

AGENDA ITEM: 6 Page nos. 4 - 37

Meeting Finchley and Golders Green Area Environment Sub-Committee

Date 23 February 2011

Subject Highways Planned Maintenance Works Programme for Finchley and Golders Green Area – 2011/2012

Report of Cabinet Member for Environment.

Summary This report seeks the Sub-Committee’s approval for the Highways Planned Maintenance Works Programme for the Finchley and Golders Green Area during 2011/2012.

Officer Contributors Interim Director of Environment and Operations

Status (public or exempt) Public

Wards affected All within the Sub-Committee Area

Enclosures Appendix A: Proposed Works by Wards during 2011/2012
Appendix B: Risk Management
Appendix C: Traffic Management Measures Review

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

Function of Executive

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

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Tel : 020 8359 3065

1. RECOMMENDATIONS

- 1.1 That the list of roads for carriageway resurfacing and footway relay works in the Finchley and Golders Green Area for 2011/2012, 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 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 2011/2012;**
 - 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.**
- 2.2.1 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".**
- 2.2.2 DPRs approved by the Interim Director Environment & Operations in July and October 2010 authorised stages 1 and 2 of the Pothole Elimination Programme.**

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:-**

- 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 Central Government have now abolished the following National Indicators. At the moment, there is on-going consultation on the replacement of these with a single set of indicators. It is advised that, at present, NI 168 and 169 are retained for use at a local level. Principal Roads are regional or district distributor routes made up mostly of 'A' designated roads acting as a network between Trunk roads and roads of local importance.

- 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.

3.3 In the approved Local Implementation Plan (LIP) 2011/2012 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 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 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 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, 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 and declutter 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) 2011/12 submitted to Transport for London (TfL), during September of last year. TfL confirmed a total grant allocation of £4.641m in December 2010 and the breakdown of the approved grant is as follows:

Programme	Allocation (£'000)
Corridors, Neighbourhoods and Supporting Measures	£3,888
Principal Road Maintenance	£653
Local Transport Funding	£100
Total	£4,641

For the 2011-12 programmes, an allocation of £653k 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 2011-12 programmes, the 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 will be approved, along with the rest of the Council budget on 1st March. 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. 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 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 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 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 budget previously approved for 2010/11 was reduced due to the transfer of funds to the PEP programme. As a result, the following schemes were deferred; Finchley and Golders Green – Besant Road FW (Whole Length) £48,000, Geron Way FW (Worst Sections) £75,000, Hurstwood Road (Worst Sections) £100,000, Willifield Way FW (Worst Sections) £68,000. During the course of the year other funding from LIP sources was made available to carry out some elements of deferred work. Although works continue in the final quarter of the year, remaining elements will be identified as high priority for this 2011/12 year's funding.
- 6.6 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 Operations 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 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 Unlike previous years, where the selection of planned carriageway maintenance schemes was based on the independent condition survey, it has been proposed that the 2011/12 programme be based on the visual surveys undertaken by Highway Inspectors and Officers since May 2010. As part of the Pothole Elimination Programme (PEP 1 & 2), Officers have undertaken a number of detailed visual condition surveys over the past six months and therefore accurate and current condition data is available in order to assist in the preparation of the planned maintenance resurfacing programme for 2011/12. In addition, as part of the 2010/11 approved programme, a reserve list of schemes is also available which will be assessed as part of the 2011/12 programme.
- 9.5 Schemes will be 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 programme will 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 will be scored to achieve a condition rating and a schedule will be 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 will be ranked together with a usage factor applied to ensure that roads are prioritised in the order of most need. Those that are ranked highest will be prioritised for inclusion in the 2011/12 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, this will firstly be based on the 2010/11 schemes where funding was diverted to the PEP programmes, then to the 2010/11 reserve schemes identified as high priority by the independent survey currently being undertaken.
- 9.7 The following items have a cumulative influence on the Planned Highway Maintenance Works Programme and are considered during the preparation process:
- 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
- 9.8 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 168 (previously BVPI 223)
 - ii) Classified Non-principal roads – N.I 169 (previously BVPI 224a)
- 9.9 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 the entire footway network Borough wide. Whilst previous 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 completed 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 2011/12 programme, funding has been allocated for Asset management development. It will specifically be used for the development of a Highway Asset Management Plan, asset inventory collection and condition surveys.

