

AGENDA ITEM: 7 Page nos. 4 - 25

Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 11th March 2009

Subject Highway Maintenance Works Programme for Finchley & Golders Green Area – 2009/2010

Report of Cabinet Member for Environment and Transport

Summary This report seeks the Sub-Committee's approval for the Highway Maintenance Works Programme for Finchley & Golders Green Area during 2009/2010.

Officer Contributors Acting Director of Environment and Transport

Status (public or exempt) Public

Wards affected All within the Sub-Committee Area

Enclosures Appendix A: Proposed Works by Wards during 2009/2010
Appendix B: Risk Management
Appendix C: Planned Highway Maintenance Budget 2009/2010
Appendix D: Traffic Management Measures Review Process

For decision by Finchley & Golders Green Area Environment Sub-Committee

Function of Executive

Reason for urgency / exemption from call-in (if appropriate) Not Applicable

Contact for further information: Gangan Pillai Highways Group 020 8359 3044

1. RECOMMENDATIONS

- 1.1 That the list of roads for carriageway resurfacing and footway relay works in the Finchley & Golders Green Area for 2009/2010, as listed in Appendix A, be approved.
- 1.2 That, subject to the overall costs being contained within available budgets, the Acting Director of Environment and Transport is instructed to:
- i) Give notice under Section 58 of the New Roads and Street Works Act 1991 of the Council's intention to implement highway works shown in Appendix A by advertising and consulting as necessary with the public utility companies and Transport for London for schemes proposed to be implemented during 2009/2010;
 - ii) Implement the schemes proposed shown in Appendix A by placing orders with the Council's term contractors or specialist contractors appointed in accordance with the Council's Contract Procedure Rules ; and
 - iii) agree any variations to the scheduling of the programme in consultation with the Cabinet Member for Environment and Transport and the Chairman of this Sub-Committee.

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Cabinet 22 July 2002 decision number 7 - approved the Planned Highway Maintenance Programme – Scheme Prioritisation Procedure.
- 2.2 The Cabinet Resources Committee allocated an additional £1 million pounds funding on repairs to / renewal of high usage footways in the borough at the 25th of March 2008 meeting. Following this, a schedule of footway schemes was drawn up, based on condition indicator BVPI 187 survey data, for high usage footways in Barnet. The roads identified (see below for Finchley & Golders Green Area) for repair / renewal footway works ranked "High" or "Medium to High" on the condition data for defects. For the whole Borough there were, in total, ten schemes identified for implementation and a further seven reserve schemes.

At the 10th March 2008 Area Environment Sub Committee meeting, it was agreed that any variations to the scheduling of the programme should be done in Consultation with the Cabinet Member for Environment and Transport and the Chairman of the Area Environment Sub- Committee. These approvals were sought and obtained in mid 2008.

Road Name	District	Ward
HOLDERS HILL ROAD	NW4 / NW7	FINCHLEY CHURCH END

Road Name	District	Ward
LONG LANE	N2	WEST FINCHLEY / EAST FINCHLEY
SQUIRES LANE	N3	WOODHOUSE / WEST FINCHLEY
SUMMERS LANE	N12	WOODHOUSE

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The Council's Corporate Plan 2008/2009 - 2011/12 has set various ambitious objectives under two of the Council's Corporate priorities "Clean, Green and Safe" and "A successful Suburb". These include improving town centres including pavements; improving transport infrastructure and maximising movement opportunities; improving transport traffic flow and roads to reduce journey times and reliability; improving quality of life and local environment and creating conditions for a vibrant economy. 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 The Audit Commission now bases its assessment of corporate performance on the recently introduced set of National Indicators which replace Best Value Performance Indicators (BVPIs). The Local Government White Paper Strong and Prosperous Communities published in October 2007, committed to introducing this set of streamlined indicators that would reflect national priority outcomes for local authorities working alone or in partnership.

A single set of 198 national indicators was announced as part of the Comprehensive Spending Review 2007.

