

AGENDA ITEM: 6 Page nos. 13 – 37

Meeting	Finchley & Golders Green Area Environment Sub-Committee
Date	24 February 2010
Subject	Highways Planned Maintenance Works Programme for Finchley & Golders Green Area – 2010/2011
Report of	Cabinet Member for Environment and Transport
Summary	This report seeks the Sub-Committee's approval for the Highway Planned Maintenance Works Programme for the Finchley & Golders Green Area during 2010/2011.

Officer Contributors	Director of Environment and Operations
Status (public or exempt)	Public
Wards affected	All within the Sub-Committee Area
Enclosures	<u>Appendix A</u> : Proposed Works by Wards during 2010/2011 <u>Appendix B</u> : Risk Management <u>Appendix C</u> : Planned Highway Maintenance Budget 2010/2011 <u>Appendix D</u> : Traffic Management Measures Review
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, Stephen Bell, Andrew Etiang Highways Group Tel 020 8359 3044 / 3065 / 7590

1. RECOMMENDATIONS

- 1.1 That the list of roads for carriageway resurfacing and footway relay works in the Finchley & Golders Green Area for 2010/2011, as listed in Appendix A, be approved.
- 1.2 That, subject to the overall costs being contained within available budgets, the Director of Environment and Operations 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 2010/2011;
 - 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 Category 3 & Category 4 footways within the Finchley & Golders Green area so that overall condition of footways can be determined and appropriate measures be taken in future years' programmes, and;
 - iv) 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 item 7 - approved the Planned Highway Maintenance Programme – Scheme Prioritisation Procedure.
- 2.2 Finchley & Golders Green Environment Sub Committee meeting 11th March 2009 agreed that any variations to the scheduling of the programme should be taken in Consultation with the Cabinet Member for Environment and Transport and the Chairman of the Area Environment Sub-Committee. The following approvals were sought and obtained:

Road Name	District	Ward	Type of Works	Section
CRESCENT ROAD	N3	WEST FINCHLEY WARD / FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	WHOLE LENGTH

Road Name	District	Ward	Type of Works	Section
NETHER STREET	N3/N12	WEST FINCHLEY	FOOTWAY RELAY	FINCHLEY WAY TO WEST AVENUE (West Footway)
COURTHOUSE GARDENS	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	WHOLE LENGTH
COURTHOUSE ROAD	N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	WHOLE LENGTH

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The Council's 2009/10 Corporate Plan has set various ambitious objectives under the key priorities of "Clean, Green and Safe" and "A successful Suburb". These include:-

- improving east/west movements in the borough
- reducing congestion in town centres
- continuing our improvement of streets
- 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 National Indicators specific to planned maintenance works 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, the Council continues 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) 2010/2011 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 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 the report sets out the results of the risks assessed.
- 4.2 The extreme weather encountered this winter has resulted in a rapid deterioration of the core fabric of many patched and heavily worn 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 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, phone-calls from users, Members and issues raised at meetings such as Forums, Leader listens and Chief Executive walkabouts, etc. 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 of street furniture and 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 of £940k for carriageway resurfacing and footway relay works on principal roads for the whole of the borough was included in the Local Implementation Plan (LIP) 2010/11 submitted to Transport for London (TfL), during September last year. TfL confirmed a total grant allocation of £5.014m in December 2009 and the breakdown of the approved grant is as follows:

Principal Road Renewal (carriageway resurfacing / footway)	£760k
Neighbourhoods	£1602k
Corridors	£2212k
Bridge Assessment & Strengthening	£4k
Smarter travel	£436k

For the 2010-11 programme, an allocation of £764k in total was approved by TfL for planned maintenance works on principal road renewal and bridge assessment / strengthening works. 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 2010-11 programme, the capital planned maintenance budget is significantly reduced compared to previous years allocation. The total budget allocation for planned maintenance carriageway and footway works in the Finchley & Golders Green Area is £500k. This figure does not include measures proposed as part of the TfL bid. The schemes shown in Appendix A will be funded through grants from Transport for London (TfL), Capital and S106 contributions from private developments. Appendix C gives the breakdown of the Planned Maintenance Budget for 2010 / 2011. As funding reduces, the ability to provide a satisfactory level of investment in the road decreases thereby generating increasing levels of reactive works.

