSESSED	HIGH PRIORITY
-	CHESSINGTON AVENUE	WORST SECTIONS	N3	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£52,620	TO BE ASSESSED	HIGH PRIORITY
-	CRESSINGHAM ROAD	WORST SECTIONS	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£52,190	TO BE ASSESSED	HIGH PRIORITY
-	BURNT OAK BROADWAY	WORST SECTIONS	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£51,640	TO BE ASSESSED	HIGH PRIORITY
-	OAKLEIGH CRESCENT	WORST SECTIONS	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£50,248	TO BE ASSESSED	HIGH PRIORITY

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-	CLAY LANE	WORST SECTIONS	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£50,894	TO BE ASSESSED	HIGH PRIORITY
-	AVONDALE AVENUE	WORST SECTIONS	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£49,730	TO BE ASSESSED	HIGH PRIORITY
-	THE REDDINGS	WORST SECTIONS	NW7	MILL HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£49,528	TO BE ASSESSED	HIGH PRIORITY
-	CHESTERFIELD ROAD	WORST SECTIONS	N3	WEST FINCHLEY	CHIPPING BARNET	FOOTWAY RELAY	£46,460	TO BE ASSESSED	HIGH PRIORITY
-	SILKSTREAM ROAD	WORST SECTIONS	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£45,950	TO BE ASSESSED	HIGH PRIORITY
-	CLITTERHOUSE CRESCENT	WORST SECTIONS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£45,796	TO BE ASSESSED	HIGH PRIORITY
-	LYNDHURST AVENUE	WORST SECTIONS	NW7	HALE	HENDON	FOOTWAY RELAY	£44,040	TO BE ASSESSED	HIGH PRIORITY
-	FLOWER LANE	WORST SECTIONS	NW7	MILL HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£43,160	TO BE ASSESSED	HIGH PRIORITY
-	GOODWYN AVENUE	WORST SECTIONS	NW7	MILL HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£42,720	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL DRIVE	WORST SECTIONS	NW4	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£42,610	TO BE ASSESSED	HIGH PRIORITY
-	CHANDOS AVENUE	PHASE 2 (WORST SECTIONS BETWEEN LANGTON AVENUE AND OAKLEIGH PARK NORTH)	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£55,000	TO BE ASSESSED	HIGH PRIORITY
-	HAMPDEN WAY	WHOLE LENGTH	N14	BRUNSWICK PARK	CHIPPING BARNET	FOOTWAY RELAY	£357,100	TO BE ASSESSED	HIGH PRIORITY



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-	LYONSDOWN ROAD	LONGMORE AVENUE TO STATION ROAD	NEW BARNET	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£191,700	TO BE ASSESSED	HIGH PRIORITY
-	MAYS LANE	ALAN DRIVE TO SHELFORD DRIVE	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£210,600	TO BE ASSESSED	HIGH PRIORITY
-	MAYS LANE	DOLLIS VALLEY DRIVE TO MANOR DRIVE	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£139,100	TO BE ASSESSED	HIGH PRIORITY
-	OAKLEIGH PARK SOUTH	PHASE 2 (WORST SECTIONS)	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£55,000	TO BE ASSESSED	HIGH PRIORITY
-	TORRINGTON PARK	ASHURST ROAD TO FRIERN BARNET LANE	N12	WOODHOUSE / COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	£368,100	TO BE ASSESSED	HIGH PRIORITY
-	ATHENAEUM ROAD	WHOLE LENGTH	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£210,700	TO BE ASSESSED	MEDIUM PRIORITY
-	CROMWELL ROAD	WHOLE LENGTH	N10	COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	£152,700	TO BE ASSESSED	MEDIUM PRIORITY
-	ELTON AVENUE	WHOLE LENGTH	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	LONGLAND DRIVE	WHOLE LENGTH	N20	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£267,600	TO BE ASSESSED	MEDIUM PRIORITY
-	LONGMORE AVENUE	WHOLE LENGTH	EAST BARNET	EAST BARNET / OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£352,300	TO BE ASSESSED	MEDIUM PRIORITY
-	MAYS LANE	BARNET LANE TO DOLLIS VALLEY DRIVE	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£129,100	TO BE ASSESSED	MEDIUM PRIORITY
-	PARKHURST ROAD	EDGEWORTH ROAD TO VICTORIA ROAD	N11	COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY

## 2012/13 HIGHWAYS MAINTENANCE WORKS PROGRAMME

**RESERVE SCHEMES – FOOTWAYS RELAY**

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-	SOUTHWAY	WHOLE LENGTH	N20	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£182,100	TO BE ASSESSED	MEDIUM PRIORITY
-	TROTT ROAD	WHOLE LENGTH	N10	COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	£61,800	TO BE ASSESSED	MEDIUM PRIORITY
-	VENTNOR DRIVE	WHOLE LENGTH	N20	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£154,100	TO BE ASSESSED	MEDIUM PRIORITY
-	ALEXANDRA GROVE	WHOLE LENGTH	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£107,900	TO BE ASSESSED	HIGH PRIORITY
-	ARDEN ROAD	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£128,100	TO BE ASSESSED	HIGH PRIORITY
-	THE BISHOPS AVENUE	BISHOPS GROVE TO A1 LYTTELTON ROAD	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	BRIDGE LANE	FINCHLEY ROAD TO EAST OF A406 NCR	NW11	GOLDERS GREEN / HENDON	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£300,800	TO BE ASSESSED	HIGH PRIORITY
-	CHURCH LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	CREIGHTON AVENUE	WHOLE LENGTH (TO BOROUGH BOUNDARY)	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£147,300	TO BE ASSESSED	HIGH PRIORITY
-	CRICKLEWOOD LANE	200M EITHER SIDE OF J/W MORTIMER CLOSE	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£44,300	TO BE ASSESSED	HIGH PRIORITY
-	FRIERN PARK	WHOLE LENGTH	N12	WOODHOUSE	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	GALSWORTHY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£138,600	TO BE ASSESSED	HIGH PRIORITY

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-	HOLDERS HILL ROAD	REGENCY CRESCENT TO A1 GREAT NORTH WAY	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£92,800	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL ROAD	A1 GREAT NORTH WAY TO FERNSIDE CLOSE	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£104,300	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL ROAD	TIMBERDENE TO HOLDERS HILL CIRCUS WORST SECTION	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£230,600	TO BE ASSESSED	HIGH PRIORITY
-	INGLEWAY	WHOLE LENGTH	N12	WOODHOUSE	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	MARNHAM AVENUE	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£66,000	TO BE ASSESSED	HIGH PRIORITY
-	PENNINE DRIVE	ROUNDAABOUT TO A41 HENDON WAY	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	PENNINE LANE	SHOPPING PARADE	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	PRINCES PARK AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	SQUIRES LANE	VINEYARD GROVE TO A1000 HIGH ROAD (WORST SECTIONS)	N3	WOODHOUSE / WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	TEMPLE FORTUNE LANE	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	THORVERTON ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	TORRINGTON PARK	A1000 HIGH ROAD TO ASHURST ROAD	N12	WOODHOUSE / COPPETTS	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£550,100	TO BE ASSESSED	HIGH PRIORITY

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-	THE VALE	GRANVILLE ROAD TO HODFORD ROAD	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£115,200	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	A41 TO GRANVILLE ROAD	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£55,400	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	PENTLAND CLOSE TO A41	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£86,000	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	A41 TO WAYSIDE	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£58,200	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	MENDIP TO A41	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£112,700	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	WAYSIDE TO THE RIDGEWAY	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£110,100	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	CLAREMONT ROAD TO PORTLAND CLOSE	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£72,000	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	CLAREMONT ROAD TO MENDIP DRIVE	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£62,900	TO BE ASSESSED	HIGH PRIORITY
-	WAYSIDE	WHOLE LENGTH	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£150,700	TO BE ASSESSED	HIGH PRIORITY
-	WESTBURY ROAD	WHOLE LENGTH	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	WESTCROFT WAY	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£77,800	TO BE ASSESSED	HIGH PRIORITY
-	WESTERN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£132,700	TO BE ASSESSED	HIGH PRIORITY