National Indicators specific to planned maintenance include:

- N.I 168: Principal roads where maintenance should be considered - Provides an indication of the proportion of principal roads where structural maintenance should be considered.
- N.I 169: Non-principal classified roads where maintenance should be considered - Provides an indication of the proportion of B and C-class roads where structural maintenance should be considered.

Although not monitored nationally, we shall continue to utilise Best Value Performance Indicator 187 for monitoring of the footway network. This BVPI gives an indication of prestige, primary and secondary footways (category 1, 1a and 2) that might require structural maintenance. This enables the Council to assess the effectiveness of spend against overall condition improvement.

3.3 In the approved Local Implementation Plan (LIP) 2009/2010 submitted to Transport for London (TfL), the Council is strongly committed to maintaining and improving highway assets in the Borough under the Maintenance Theme.

3.4 In conjunction with the 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 the report sets out the results of the risks assessed.

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 We believe that 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. Our 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 surveys 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 and Members. The improvements and repairs made ensure that all users have equal and safe access across the borough regardless of the method of travel.

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. Prudential Borrowing has brought additional resources to this area of priority for the Council.

6.2 A bid of £2.7M for carriageway resurfacing and footway relay works on principal roads for the whole borough was included in the Local Implementation Plan (LIP) 2009/10 submitted to Transport for London (TfL), during June last year. TfL confirmed a total grant allocation of £3.419M in November 2008 and the breakdown of the approved grant is as follows:

Principal Road Renewal (carriageway resurfacing / footway)	£968,000
Local Safety Schemes	£705,000
Bus Priority	£650,000

School Travel Plans	£556,000
Walking	£120,000
LCN	£115,000
Non-LCN+ Cycling Schemes	£117,000
Bridge Assessment & Strengthening	£98,000
Bus Stop Accessibility	£50,000
Local Area Accessibility	£40,000

For the 2009-10 programme, an allocation of £1.066M in total was approved by TfL for planned maintenance works on principal road renewal and bridge assessment / strengthening works.

TfL noted in their covering letter for the award that “TfL has assessed boroughs’ funding applications based on the priorities indicated by the boroughs, the available funding from TfL’s 2009/10 Business Plan and with reference to the authority’s approved LIP. Allocations for Principal Road Renewal, Bridge Assessment & Strengthening, Area Based Schemes, Road Safety and Bus Priority schemes continue to be strongly influenced by the application of needs-based considerations. These transport areas together account for nearly 60% of funding and so strongly influence the total amount allocated to a borough.”

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 In 2009/2010 it is proposed that £750,000 of Prudential Borrowing is spent on highway maintenance targeted at pavements and carriageways in town centres and high usage areas such as outside schools, hospitals etc. across the whole Borough. This will be the third year this funding has been made available.
- 6.4 The total estimate of the planned carriageway works, footway works and other highway improvements in Finchley & Golders Green Area is £2,056,806. This figure does not include other measures proposed as part of the TfL bid or Town Centre Improvements. The schemes shown in Appendix A will be funded through grants from Transport for London (TfL), Capital (Prudential Borrowing) and S106 contributions from private developments.
- 6.5 Officers have prioritised schemes in order to get the maximum benefit. Roads that need work, but not included in the programme, are included in a reserve list and may be implemented if funding is made available. If not, they will be considered in future years programmes subject to meeting the criteria and approval.
- 6.6 The 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 Transport 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.

- 6.7 There are no staffing, ICT or property implications.

7. LEGAL ISSUES

- 7.1 The Highways Act 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 Highways Act 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 Highway Act sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.

8. CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3, Responsibility for Functions, Paragraph 3.10 - Area Environment Sub-Committees functions that are the responsibility of the Executive relating to highways use and regulation.