6.4 Officers have prioritised schemes in order to get the maximum benefit and value for money. Roads that need work, 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 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 does not allow 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 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.
- 6.6 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 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 Highways Act 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 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, and in particular Section 41, of the Act.
- 9.3 Highway maintenance is generally funded by Capital 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. 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.

- 9.4 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 (Scott Wilson). In previous years, DVI surveys were carried out by Yotta DCL Ltd. The independent surveys are carried out annually during Autumn each year and the effects of recent extreme weather is not captured on these surveys. The process for prioritisation considers both surveys and the investment which are focused to maximise the condition of carriageways and footways.
- 9.5 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 2010/11. 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.
- 9.6 The following items have a cumulative influence on the Planned 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
- 9.7 National Indicators - Barnet addresses carriageway maintenance in the following two categories:
- i) Principal Roads – N.I 168 (previously BVPI 223)
 - ii) Classified Non-principal roads – N.I 169 (previously BVPI 224a)

Inputs into the prioritisation process included past indicators BVPI 224b (Unclassified Non-principal roads) and 187 (Footways). 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.

- 9.8 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. Therefore it is proposed to develop a new local indicator that will measure the condition of all the footway network Borough wide. Whilst recent footway maintenance programmes have primarily targeted the Categories 1 and 2 footways, the condition of the major part of the footway network must also be considered. A comprehensive condition survey needs to be undertaken and the aim of this is primarily to get a full and accurate picture of the condition of the full network. This also enables a comparison to be made of the relative condition of the "residential pavements" with the BVPI 187 footways.

The survey will be used as a guide, to target more detailed visual inspections of the identified footways, which can then be prioritised on a more precise basis, for reconstruction or repair. This will ensure that footways in most need of repair will 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. As part of the TfL bid for the 2010/11 programme, funding has been allocated for Asset Inventory which includes condition surveys Borough wide.

- 9.9 Appendix A lists all carriageway resurfacing and footway relay works in each ward which are intended to be undertaken during 2010/2011. 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 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.
- 9.10 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 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.

- 9.11 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 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.
- 9.12 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 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.
- 9.14 There are several pressures on the highways maintenance budget. Almost an equivalent budget is spent on reactive work. This is disproportionate compared to the Capital planned maintenance budget allocation. Reactive maintenance is broadly described as work not planned for the beginning of the year. The level of reactive maintenance is therefore a reasonable indicator

of the state of roads. It covers work such as repair of potholes as they are reported and also includes any remedial work required beyond the 2 year guarantees on trench reinstatement work. The statutory undertaker's works on the public highway have much more significant impact on the road structure. The amount of damage they cause to the road infrastructure is considerable and this has an impact in the reduction in road life. As the Highways Service continues to struggle to maintain or improve the condition of roads, the planned preventative maintenance programme offers greatest efficiency and best value for money. Within the planned maintenance budget as specified in Appendix A, we intend to undertake small scale preventative measures such as minor permanent patching; sealing of reflective cracks; repairs to edge defects; any structural investigation and surveys that may be required to prevent deterioration of the road network.

- 9.15 During February and December of last year as well as during January this year, the country suffered from what was described as an "Extreme Weather Event". This was described as the worst weather condition in three decades across England and Wales. The road network was seized up 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 attempting to maintain or improve the road conditions. The ingress of snow into surface cracks followed by freezing and thawing will result in accelerated deterioration of road surfaces and an increase in the number of potholes. The continuous cycle of freezing and thawing, particularly on roads where long term maintenance had been undertaken, will lead to deterioration of road surfaces. Severe weather also damages roads making them more prone to excessive wear and tear. The cost of damage to roads caused by this winter's severe weather will be high and will put pressure on the maintenance budgets as well as the selection of planned maintenance schemes. The effects of this extreme weather condition are unknown at the time of writing this report and will only become evident during early in the next financial year. As mentioned in item no. 9.12, the programme needs to be flexible to accommodate schemes which emerge during the course of the year.
- 9.16 Relevant information about the work in each street will continue to be provided in advance to residents by letters and signs.
- 9.17 In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 9.18 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. The review assesses any identified amendments to existing traffic calming or management measures to ensure quantifiable benefit to the community.