- 9.10 Appendix A lists all carriageway resurfacing and footway relay works in each ward which are intended to be undertaken during 2011/2012. 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.
- 9.11 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.
- 9.12 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.

- 9.13 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.
- 9.14 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.
- 9.15 There are several pressures on the highways maintenance budget. The recent and extensive PEP 1 & 2 programmes only repaired the highway fabric on a “make good and mend” basis ready for winter protection and almost an equivalent budget is regularly 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 guarantee period on trench reinstatement work. Statutory undertaker work on the public highway has a significant impact on the design life of a road structure. 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. Under the PEP programme, provision was available within Finchley and Golders Green for larger area machine lay works to be carried out; Barons Gate, Brent Way, Broughton Avenue, Cornwall Avenue, Essex Park, Fursby Avenue, Grove Avenue, Hillcourt Avenue, Lansdowne Road, Moss Hall Grove, Princes Avenue, St Pauls Way, The Ridgeway, Woodberry Grove. Within the planned maintenance budget as specified in Appendix A, there is provision made to undertake small scale preventative measures such as minor permanent patching; sealing of reflective cracks; repairs to edge defects and to carry out any structural investigation or survey that may be required to deter rapid deterioration of the road network.
- 9.16 During February and December 2010 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 will inevitably result 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, 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 2010/11 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 the early part of the next financial year. As mentioned in paragraph 9.12, the programme needs to be flexible to accommodate schemes which emerge during the course of the year.

- 9.17 Relevant information about the work in each location will continue to be provided in advance to residents by letters and signs.
- 9.18 In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 9.19 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. These matters are being progressed.
- 9.20 Independent consultancy surveys have been commissioned to survey and submit assessment data for carriageways and footways. The Principal Road Network survey is commissioned through the London Borough of Hammersmith and Fulham and is financed by TfL. A Detailed Visual Survey was commissioned for Borough footways and their returns are due shortly. Should the full surveys be available before the committee date, high priority findings will be incorporated within the presented scheme listings.
- 9.21 Traffic Management Measures Review – See Appendix C 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.

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 Stephen Bell on 020-8359-3065.

Legal: JK
CFO: MC

SCHEMES FOR IMPLEMENTATION

Recommended Schemes subject to funding being approved

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
A5	EDGWARE ROAD	WORST SECTIONS	NW2	BURNT OAK / COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAY RESURFACING	£126,000	TO BE ASSESSED	TfL/PRN
A502	BRENT STREET	WORST SECTIONS		HENDON	HENDON	STRUCTURAL	CARRIAGEWAY RESURFACING	£117,000	TO BE ASSESSED	TfL/PRN
A1081	St ALBANS ROAD	WORST SECTIONS		HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAY RESURFACING	£184,000	TO BE ASSESSED	TfL/PRN
A504	STATION ROAD	WORST SECTIONS		WEST HENDON	HENDON	STRUCTURAL	CARRIAGEWAY RESURFACING	£167,000	TO BE ASSESSED	TfL/PRN
A1000	WHETSTONE	TOWN CENTRE		TOTTERIDGE	CHIPPING BARNET	VARIOUS	IMPROVEMENT	TBA	TO BE ASSESSED	TfL/Corridor
A1000	EAST FINCHLEY	TOWN CENTRE		EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	VARIOUS	IMPROVEMENT	TBA	TO BE ASSESSED	TfL/Corridor
A110-A411	CAT HILL	BROOKHILL RD TO RIDGEWAY AVE		EAST BARNET	CHIPPING BARNET	VARIOUS	FOOTWAY RELAY	TBA	TO BE ASSESSED	TfL/Corridor
-	DEVONSHIRE ROAD	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	BIRKBECK ROAD	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	MILLWAY	WEYMOUTH AVENUE AND A1 / A41 WATFORD WAY	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ROWBEN CLOSE	WORST SECTIONS	N20	TOTTERIDGE	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	LINCOLN AVENUE	WORST SECTIONS	N14	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	BENEDICT WAY	WORST SECTIONS	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