9 BACKGROUND INFORMATION

- 9.1 The Council has a duty to ensure that the statutory functions and responsibilities in relation to highways are discharged. The Authority has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the Highways Act 1980. That Act sets out the main duties of Highway Authorities, in particular Section 41, which imposes a duty to maintain the highways network.
- 9.2 Highway maintenance is generally funded by a combination of Capital and Revenue budgets. Capital allocations are made by Central Government through the Local Implementation Plan process taking in to 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 are generally funded from a combination of local council tax and other Government Revenue support grants. For 2009/10, the revenue funding for maintenance has been substituted by Prudential Borrowing. Funding is also sought from Private Developers, secured as a condition of planning approval under S106 of the Town and Country Planning Act 1990. It is particularly important to ensure that maximum benefit is obtained for highway maintenance from contributions in respect of new developments.
- 9.3 The Highway Maintenance programme is based upon two technical surveys to assess the condition of roads and footways in the borough. The Coarse Visual Inspection (CVI) survey was carried out by the London Borough of Barnet Officers and the Detailed Visual Inspection (DVI) survey was carried out by an independent external consultant (DCL now known as Yotta). The

process for prioritisation considers both surveys and the investment are focused to maximise the condition of carriageways and footways.

9.4 After detailed visual inspection and assessments by highway engineers, officers have now drawn up the final list of priority schemes for carriageway resurfacing and footway relay using the process approved by Cabinet in July 2002 to produce the planned Highway Maintenance Programme for the Finchley & Golders Green Area for 2009/10. The list identifies schemes that need urgent attention based on the survey results. The condition survey for both carriageways and footways indicates substantial elements of the highway network were in need of treatment. In order to achieve the maximum return on the funding available, high ranked footways and carriageways are considered in the programme. The implications of not carrying out this planned structural maintenance are that reactive maintenance costs will increase yearly and the surface may deteriorate to a point where surface treatment is no longer an option, i.e. partial or total reconstruction will be required at a cost of four to six times the cost of resurfacing or relaying. Delaying the programmed surfacing will result in significantly higher capital costs for future years. There are also health and safety issues with potential third party insurance claims that are difficult to defend in court with significant costs to the Council. The current inspection and repair process is designed to maintain roads and footways in as safe a condition as possible given the limited financial resources available whilst preserving the asset value of the network and its environment.

9.5 The following items have a cumulative influence on the Highway Maintenance Works Programme:

- Funding availability – TfL and Council Support
- Coordination – Other Council Programmes, Wider corporate objectives
- Cost Efficiency – Inflation (price fluctuations, etc)
- Constraints – Regeneration Schemes, Works by Statutory Authorities
- Economies of Scale – Larger areas provide greater value for money
- Duty of Care – Minimising the amount of claims

9.6 Additionally Barnet addresses carriageway maintenance in two categories. Note that these have been changed to National Indicators (N.I) from 2008/09 onwards:

- i) Principal Roads – N.I 168 (previously BVPI 223)
- ii) Classified Non-principal roads – N.I 169 (previously BVPI 224a)

It is intended to continue with BVPI 224b (Unclassified Non-principal roads) and 187 (Footways) for use as local indicators. BVPI 187 - The high and medium use footways (categories 1 & 2) constitute about 12% of the footway network but are the most heavily used including shopping areas; routes to transport hubs and main employment areas and other busy footways. They are the footways that are considered when BVPI 187 (condition of footways) is calculated. The low use footways (categories 3 & 4) that comprise the majority of the network do not feature in the BVPI calculations. The proposed

footway relay programme has been prioritised based on the conditions and also highlights the ones that fall under BVPI 187.

- 9.7 Appendix A lists all carriageway resurfacing and footway relay works in each ward which are intended to be undertaken during 2009/2010. The table shows the overall length of each street and which 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 would be repaired unless specified in the table. In addition it is often found that when each street being treated is visited a number of “localised” defects are found elsewhere within the street that would warrant repair. With the current levels of budget available, it is not possible to achieve the proper balance between structural maintenance which reduces future deterioration of the network and the routine maintenance activities.
- 9.8 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 a 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.
- 9.9 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 Transport for London (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.
- 9.10 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.