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 either Gangan Pillai / Stephen Bell / Andrew Etiang on 020-8359-3044 / 3065 / 7590.

Legal – SAS
Finance – KB

FINCHLEY & GOLDERS GREEN AREA 2010/11 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
A504	EAST END ROAD	WINDERMERE AVENUE TO A5 REGENTS PARK ROAD	N2 / N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£164,000	TO BE ASSESSED	TFL FUNDED - PRINCIPAL ROAD RENEWAL PROGRAMME
A1000	GREAT NORTH ROAD	THE BISHOPS AVENUE TO BOROUGH BOUNDARY	N2	EAST FINCHLEY	FOOTWAY RELAY	£137,200	TO BE ASSESSED	TFL FUNDED – LUL STATION APPROACH
A1000	HIGH ROAD EAST FINCHLEY	WORST SECTIONS	N2	EAST FINCHLEY	TOWN CENTRE IMPROVEMENTS	TBA	TO BE ASSESSED	TFL FUNDED - CORRIDOR PROGRAMME. TFL HAVE ALLOCATED £360,000 FOR THE A1000 CORRIDOR TO UNDERTAKE VARIOUS HIGHWAY IMPROVEMENTS INCLUDING TOWN CENTRE IMPROVEMENTS. VALUE OF TOWN CENTRE IMPROVEMENTS TO BE DETERMINED
-	NETHER STREET	WEST AVENUE TO ESSEX PARK	N3/N12	WEST FINCHLEY	FOOTWAY RELAY	£110,000	TO BE ASSESSED	TFL FUNDED – LUL STATION APPROACHES
-	NETHER STREET	DOLLIS ROAD TO LANSDOWNE ROAD	N3/N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£128,000	TO BE ASSESSED	TFL FUNDED – LUL STATION APPROACHES
-	CLAREMONT ROAD	A407 CRICKLEWOOD LANE TO SANDIFER DRIVE (WORST SECTION)	NW2	CHILDS HILL / GOLDERS GREEN	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£81,600	TO BE ASSESSED	BOROUGH FUNDED – CAPITAL
-	WOODSTOCK AVENUE	THE DRIVE TO GOLDERS GREEN ROAD (WORST SECTION)	NW11	CHILDS HILL / GOLDERS GREEN	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£31,500	TO BE ASSESSED	BOROUGH FUNDED – CAPITAL
-	BISHOPS AVENUE THE	LYTTELTON ROAD TO A1000 HIGH ROAD EAST FINCHLEY (WORST SECTION)	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£72,200	TO BE ASSESSED	BOROUGH FUNDED – CAPITAL
-	PORTSDOWN AVENUE	TEMPLARS AVENUE TO FINCHLEY ROAD (WORST SECTION)	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£19,600	ROAD INSPECTED AND NONE IDENTIFIED	BOROUGH FUNDED – CAPITAL

FINCHLEY & GOLDERS GREEN AREA 2010/11 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
-	ALEXANDRA GROVE	BALLARDS LANE TO THYRA GROVE (WORST SECTION)	N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£33,300	ROAD INSPECTED AND NONE IDENTIFIED	BOROUGH FUNDED – CAPITAL
-	CHESTERFIELD ROAD	WORST SECTION	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£28,600	TO BE ASSESSED	BOROUGH FUNDED – CAPITAL
-	GROVE AVENUE	WORST SECTION	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING / LARGE SCALE PATCHING	£27,200	TO BE ASSESSED	BOROUGH FUNDED – CAPITAL
CARRIAGEWAYS RESURFACING TOTAL (BOROUGH FUNDED - CAPITAL)						£294,000		

Road Number	Road Name	Section	District	Ward	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	GERON WAY	WORST SECTIONS	NW2	GOLDERS GREEN	FOOTWAY RELAY	£80,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	SQUIRES LANE	LONG LANE TO A1000 HIGH ROAD (WORST SECTIONS)	N3	WOODHOUSE / WEST FINCHLEY	FOOTWAY RELAY	£72,000	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	WILLIFIELD WAY	WORST SECTIONS	NW11	GARDEN SUBURB	FOOTWAY RELAY	£54,100	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
FOOTWAY RELAY TOTAL (BOROUGH FUNDED - CAPITAL)						£206,000		