SCHEMES FOR IMPLEMENTATION

Recommended Schemes subject to funding being approved

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	PURSLEY ROAD	FEATHERSTONE ROAD TO BITTACY RISE	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ALDERS ROAD	WHOLE LENGTH	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	BYRON ROAD	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	PARK ROAD	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	COLIN CRESCENT	WORST SECTIONS	NW9	COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	NETHER STREET	WORST SECTIONS	N3/N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	TENNYSON ROAD	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	LAWLEY ROAD	WORST SECTIONS	N14	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	ELM WALK	WORST SECTIONS	NW3	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	WATLING AVENUE	ORANGE HILL ROAD TO MONTROSE AVENUE; MOSTYN ROAD TO WOODCROFT AVENUE	EDGWARE	BURNT OAK	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	CAMLET WAY	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

SCHEMES FOR IMPLEMENTATION

Recommended Schemes subject to funding being approved

Road Number	Road Name	Section	District	Ward	Area	Defects Type	Type of Works	Estimated Budget Allocation	Existing Traffic Management Measures	Comments
-	HILLSIDE GROVE	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	CHANDOS AVENUE	WORST SECTIONS	N20	OAKLEIGH	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	WYKEHAM ROAD	WHOLE LENGTH	NW4	HENDON	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	OSIDGE LANE	BRUNSWICK PARK ROAD TO HAMPDEN SQUARE INCLUDING ROUNDABOUT	N14	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	EDGWAREBURY LANE	HARTLAND DRIVE TO CEMETERY ENTRANCE	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	EXETER ROAD	WORST SECTIONS	N14	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	POLLARD ROAD	WORST SECTIONS	N20	OAKLEIGH	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	PRINCES PARK AVENUE	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	LANACRE AVENUE	HEYWOOD AVENUE TO MONTROSE AVENUE (WORST SECTIONS)	NW9	BURNT OAK/ COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL
-	DEANSBROOK ROAD	LYNDHURST AVENUE TO ORANGE HILL ROAD (WORST SECTIONS)	EDGWARE	BURNT OAK/ EDGWARE / HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	BOROUGH FUNDED - CAPITAL

SCHEME REF.	LOCATION OF AGREEMENT	FUNDING AVAILABLE	AREA	TYPE OF WORKS	LOCATION OF PROPOSED WORKS
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
299	GREEN LANE / STIRLING AVENUE	£37,972	HENDON	HIGHWAY IMPROVEMENTS	TO BE DETERMINED (WITHIN 1KM OF THE SITE)

RESERVE SCHEMES

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-	ELVINGTON LANE	WHOLE LENGTH	NW9	BURNT OAK	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	WICKLIFFE AVENUE	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	HEMSWELL DRIVE	WHOLE LENGTH	NW9	BURNT OAK	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HOCROFT AVENUE	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ST GEORGES CLOSE	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	CLAREMONT ROAD	WORST SECTIONS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	LYNDALE	WORST SECTIONS	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	SOUTH MEAD	WHOLE LENGTH	NW9	COLINDALE	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	LYTTON CLOSE	WORST SECTIONS	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	RAWLINS CLOSE	WORST SECTIONS	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HARMONY CLOSE	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY

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-	POCKLINGTON CLOSE	WHOLE LENGTH	NW9	BURNT OAK	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	PULHAM AVENUE	WORST SECTIONS	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	GREEN BANK	WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HARTLEY AVENUE	WHOLE LENGTH	NW7	MILL HILL	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	WITHERS MEAD	WHOLE LENGTH	NW9	COLINDALE	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BURROUGHS GARDENS	WORST SECTIONS	NW4	HENDON	HENDON	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	SYCAMORE CLOSE	WORST SECTIONS	NEW BARNET	EAST BARNET	CHIPPING BARNET	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	LYNTON MEAD	WORST SECTIONS	N20	TOTTERIDGE	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	KINGSLEY CLOSE	WORST SECTIONS	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	THE RIDGEWAY	MILESPIT HILL TO HAMMERS LANE ; BITTACY RISE TO BURTONHOLE LANE	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	TRETAWN GARDENS	WHOLE LENGTH	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	COLINDALE AVENUE	TUBE STATION TO AERODROME ROAD	NW9	COLINDALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HAMPDEN WAY	WORST SECTIONS	N14	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY

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-	HIGHFIELD AVENUE	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	THE RIDING	WORST SECTIONS	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HEATHFIELD GARDENS	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	SUTHERLAND CLOSE	WORST SECTIONS	BARNET	UNDERHILL	CHIPPING BARNET	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	WESTBROOK CRESCENT	WORST SECTIONS	NEW BARNET	EAST BARNET	CHIPPING BARNET	SURFACE	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	THE MEADS	WORST SECTIONS	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	BROADFIELDS AVENUE	BULLESCROFT ROAD AND HARTLAND DRIVE	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	OFFHAM SLOPE	WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HALE DRIVE	WORST SECTIONS	NW7	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	MARION ROAD	WORST SECTIONS	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	WETHERILL ROAD	WORST SECTIONS	N10	COPPETTS	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	ORCHARD ROAD	WORST SECTIONS	BARNET	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	SEFTON AVENUE	WORST SECTIONS	NW7	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY

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-	THE VALE	WORST SECTIONS	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	PENNINE DRIVE	WORST SECTIONS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	RUSSELL LANE	WORST SECTIONS	N20	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	MANOR HALL AVENUE	WORST SECTIONS	NW4	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	CHANDOS WAY	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	SWAN LANE	WORST SECTIONS	N20	TOTTERIDGE	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	LAWTON ROAD	WORST SECTIONS	NEW BARNET	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	UPHILL GROVE	WORST SECTIONS	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	WEIRDALE AVENUE	WORST SECTIONS	N20	BRUNSWICK PARK	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	GALLEY LANE	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HAMILTON ROAD	WORST SECTIONS	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	KINGSLEY WAY (1)	WORST SECTIONS	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY

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-	VICTORIA ROAD	WORST SECTIONS	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	PATTISON ROAD	WORST SECTIONS	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ALEXANDRA ROAD	WORST SECTIONS	N10	COPPETTS	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	WESTERN AVENUE	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HEXHAM ROAD	WORST SECTIONS	NEW BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	NEELD CRESCENT	WORST SECTIONS	NW4	WEST HENDON	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	RIVERDENE	WORST SECTIONS	EDWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	THE CRESCENT	WORST SECTIONS	NEW BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	THE BISHOPS AVENUE	WORST SECTIONS	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	BRUNNER CLOSE	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	PEMBROKE ROAD	WORST SECTIONS	N10	COPPETTS	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	MEADWAY GATE	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	SHURLAND AVENUE	WORST SECTIONS	EAST BARNET	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY

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-	BURRELL CLOSE	WORST SECTIONS	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	MOSS HALL GROVE	WORST SECTIONS	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	HOLLY PARK	WORST SECTIONS	N3	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ARMSTRONG CRESCENT	WORST SECTIONS	NEW BARNET	EAST BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BEECHWOOD AVENUE	WORST SECTIONS	N3	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	SUNNYDALE GARDENS	WORST SECTIONS	NW7	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	GAYDON LANE	WORST SECTIONS	NW9	BURNT OAK	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	KENILWORTH ROAD	WORST SECTIONS	EDGWARE	HALE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BITTACY PARK AVENUE	WORST SECTIONS	NW7	MILL HILL	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	HOOP LANE	WORST SECTIONS	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ALBERON GARDENS	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	UNDERHILL	WORST SECTIONS	BARNET	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY

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-	ASHBOURNE AVENUE	WORST SECTIONS	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ROWLEY GREEN ROAD	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	ALBERT PLACE	WORST SECTIONS	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	MANOR PARK CRESCENT	WORST SECTIONS	EDGWARE	EDGWARE	HENDON	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	COURTHOUSE GARDENS	WORST SECTIONS	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	WILD HATCH	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	PRAYLE GROVE	WORST SECTIONS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	ARGYLE ROAD	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BEECHCROFT AVENUE	WORST SECTIONS	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	WENTWORTH ROAD	WORST SECTIONS	BARNET	HIGH BARNET	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	HILLSIDE GARDENS	WORST SECTIONS	BARNET	UNDERHILL	CHIPPING BARNET	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	REDBOURNE AVENUE	WORST SECTIONS	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY

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-	BESANT ROAD	WORST SECTIONS	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	BIGWOOD ROAD	WORST SECTIONS	NW11	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY
-	CANONS CLOSE	WORST SECTIONS	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	LLANELLY ROAD	WORST SECTIONS	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	STRUCTURAL	CARRIAGEWAYS RESURFACING	TBA	TO BE ASSESSED	HIGH PRIORITY

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-	MAYS LANE	MANOR ROAD TO ALAN DRIVE (WORST SECTIONS)	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£99,700	TO BE ASSESSED	HIGH PRIORITY
-	HEATHER WALK PROTHERO GAREDENS	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£31,000	TO BE ASSESSED	HIGH PRIORITY
-	HURSTWOOD ROAD	WORST SECTIONS	NW4	HENDON	HENDON	FOOTWAY RELAY	£49,000	TO BE ASSESSED	HIGH PRIORITY
-	SQUIRES LANE	WORST SECTIONS	NW11	GARDEN SURBURB /GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£100,000	TO BE ASSESSED	HIGH PRIORITY
-	WOODSIDE GRANGE ROAD	LONG LANE TO A1000 (WORST SECTIONS)	N3	WOODHOUS E/WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£89,133	TO BE ASSESSED	HIGH PRIORITY
-		WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£130,240	TO BE ASSESSED	HIGH PRIORITY

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-	STONEGROVE	WORST SECTIONS	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£129,204	TO BE ASSESSED	HIGH PRIORITY
-	FURSBY AVENUE	WORST SECTIONS	N3	WEST FINCHLEY / TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£94,600	TO BE ASSESSED	HIGH PRIORITY
-	GAINSBOROUGH ROAD	WORST SECTIONS	N12	WEST FINCHLEY / TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£82,720	TO BE ASSESSED	HIGH PRIORITY
-	WOODSIDE AVENUE	WORST SECTIONS	N12	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£71,280	TO BE ASSESSED	HIGH PRIORITY
-	ELM PARK ROAD	WORST SECTIONS	N3	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£69,080	TO BE ASSESSED	HIGH PRIORITY
-	ALLANDALE AVENUE	WORST SECTIONS	N3	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£65,120	TO BE ASSESSED	HIGH PRIORITY
-	WESTBURY ROAD	WORST SECTIONS	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£63,312	TO BE ASSESSED	HIGH PRIORITY
-	GRAHAME PARK WAY	WORST SECTIONS	NW7/NW9	COLINDALE	HENDON	FOOTWAY RELAY	£61,378	TO BE ASSESSED	HIGH PRIORITY
-	HALE LANE	WORST SECTIONS	NW7	HALE	HENDON	FOOTWAY RELAY	£56,540	TO BE ASSESSED	HIGH PRIORITY
-	BARNET HILL	WORST SECTIONS	BARNET	UNDERHILL / BARNET	CHIPPING BARNET	FOOTWAY RELAY	£56,100	TO BE ASSESSED	HIGH PRIORITY
-	WOODSIDE PARK ROAD	WORST SECTIONS	N12	WOODHOUS E / TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£54,765	TO BE ASSESSED	HIGH PRIORITY
-	TOTTERIDGE COMMON	WORST SECTIONS	N20/NW7	TOTTERIDGE / MILL HILL	CHIPPING BARNET	FOOTWAY RELAY	£52,998	TO BE ASSESSED	HIGH PRIORITY
-	COLINDALE AVENUE	WORST SECTIONS	NW9	COLINDALE	HENDON	FOOTWAY RELAY	£51,005	TO BE ASSESSED	HIGH PRIORITY
-	HOWCROFT CRESCENT	WORST SECTIONS	N3	WEST FINCHLEY	CHIPPING BARNET	FOOTWAY RELAY	£50,193	TO BE ASSESSED	HIGH PRIORITY
-	CREIGHTON AVENUE	WORST SECTIONS	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£48,981	TO BE ASSESSED	HIGH PRIORITY
-	CHESSINGTON AVENUE	WORST SECTIONS	N3	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£48,620	TO BE ASSESSED	HIGH PRIORITY
-	CRESSINGHAM ROAD	WORST SECTIONS	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£47,190	TO BE ASSESSED	HIGH PRIORITY