- 9.11 A substantial programme of investment in highway maintenance has the potential to increase traffic disruptions and consequent user dissatisfaction in the short term. Effective co-ordination and harmonisation combined with careful and considerate design and programming of works can avoid or significantly mitigate this.
- 9.12 Relevant information about the work in each street will continue to be provided in advance to residents by letters and signs.
- 9.13 In order to maximize improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 9.14 Traffic Management Measures Review – See Appendix D for 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.

10. LIST OF BACKGROUND PAPERS

- 10.1 Inspection Survey records and results; Central Project files; draft advertisement for the London Gazette and the draft email to the public utilities' companies informing them of the web link to the Notice.
- 10.2 Any persons wishing to inspect the background papers listed above should contact either Gangan Pillai on 020-8359-3044 or Andrew Etiang on 020-8359-7590.

Legal: SS
CFO: MG

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

SCHEMES FOR IMPLEMENTATION

Road Number	Road Name	Section	District	Ward	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	LICHFIELD ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£101,600	SPEED TABLES; PEDESTRIAN REFUGE	
-	POWIS GARDENS	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAYS RESURFACING	£39,700	ROAD INSPECTED AND NONE IDENTIFIED	
-	THORVERTON ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£58,400	SPEED HUMP; TOWN CENTRE ENTRY TREATMENT	
-	OAK LANE	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAYS RESURFACING	£55,400	ROAD INSPECTED AND NONE IDENTIFIED	
-	TEMPLE FORTUNE LANE	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£155,732	PEDESTRIAN REFUGE	
-	BROWNLOW ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£30,200	ROAD INSPECTED AND NONE IDENTIFIED	
-	FINCHLEY WAY	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£42,100	ROAD INSPECTED AND NONE IDENTIFIED	
-	LONG LANE	SQUIRES LANE TO A406 NCR FLYOVER	N2/N3	WEST FINCHLEY / EAST FINCHLEY	CARRIAGEWAYS RESURFACING	£59,700	ROAD INSPECTED AND NONE IDENTIFIED	
CARRIAGEWAYS RESURFACING TOTAL						£542,832		

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

SCHEMES FOR IMPLEMENTATION

Road Number	Road Name	Section	District	Ward	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	ELMFIELD ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£45,500	ROAD INSPECTED AND NONE IDENTIFIED	
-	HOLLY PARK	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY	£88,900	ROAD INSPECTED AND NONE IDENTIFIED	
-	WILLIFIELD WAY	ASMUNS HILL TO TEMPLE FORTUNE HILL	NW11	GARDEN SUBURB	FOOTWAY RELAY	£71,300	ROAD INSPECTED AND NONE IDENTIFIED	ROLLING PROGRAMME
-	BROOKSIDE ROAD	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£145,800	ROAD INSPECTED AND NONE IDENTIFIED	
-	NETHER STREET	DOLLIS ROAD TO FINCHLEY WAY (Eastern Footway only)	N3/N12	WEST FINCHLEY	FOOTWAY RELAY	£110,000	ROAD INSPECTED AND NONE IDENTIFIED	BVPI 187 Cat 1,1a, 2 ROAD ; ROLLING PROGRAMME ;
-	COPPETTS CLOSE	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£29,000	ROAD INSPECTED AND NONE IDENTIFIED	
FOOTWAY RELAY TOTAL						£490,500		

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

SECTION 106 SCHEMES

Section 106 agreements are legal agreements under Section 106 of the Town and Country Planning Act 1990 whereby developers obligate to undertake actions required by the local authority, or contribute in benefit or in kind towards measures required in order to obtain planning permission. Subject to specific legal agreements, these schemes will be implemented by the use of monies secured through negotiations for highway infrastructure improvement measures. These sums are not exclusively for Highways planned maintenance programme. The funding will also supplement various highway improvements associated with relevant S106 Agreement

SCHEME REF.	LOCATION OF AGREEMENT	FUNDING AVAILABLE	AREA	TYPE OF WORKS	LOCATION OF PROPOSED WORKS
150	779/783 FINCHLEY ROAD	£25,000	FINCHLEY & GOLDERS GREEN	HIGHWAY IMPROVEMENTS	To Be Determined