2010/11 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
21	PURSLEY ROAD POWER LEAGUE	£28,744	HENDON	HIGHWAY IMPROVEMENTS	PART FUNDING TOWARDS RESURFACING / LARGE SCALE PATCHING OF BITTACY RISE OR PURSLEY ROAD
79	WENTWORTH COACH HOUSE, NW7	£1,798	HENDON	HIGHWAY AND TRAFFIC MANAGEMENT IMPROVEMENTS	IMPROVE ROAD MARKINGS ON RIDGEWAY
158b	LANACRE AVENUE	£2,879	HENDON	HIGHWAY IMPROVEMENTS	IMPROVE PEDESTRIAN CROSSING FACILITIES ON LANACRE AVENUE IN THE VICINITY OF PELICAN CROSSING
199c	PRINCESS PARK MANOR	£15,000	CHIPPING BARNET	HIGHWAY IMPROVEMENTS	IMPROVEMENTS TO FRIERN BARNET ROAD FOOTPATH BETWEEN FRIERN BARNET ROAD AND PINKHAM WAY

FINCHLEY & GOLDERS GREEN AREA 2010/11 HIGHWAY MAINTENANCE WORKS PROGRAMME

RESERVE SCHEMES

These are roads which have been identified as needing work but not included in the 2010-11 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
-	AVONDALE ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£50,000	ROAD INSPECTED AND NONE IDENTIFIED	HIGH PRIORITY
-	BEECHCROFT AVENUE	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAYS RESURFACING	£119,600	TO BE ASSESSED	HIGH PRIORITY
-	BIGWOOD ROAD	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£80,700	TO BE ASSESSED	HIGH PRIORITY
-	BISHOPS AVENUE THE	FROM NO. 43 BISHOPS AV TO A1 LYTTTELTON ROAD	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£137,100	TO BE ASSESSED	HIGH PRIORITY
-	BRUNNER CLOSE	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£30,000	TO BE ASSESSED	HIGH PRIORITY
-	CHANDOS WAY	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£75,100	TO BE ASSESSED	HIGH PRIORITY
-	FURSBY AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY / TOTTERIDGE	CARRIAGEWAYS RESURFACING	£95,600	TO BE ASSESSED	HIGH PRIORITY
-	HAMILTON ROAD	WHOLE LENGTH	N2	EAST FINCHLEY	CARRIAGEWAYS RESURFACING	£76,100	TO BE ASSESSED	HIGH PRIORITY
-	HILLCOURT AVENUE	WHOLE LENGTH	N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£86,100	TO BE ASSESSED	HIGH PRIORITY
-	KINGSLEY WAY	MEADWAY TO A1	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£250,000	TO BE ASSESSED	HIGH PRIORITY
-	LLANELLY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£30,900	TO BE ASSESSED	HIGH PRIORITY
-	MEADWAY GATE	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£114,300	TO BE ASSESSED	HIGH PRIORITY