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-	WOODLANDS	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	BEECHCROFT AVENUE	WHOLE LENGTH	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BEECHWOOD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	CRICKLEWOOD BROADWAY	CRICKLEWOOD LANE TO RAILWAY BRIDGE	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HORTON AVENUE	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HOWARD CLOSE	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	FRIARY WAY	WHOLE LENGTH	N12	WOODHOUSE	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	GORDON ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HILL RISE	WHOLE LENGTH	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	LICHFIELD ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	MONTROSE CRESCENT	WHOLE LENGTH	N12	WOODHOUSE	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	NEVILLE DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY

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Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	OAK LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£103,900	TO BE ASSESSED	MEDIUM PRIORITY
-	THE RIDGEWAY	WHOLE LENGTH	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ST PAULS WAY	WHOLE LENGTH	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BUNNS LANE	WORST SECTIONS	NW7	MILL HILL / HALE	HENDON	FOOTWAY RELAY	£110,000	TO BE ASSESSED	HIGH PRIORITY
-	CHEYNE WALK	WHOLE LENGTH	NW4	WEST HENDON	HENDON	FOOTWAY RELAY	£147,800	TO BE ASSESSED	HIGH PRIORITY
-	GLENWOOD ROAD	WHOLE LENGTH	NW7	HALE	HENDON	FOOTWAY RELAY	£154,500	TO BE ASSESSED	HIGH PRIORITY
-	HOOK WALK	WHOLE LENGTH	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£10,000	TO BE ASSESSED	HIGH PRIORITY
-	MILLWAY	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£293,100	TO BE ASSESSED	HIGH PRIORITY
B551	QUEENS ROAD	A41 TO WYKEHAM ROAD	NW4	HENDON / WEST HENDON	HENDON	FOOTWAY RELAY	£82,000	TO BE ASSESSED	HIGH PRIORITY
-	UPHILL GROVE	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£160,700	TO BE ASSESSED	HIGH PRIORITY
-	ABERCORN ROAD	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BLUNDELL ROAD	WHOLE LENGTH	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£220,600	TO BE ASSESSED	MEDIUM PRIORITY

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Road Number	Road Name	Section	District	Ward	Area	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	GLENMERE AVENUE	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£101,100	TO BE ASSESSED	MEDIUM PRIORITY
-	PENSHURST GARDENS	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£183,500	TO BE ASSESSED	MEDIUM PRIORITY
-	RAVENSHURST AVENUE	WHOLE LENGTH	NW4	HENDON	HENDON	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	RIVERDENE	WHOLE LENGTH	EDGWARE	HALE	HENDON	FOOTWAY RELAY	£136,900	TO BE ASSESSED	MEDIUM PRIORITY
-	SUNNYFIELD	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£188,600	TO BE ASSESSED	MEDIUM PRIORITY

## Appendix B

Risk Assessment Form				
Scheme:	Planned Highway Maintenance Works			
Objective:	To undertake programmed maintenance work to preserve the asset, to provide a sustainable environment, to minimise cost over time, to add the community value to the network and to contribute to safety improvements for example skidding resistance and riding quality.			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	NIs (National Indicators) targets to improve the condition of roads and pavements may not be met.	L	H	Accept – Programme objectives will help to meet NI targets
	Corporate target to halt deterioration of condition of highway by eliminating backlog of repairs within specified period may not be met.	M	H	Exploit – An opportunity to improve traffic flows and/or reduce congestion by reviewing existing traffic calming measures  Accept – All Funding sources including Transport for London and Neighbourhood Renewal Funding needs to be exploited, in addition to consideration of Prudential Borrowing.
Operational	Lack of forward planning and poor performing contractors may lead to delays in implementation and increased inconvenience to residents.	L	H	Reduce – Timely co-ordination with other works and notifications to TfL for impact on Trunk London Road Network and Strategic Road Network, early programming and use of project management system and on-site monitoring will reduce disruptions and delays to residents and road users during works by contractors.
Staffing & Culture	Staff may not be aware of targets and objectives	L	H	Reduce – Promotion and reinforcement of key objectives and corporate plan with all staff
Financial	Inability to maintain works within allocated budget.	L	H	Reduce – Procedures and monitoring in place to ensure that works are carried out to ensure value for money in the long term and minimise risks of financial irregularities.
Compliance	Work outside relevant Legislation and council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to and ongoing monitoring.