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2009-10 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	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	BEECHCROFT AVENUE	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAYS RESURFACING	£39,400	TO BE ASSESSED	High Priority
-	LLANELLY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£32,100	TO BE ASSESSED	High Priority
-	OAK GROVE	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£54,100	TO BE ASSESSED	High Priority
-	CLAREMONT ROAD	A407 CRICKLEWOOD LANE TO THE VALE	NW2	CHILDS HILL / GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£106,600	TO BE ASSESSED	High Priority
-	WOODSTOCK AVENUE	WHOLE LENGTH	NW11	CHILDS HILL / GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£142,000	TO BE ASSESSED	High Priority
-	CENTRAL AVENUE	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAYS RESURFACING	£30,200	TO BE ASSESSED	High Priority
-	HAMILTON ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAYS RESURFACING	£45,400	TO BE ASSESSED	High Priority
-	HOLLY PARK	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£63,600	TO BE ASSESSED	High Priority
-	BEAUFORT PARK	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£41,900	TO BE ASSESSED	High Priority
-	BIGWOOD ROAD	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£56,900	TO BE ASSESSED	High Priority
-	KINGSLEY CLOSE	WHOLE LENGTH	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£18,000	TO BE ASSESSED	High Priority
-	SPENCER DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£38,400	TO BE ASSESSED	High Priority
-	WINNINGTON ROAD	HOLNE CHASE TO B519 HAMPSTEAD LANE	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£178,000	TO BE ASSESSED	High Priority
-	CHESTERFIELD ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£28,200	TO BE ASSESSED	High Priority
-	GORDON ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£88,900	TO BE ASSESSED	High Priority
-	GROSVENOR ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£61,800	TO BE ASSESSED	High Priority
-	GROVE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£27,900	TO BE ASSESSED	High Priority

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2009-10 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	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	HILLCOURT AVENUE	WHOLE LENGTH	N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£69,100	TO BE ASSESSED	High Priority
-	MOSS HALL GROVE	THYRA GROVE TO A598 BALLARDS LANE	N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£92,900	TO BE ASSESSED	High Priority
-	NETHER STREET	DOLLIS ROAD TO TALLY HO	N3/N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£260,200	TO BE ASSESSED	High Priority
-	RIDGEWAY THE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£59,000	TO BE ASSESSED	High Priority
-	BEECHWOOD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£55,000	TO BE ASSESSED	Medium to High Priority
-	BRIARFIELD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£87,900	TO BE ASSESSED	Medium to High Priority
-	HEATHFIELD GARDENS	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£23,800	TO BE ASSESSED	Medium to High Priority
-	WESTERN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£64,000	TO BE ASSESSED	Medium to High Priority
-	ASHBOURNE AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN / GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£62,800	TO BE ASSESSED	Medium to High Priority
-	LANSDOWNE ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£37,300	TO BE ASSESSED	Medium to High Priority
-	REDBOURNE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£49,800	TO BE ASSESSED	Medium to High Priority
-	CRESCENT ROAD	WHOLE LENGTH	N3	WEST FINCHLEY / FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£26,700	TO BE ASSESSED	Medium to High Priority
-	SOMERTON ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£87,600	TO BE ASSESSED	Medium to Low Priority
-	WOODSTOCK ROAD	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAYS RESURFACING	£79,400	TO BE ASSESSED	Medium to Low Priority
-	HOOP LANE	WHOLE LENGTH	NW11	CHILDS HILL / GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£181,300	TO BE ASSESSED	Medium to Low Priority
-	CANONS CLOSE	WHOLE LENGTH	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£26,400	TO BE ASSESSED	Medium to Low Priority
-	PENNINE DRIVE	PURBECK DRIVE TO A41 HENDON WAY	NW2	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£52,900	TO BE ASSESSED	Medium to Low Priority