FINCHLEY & GOLDERS GREEN AREA 2010/11 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
-	MOSS HALL GROVE	THYRA GROVE TO A598 BALLARDS LANE	N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£129,600	TO BE ASSESSED	HIGH PRIORITY
-	NETHER STREET	HUTTON GROVE TO MOSS HALL GROVE	N3/N12	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£189,200	TO BE ASSESSED	HIGH PRIORITY
-	PRAYLE GROVE	WHOLE LENGTH	NW2	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£95,800	TO BE ASSESSED	HIGH PRIORITY
-	WILD HATCH	WHOLE LENGTH	NW11	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£25,000	TO BE ASSESSED	HIGH PRIORITY
-	WINNINGTON ROAD	HOLNE CHASE TO B519 HAMPSTEAD LANE	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£245,300	TO BE ASSESSED	HIGH PRIORITY
-	ALEXANDRA GROVE	WHOLE LENGTH	N12	WEST FINCHLEY	FOOTWAY RELAY	£96,900	TO BE ASSESSED	HIGH PRIORITY
-	ARDEN ROAD	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY	£117,100	TO BE ASSESSED	HIGH PRIORITY
-	BESANT ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£48,000	TO BE ASSESSED	HIGH PRIORITY
-	BISHOPS AVENUE THE	BISHOPS GROVE TO A1 LYTTTELTON ROAD	N2	GARDEN SUBURB	FOOTWAY RELAY	£178,600	TO BE ASSESSED	HIGH PRIORITY
-	BRIDGE LANE	FINCHLEY ROAD TO EAST OF A406 NCR	NW11	GOLDERS GREEN / HENDON	FOOTWAY RELAY	£273,800	TO BE ASSESSED	HIGH PRIORITY
-	CHURCH LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£227,500	TO BE ASSESSED	HIGH PRIORITY
-	CREIGHTON AVENUE	WHOLE LENGTH (TO BOROUGH BOUNDARY)	N2	EAST FINCHLEY	FOOTWAY RELAY	£134,300	TO BE ASSESSED	HIGH PRIORITY
-	CRICKLEWOOD LANE	200M EITHER SIDE OF J/W MORTIMER CLOSE	NW2	CHILDS HILL	FOOTWAY RELAY	£39,300	TO BE ASSESSED	HIGH PRIORITY

FINCHLEY & GOLDERS GREEN AREA 2010/11 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
-	FRIERN PARK	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£358,700	TO BE ASSESSED	HIGH PRIORITY
-	GALSWORTHY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£118,600	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL ROAD	REGENCY CRESCENT TO A1 GREAT NORTH WAY	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FOOTWAY RELAY	£82,800	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL ROAD	A1 GREAT NORTH WAY TO FERNSIDE CLOSE	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FOOTWAY RELAY	£94,300	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL ROAD	TIMBERDENE TO HOLDERS HILL CIRCUS	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FOOTWAY RELAY	£209,600	TO BE ASSESSED	HIGH PRIORITY
-	HURSTWOOD ROAD	WHOLE LENGTH (WORST SECTIONS)	NW11	GARDEN SUBURB / GOLDERS GREEN	FOOTWAY RELAY	£100,000	TO BE ASSESSED	HIGH PRIORITY
-	INGLEWAY	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£167,300	TO BE ASSESSED	HIGH PRIORITY
-	MARNHAM AVENUE	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£60,000	TO BE ASSESSED	HIGH PRIORITY
-	PENNINE DRIVE	ROUNDAABOUT TO A41 HENDON WAY	NW2	GOLDERS GREEN	FOOTWAY RELAY	£137,800	TO BE ASSESSED	HIGH PRIORITY
-	PENNINE LANE	SHOPPING PARADE	NW2	GOLDERS GREEN	FOOTWAY RELAY	£59,000	TO BE ASSESSED	HIGH PRIORITY
-	PRINCES PARK AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£283,400	TO BE ASSESSED	HIGH PRIORITY
-	SQUIRES LANE	VINEYARD GROVE TO A1000 HIGH ROAD (WORST SECTIONS)	N3	WOODHOUSE / WEST FINCHLEY	FOOTWAY RELAY	£279,500	TO BE ASSESSED	HIGH PRIORITY