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-	BURNT OAK BROADWAY	WORST SECTIONS	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£46,640	TO BE ASSESSED	HIGH PRIORITY
-	OAKLEIGH CRESCENT	WORST SECTIONS	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£46,248	TO BE ASSESSED	HIGH PRIORITY
-	CLAY LANE	WORST SECTIONS	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£45,894	TO BE ASSESSED	HIGH PRIORITY
-	AVONDALE AVENUE	WORST SECTIONS	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£44,730	TO BE ASSESSED	HIGH PRIORITY
-	THE REDDINGS	WORST SECTIONS	NW7	MILL HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£44,528	TO BE ASSESSED	HIGH PRIORITY
-	CHESTERFIELD ROAD	WORST SECTIONS	N3	WEST FINCHLEY	CHIPPING BARNET	FOOTWAY RELAY	£42,460	TO BE ASSESSED	HIGH PRIORITY
-	SILKSTREAM ROAD	WORST SECTIONS	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£41,950	TO BE ASSESSED	HIGH PRIORITY
-	CLITTERHOUSE CRESCENT	WORST SECTIONS	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£41,796	TO BE ASSESSED	HIGH PRIORITY
-	LYNDHURST AVENUE	WORST SECTIONS	NW7	HALE	HENDON	FOOTWAY RELAY	£40,040	TO BE ASSESSED	HIGH PRIORITY
-	FLOWER LANE	WORST SECTIONS	NW7	MILL HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£39,160	TO BE ASSESSED	HIGH PRIORITY
-	GOODWYN AVENUE	WORST SECTIONS	NW7	MILL HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£38,720	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL DRIVE	WORST SECTIONS	NW4	FINCHLEY - CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£38,610	TO BE ASSESSED	HIGH PRIORITY
-	BRUNSWICK PARK ROAD	SPENCER ROAD TO DARWIN CLOSE (WORST SECTIONS)	N11	BRUNSWICK PARK	CHIPPING BARNET	FOOTWAY RELAY	£60,000	TO BE ASSESSED	HIGH PRIORITY
-	CHANDOS AVENUE	PHASE 2 (WORST SECTIONS BETWEEN LANGTON AVENUE AND OAKLEIGH PARK NORTH)	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£50,000	TO BE ASSESSED	HIGH PRIORITY
-	HAMPDEN WAY	WHOLE LENGTH	N14	BRUNSWICK PARK	CHIPPING BARNET	FOOTWAY RELAY	£325,100	TO BE ASSESSED	HIGH PRIORITY
-	LYONSDOWN ROAD	LONGMORE AVENUE TO STATION ROAD	NEW BARNET	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£174,700	TO BE ASSESSED	HIGH PRIORITY