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2009-10 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	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	PRINCES PARK AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£167,300	TO BE ASSESSED	Medium to Low Priority
-	AVONDALE ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£38,100	TO BE ASSESSED	Medium to Low Priority
-	COURTHOUSE GARDENS	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£58,100	TO BE ASSESSED	Medium to Low Priority
-	ST PAULS WAY	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£27,300	TO BE ASSESSED	Medium to Low Priority
-	FURSBY AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY / TOTTERIDGE	CARRIAGEWAYS RESURFACING	£74,400	TO BE ASSESSED	Medium to Low Priority
-	FALLOW COURT AVENUE	WHOLE LENGTH	N12	WOODHOUSE	CARRIAGEWAYS RESURFACING	£66,100	TO BE ASSESSED	Medium to Low Priority
-	PARK THE	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAYS RESURFACING	£40,100	TO BE ASSESSED	Low Priority
-	ST MICHAELS CLOSE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£20,700	TO BE ASSESSED	Low Priority
-	BISHOPS AVENUE THE	BISHOPS GROVE TO A1 LYTTTELTON ROAD	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£121,200	TO BE ASSESSED	Low Priority
-	CHANDOS WAY	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£61,900	TO BE ASSESSED	Low Priority
-	BROOKSIDE ROAD	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£63,200	TO BE ASSESSED	Low Priority
-	PORTSDOWN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£30,100	TO BE ASSESSED	Low Priority
-	ALBERON GARDENS	WHOLE LENGTH	NW11	GOLDERS GREEN / GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£47,500	TO BE ASSESSED	Low Priority

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

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Road Number	Road Name	Section	District	Ward	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	BEECHCROFT AVENUE	WHOLE LENGTH	NW11	CHILDS HILL	FOOTWAY RELAY	£65,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	LICHFIELD ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£126,600	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	LLANELLY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£40,300	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	THORVERTON ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£64,600	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	HOOP LANE	FINCHLEY ROAD TO TEMPLE FORTUNE LANE	NW11	CHILDS HILL / GARDEN SUBURB	FOOTWAY RELAY	£140,300	ROAD INSPECTED AND NONE IDENTIFIED	High Priority; BVPI 187 Cat 1,1a, 2 ROAD
-	CLAREMONT ROAD	WORST SECTIONS CRICKLEWOOD LANE TO CLITTERHOUSE ROAD (SOUTH)	NW2	CHILDS HILL / GOLDERS GREEN	FOOTWAY RELAY	£438,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	WOODSTOCK AVENUE	WHOLE LENGTH	NW11	CHILDS HILL / GOLDERS GREEN	FOOTWAY RELAY	£127,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	CHURCH LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£164,900	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	OAK LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£84,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	WALKS THE	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£23,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	BEECHWOOD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY	£159,200	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	ST MICHAELS CLOSE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY	£22,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	CHANDOS WAY	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£32,100	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	HILL RISE	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£78,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	NEVILLE DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	FOOTWAY RELAY	£97,400	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	SPENCER DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	FOOTWAY RELAY	£60,700	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	TEMPLE FORTUNE LANE	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£133,200	ROAD INSPECTED AND NONE IDENTIFIED	High Priority