Key to risk or impact H=high M=Medium L=Low



AREA ENVIRONMENT SUB COMMITTEES: HIGHWAYS PLANNED MAINTENANCE WORKS 2012/13			
APPENDIX C: PROVISIONAL DRAFT BUDGET 2012/13			
Budget Source	Description	2012/13 Total Budget	Comments
<b>TfL 2011/12 programme:</b>			
	Principal Road Maintenance	£945,000	<i>Potential Schemes identified in Appendix A</i>
	Local Transport Funding	£100,000	
	Corridors, Neighbourhoods and Supporting Measures	£3,729,000	<i>Funding to include carriageway resurfacing and footway relay works among other measures</i>
	<b>Total Funds from TfL</b>	<b>£4,774,000</b>	
<b>Capital:</b>			
	Highways Planned Maintenance Programme	£3,000,000	<i>Funding to include carriageway resurfacing and footway relay works</i>
	<b>Total</b>	<b>£3,000,000</b>	<i>Subject to approvals from: Cabinet Member for Environment &amp; Transport ; Overview and Scrunity Committee during February 2011</i>
<b>Revenue:</b>			
	Responsive Maintenance <i>(Subject to Change)</i>	£404,000	<i>These figures are subject to change depending on Reactive Maintenance work undertaken in each area. Actual figures may vary. Subject to approvals from: Cabinet Member for Environment &amp; Transport ; Overview and Scrunity Committee during February 2011</i>
	<b>Total Revenue</b>	<b>£404,000</b>	
	<b>Section 106 Schemes</b> <i>(Subject to change)</i>		<i>Sums allocated are not exclusively to fund Highways Planned Maintenance Programme. Other Highway Improvements would also be funded from this budget</i>
	<b>Grand Total</b>	<b>£8,178,000</b>	

## Traffic Management Measures Review Process

### **Notification of Works**

Residents will be given an initial 3 weeks notification of the scheduled resurfacing work to be undertaken on their road. The objective is to provide sufficient notice of the changes which will take place.

### **Consultation**

The following groups will be contacted as part of the technical assessment process. They will be sent a feedback form asking for their opinions about the work which has taken place on their road. Other interest groups such as Public Transport services will also be contacted, where applicable:

- **Residents** – The re-assessment of traffic management measures in a particular road will raise some concerns of local residents. Residents will have an opportunity to voice their opinions via the residents feedback form. The Officer responsible for the Traffic Management Review will include these as part of the technical assessment process.
- **Ward Members** – The views of the local Councillors will be taken into consideration as part of the technical assessment process. Councillors will also be sent a Feedback form requesting their views.
- **Chairman of the relevant Area Environment Sub Committee**
- **Emergency Services** – The Police, Fire Brigade and Ambulance Services will be contacted for their views on how the traffic management measures affect their ability to respond to emergencies and/or deliver vital services.

All consultees will be given time to pay particular attention to the highway conditions both pre and post works before consultation returns are requested.

### **Technical Assessment**

The Technical Assessment will assess whether the removed traffic management measures continue to address the original safety / movement objectives. This will consist of a pre-speed survey, which will be conducted prior to the resurfacing and a post speed survey. These surveys will allow a comparative analysis to be undertaken to show how the removal of the measures affect the average speed of vehicles travelling along the road. Accident data, recorded by the Metropolitan Police Service, is collated to show how many personal injury accidents have taken place over the past three years. The views of the residents, ward members and emergency services will also be included in the Technical Assessment. There will be a presumption not to re-provide any measures that cannot show any quantifiable benefit to the community.

### **Report and Decision**

The Interim Director of Environment, Planning and Regeneration will present a synopsis of the Officer findings, including the Traffic Management Review results

and will make recommendation to the Lead Member for Environment, Planning & Regeneration for a decision.

### **Informing Residents of the Decision**

Residents will be informed of the decision through a letter drop to all residents that returned a completed questionnaire.