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-	TEMPLE FORTUNE LANE	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£256,200	TO BE ASSESSED	HIGH PRIORITY
-	THORVERTON ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£81,500	TO BE ASSESSED	HIGH PRIORITY
-	TORRINGTON PARK	A1000 HIGH ROAD TO ASHURST ROAD	N12	WOODHOUSE / COPPETTS	FOOTWAY RELAY	£512,100	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	GRANVILLE ROAD TO HODFORD ROAD	NW11	CHILDS HILL	FOOTWAY RELAY	£104,200	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	A41 TO GRANVILLE ROAD	NW11	CHILDS HILL	FOOTWAY RELAY	£50,400	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	PENTLAND CLOSE TO A41	NW11	CHILDS HILL	FOOTWAY RELAY	£79,000	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	A41 TO WAYSIDE	NW11	CHILDS HILL	FOOTWAY RELAY	£53,200	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	MENDIP TO A41	NW11	CHILDS HILL	FOOTWAY RELAY	£102,700	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	WAYSIDE TO THE RIDGEWAY	NW11	CHILDS HILL	FOOTWAY RELAY	£99,100	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	CLAREMONT ROAD TO PORTLAND CLOSE	NW11	CHILDS HILL	FOOTWAY RELAY	£66,000	TO BE ASSESSED	HIGH PRIORITY
-	VALE THE	CLAREMONT ROAD TO MENDIP DRIVE	NW11	CHILDS HILL	FOOTWAY RELAY	£56,900	TO BE ASSESSED	HIGH PRIORITY
-	WAYSIDE	WHOLE LENGTH	NW11	CHILDS HILL	FOOTWAY RELAY	£136,700	TO BE ASSESSED	HIGH PRIORITY
-	WESTBURY ROAD	WHOLE LENGTH	N12	WEST FINCHLEY	FOOTWAY RELAY	£102,900	TO BE ASSESSED	HIGH PRIORITY
-	WESTCROFT WAY	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£70,800	TO BE ASSESSED	HIGH PRIORITY

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-	WESTERN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£120,700	TO BE ASSESSED	HIGH PRIORITY
-	WOODLANDS	WHOLE LENGTH	NW11	GOLDERS GREEN	FOOTWAY RELAY	£281,500	TO BE ASSESSED	HIGH PRIORITY
-	NETHER STREET	WEST AVENUE TO WEST FINCHLEY TUBE STATION ENTRANCE	N3	WEST FINCHLEY	FOOTWAY RELAY	£98,800	TO BE ASSESSED	HIGH PRIORITY - TFL FUNDED - NEIGHBOURHOODS PROGRAMME
-	ALBERON GARDENS	WHOLE LENGTH	NW11	GOLDERS GREEN / GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£34,400	TO BE ASSESSED	MEDIUM PRIORITY
-	ALBERT PLACE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£42,100	TO BE ASSESSED	MEDIUM PRIORITY
-	ASHBOURNE AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN / GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£60,600	TO BE ASSESSED	MEDIUM PRIORITY
-	BEECHWOOD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£119,600	TO BE ASSESSED	MEDIUM PRIORITY
-	CANONS CLOSE	WHOLE LENGTH	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£30,100	TO BE ASSESSED	MEDIUM PRIORITY
-	HOLLY PARK	WHOLE LENGTH	N3	FINCHLEY CHURCH END	CARRIAGEWAYS RESURFACING	£56,200	TO BE ASSESSED	MEDIUM PRIORITY
-	HOOP LANE	TEMPLE FORTUNE LANE TO FINCHLEY ROAD	NW11	CHILDS HILL / GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£78,000	TO BE ASSESSED	MEDIUM PRIORITY
-	KINGSLEY CLOSE	WHOLE LENGTH	N2	GARDEN SUBURB	CARRIAGEWAYS RESURFACING	£30,900	TO BE ASSESSED	MEDIUM PRIORITY

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Road Number	Road Name	Section	District	Ward	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	LANSDOWNE ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£45,900	TO BE ASSESSED	MEDIUM PRIORITY
-	PARK THE	WHOLE LENGTH	NW11	CHILDS HILL	CARRIAGEWAYS RESURFACING	£50,500	TO BE ASSESSED	MEDIUM PRIORITY
-	PATTISON ROAD	WHOLE LENGTH	NW2	CHILDS HILL	CARRIAGEWAYS RESURFACING	£91,900	TO BE ASSESSED	MEDIUM PRIORITY
-	PENNINE DRIVE	PURBECK DRIVE TO A41 HENDON WAY	NW2	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£149,700	TO BE ASSESSED	MEDIUM PRIORITY
-	PRINCES PARK AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£170,300	TO BE ASSESSED	MEDIUM PRIORITY
-	REDBOURNE AVENUE	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£62,400	TO BE ASSESSED	MEDIUM PRIORITY
-	ST PAULS WAY	WHOLE LENGTH	N3	WEST FINCHLEY	CARRIAGEWAYS RESURFACING	£44,600	TO BE ASSESSED	MEDIUM PRIORITY
-	WESTERN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	CARRIAGEWAYS RESURFACING	£90,300	TO BE ASSESSED	MEDIUM PRIORITY
-	BEECHCROFT AVENUE	WHOLE LENGTH	NW11	CHILDS HILL	FOOTWAY RELAY	£99,800	TO BE ASSESSED	MEDIUM PRIORITY
-	BEECHWOOD AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FOOTWAY RELAY	£194,900	TO BE ASSESSED	MEDIUM PRIORITY
-	CRICKLEWOOD BROADWAY	CRICKLEWOOD LANE TO RAILWAY BRIDGE	NW2	CHILDS HILL	FOOTWAY RELAY	£126,500	TO BE ASSESSED	MEDIUM PRIORITY