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-	WILLIFIELD WAY	MEADWAY TO TEMPLE FORTUNE HILL	NW11	GARDEN SUBURB	FOOTWAY RELAY	£109,600	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	WILLIFIELD WAY	ASMUNS HILL TO A598 FINCHLEY ROAD	NW11	GARDEN SUBURB	FOOTWAY RELAY	£79,900	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	DEANSWAY	WHOLE LENGTH	N2	GARDEN SUBURB / EAST FINCHLEY	FOOTWAY RELAY	£145,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority; BVPI 187 Cat 1,1a, 2 ROAD
-	HEATHFIELD GARDENS	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£43,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	PENNINE LANE	SHOPPING PARADE	NW2	GOLDERS GREEN	FOOTWAY RELAY	£25,300	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	WOODLANDS	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£213,600	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	GORDON ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£90,000	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	GROSVENOR ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£74,500	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	GROVE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£42,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	MOSSBOROUGH CLOSE	WHOLE LENGTH	N12	WEST FINCHLEY	FOOTWAY RELAY	£17,600	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
B1462	NETHER STREET	BALLARDS LANE TO DOLLIS ROAD	N3	WEST FINCHLEY	FOOTWAY RELAY	£110,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority : To ROLLING PROGRAMME
-	NETHER STREET	HUTTON GROVE TO BALLARDS LANE	N12	WEST FINCHLEY	FOOTWAY RELAY	£161,400	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	NETHER STREET	FINCHLEY WAY TO MOSS HALL GROVE	N3/N12	WEST FINCHLEY	FOOTWAY RELAY	£320,300	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	NETHER STREET	MOSS HALL GROVE TO HUTTON GROVE	N3/N12	WEST FINCHLEY	FOOTWAY RELAY	£161,400	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	REDBOURNE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£83,500	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	ST PAULS WAY	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£52,100	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	WESTBURY ROAD	WHOLE LENGTH	N12	WEST FINCHLEY	FOOTWAY RELAY	£124,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	WOODBERRY GROVE	WHOLE LENGTH	N12	WEST FINCHLEY / WOODHOUSE	FOOTWAY RELAY	£66,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority

FINCHLEY & GOLDERS GREEN AREA 2009/10 HIGHWAY MAINTENANCE WORKS PROGRAMME

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Road Number	Road Name	Section	District	Ward	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	FRIARY WAY	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£55,800	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	FRIERN PARK	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£212,300	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	INGLEWAY	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£55,100	ROAD INSPECTED AND NONE IDENTIFIED	High Priority
-	MONTROSE CRESCENT	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£88,200	ROAD INSPECTED AND NONE IDENTIFIED	High 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 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 – Programmes objectives will help to meet BVPI 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

PROVISIONAL DRAFT BUDGET 2009/10		PROJECTED EXPENDITURE IN THE REPORTS						
Budget Source	Description	2009/10 Total Budget	Chipping Barnet	Finchley & Golders Green	Hendon	To Be Allocated	Total	Comments
TfL 2009/10 programme:								
	Carriageway Resurfacing Principal Roads	£968,000	£0	£111,000	£409,000	£448,000	£968,000	
	Bridge Assessment & Strengthening	£98,000	£98,000	£0	£0	£0	£98,000	
Total Funds from TfL		£1,066,000	£98,000	£111,000	£409,000	£448,000	£1,066,000	
Capital: Prudential borrowing								
	Carriageway Resurfacing	£1,550,000	£516,666	£516,666	£516,668	£0	£1,550,000	
	Footway Relay	£1,550,000	£516,666	£516,666	£516,668	£0	£1,550,000	
	Town Centres and High Usage Footway Relay	£750,000	£250,000	£250,000	£250,000	£0	£750,000	
	Congestion Reduction	£300,000	£0	£0	£0	£300,000	£300,000	
Total Prudential Borrowing		£4,150,000	£1,283,332	£1,283,332	£1,283,336	£300,000	£4,150,000	
Revenue:								
	Responsive Maintenance (Subject to Change)	£1,953,160	£637,473	£637,474	£637,473	£40,740	£1,953,160	<i>These figures are subject to change depending on Reactive Maintenance work undertaken in each area.</i>
Total Revenue		£1,953,160	£637,473	£637,474	£637,473	£40,740	£1,953,160	
Section 106 Schemes <i>(Subject to change)</i>		£897,648	£812,192	£25,000	£60,456	£0	£897,648	<i>Sums allocated are not exclusively to fund Highways Planned Maintenance Programme. Other Highway Improvements would also be funded from this budget</i>
Grand Total		£8,066,808	£2,830,997	£2,056,806	£2,390,265	£788,740	£8,066,808	

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.
- **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 affects 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 Acting Director of Environment and Transport will present a synopsis of the Officer findings, including the Traffic Management Review results and recommendation to the Lead Member for Environment and the relevant Area Environment Sub-Committee Chairman 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.