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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	£65,200	TO BE ASSESSED	MEDIUM PRIORITY
-	GORDON ROAD	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£154,500	TO BE ASSESSED	MEDIUM PRIORITY
-	HILL RISE	WHOLE LENGTH	NW11	GARDEN SUBURB	FOOTWAY RELAY	£80,800	TO BE ASSESSED	MEDIUM PRIORITY
-	LICHFIELD ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FOOTWAY RELAY	£144,800	TO BE ASSESSED	MEDIUM PRIORITY
-	MONTROSE CRESCENT	WHOLE LENGTH	N12	WOODHOUSE	FOOTWAY RELAY	£67,200	TO BE ASSESSED	MEDIUM PRIORITY
-	NEVILLE DRIVE	WHOLE LENGTH	N2	GARDEN SUBURB	FOOTWAY RELAY	£122,700	TO BE ASSESSED	MEDIUM PRIORITY
-	OAK LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FOOTWAY RELAY	£93,900	TO BE ASSESSED	MEDIUM PRIORITY
-	ST PAULS WAY	WHOLE LENGTH	N3	WEST FINCHLEY	FOOTWAY RELAY	£53,200	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

PROVISIONAL DRAFT BUDGET 2010/11		PROJECTED EXPENDITURE IN THE REPORTS						
Budget Source	Description	2010/11 Total Budget	Chipping Barnet	Finchley & Golders Green	Hendon	To be Allocated	Total	Comments
TfL 2010/11 programme:								
	Carriageway Resurfacing Principal Roads	£760,000	£0	£164,000	£596,000	£0	£760,000	
	Improvements to LUL Station Approaches	£527,000	£151,800	£375,200	£0	£0	£527,000	
	Improvements to Neighbourhoods and Corridors	£849,000	£0	£0	£189,000	£660,000	£849,000	A1000 Corridor - £360,000 A5100 Corridor - £300,000
	Bridge Assessment & Strengthening	£4,000	£0	£0	£4,000	£0	£4,000	
	<u>Total Funds from TfL</u>	£2,140,000	£151,800	£539,200	£789,000	£660,000	£2,140,000	
	Capital: Prudential borrowing							
	<i>Planned Maintenance</i>							
	Carriageway Resurfacing		£310,500	£294,000	£281,000	£0	£885,500	
	Footway Relay		£189,500	£206,000	£219,000	£0	£614,500	
	<u>Total Prudential Borrowing</u>	£1,500,000	£500,000	£500,000	£500,000	£0	£1,500,000	
	Revenue:							
	<i>Responsive Maintenance (Subject to Change)</i>	£1,912,000	£637,333	£637,333	£637,333	£0	£1,912,000	These figures are subject to change depending on Reactive Maintenance work undertaken in each area. Actual figures may vary.
	<u>Total Revenue</u>	£1,912,000	£637,333	£637,333	£637,333	£0	£1,912,000	
	<u>Section 106 Schemes</u> <i>(Subject to change)</i>	£48,421	£15,000	£0	£33,421	£0	£48,421	Sums allocated are not exclusively to fund Highways Planned Maintenance Programme. Other Highway Improvements would also be funded from this budget.
	Grand Total	£5,600,421	£1,304,133	£1,676,533	£1,959,754	£660,000	£5,600,421	

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 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 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.