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-	LYONSDOWN ROAD	PRICKLERS HILL TO LONGMORE AVENUE	NEW BARNET	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£49,900	TO BE ASSESSED	HIGH PRIORITY
-	MAYS LANE	ALAN DRIVE TO SHELFORD DRIVE	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£182,600	TO BE ASSESSED	HIGH PRIORITY
-	MAYS LANE	DOLLIS VALLEY DRIVE TO MANOR DRIVE	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£126,100	TO BE ASSESSED	HIGH PRIORITY
-	OAKLEIGH PARK SOUTH	PHASE 2 (WORST SECTIONS)	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£50,000	TO BE ASSESSED	HIGH PRIORITY
-	TORRINGTON PARK	ASHURST ROAD TO FRIERN BARNET LANE	N12	WOODHOUS E / COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	£340,100	TO BE ASSESSED	HIGH PRIORITY
-	ATHENAEUM ROAD	WHOLE LENGTH	N20	OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£189,700	TO BE ASSESSED	MEDIUM PRIORITY
-	CROMWELL ROAD	WHOLE LENGTH	N10	COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	£138,700	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	£244,600	TO BE ASSESSED	MEDIUM PRIORITY
-	LONGMORE AVENUE	WHOLE LENGTH	EAST BARNET	EAST BARNET / OAKLEIGH	CHIPPING BARNET	FOOTWAY RELAY	£319,300	TO BE ASSESSED	MEDIUM PRIORITY
-	MAYS LANE	BARNET LANE TO DOLLIS VALLEY DRIVE	BARNET	UNDERHILL	CHIPPING BARNET	FOOTWAY RELAY	£114,100	TO BE ASSESSED	MEDIUM PRIORITY
-	PARKHURST ROAD	EDGEWORTH ROAD TO VICTORIA ROAD	N11	COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	SOUTHWAY	WHOLE LENGTH	N20	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£166,100	TO BE ASSESSED	MEDIUM PRIORITY
-	TROTT ROAD	WHOLE LENGTH	N10	COPPETTS	CHIPPING BARNET	FOOTWAY RELAY	£55,800	TO BE ASSESSED	MEDIUM PRIORITY
-	VENTNOR DRIVE	WHOLE LENGTH	N20	TOTTERIDGE	CHIPPING BARNET	FOOTWAY RELAY	£138,100	TO BE ASSESSED	MEDIUM PRIORITY
-	ALEXANDRA GROVE	WHOLE LENGTH	N12	WEST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£96,900	TO BE ASSESSED	HIGH PRIORITY
-	ARDEN ROAD	WHOLE LENGTH	N3	FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£117,100	TO BE ASSESSED	HIGH PRIORITY
-	THE BISHOPS AVENUE	BISHOPS GROVE TO A1 LYTTTELTON ROAD	N2	GARDEN SUBURB	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY

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-	BRIDGE LANE	FINCHLEY ROAD TO EAST OF A406 NCR	NW11	GOLDERS GREEN / HENDON	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£273,800	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	£134,300	TO BE ASSESSED	HIGH PRIORITY
-	CRICKLEWOOD LANE	200M EITHER SIDE OF J/W MORTIMER CLOSE	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£39,300	TO BE ASSESSED	HIGH PRIORITY
-	FRIERN PARK	WHOLE LENGTH	N12	WOODHOUS E	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	GALSWORTHY ROAD	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	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	FINCHLEY & GOLDERS GREEN	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	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£94,300	TO BE ASSESSED	HIGH PRIORITY
-	HOLDERS HILL ROAD	TIMBERDENE TO HOLDERS HILL CIRCUS	NW4/NW7	MILL HILL / FINCHLEY CHURCH END	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£209,600	TO BE ASSESSED	HIGH PRIORITY
-	INGLEWAY	WHOLE LENGTH	N12	WOODHOUS E	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY
-	MARNHAM AVENUE	WHOLE LENGTH	NW2	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£60,000	TO BE ASSESSED	HIGH PRIORITY
-	PENNINE DRIVE	ROUNDBOUT TO A41 HENDON WAY	NW2	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	TBA	TO BE ASSESSED	HIGH PRIORITY

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-	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	WOODHOUS E / 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	WOODHOUS E / COPPETS	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£512,100	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	GRANVILLE ROAD TO HODFORD ROAD	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£104,200	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	A41 TO GRANVILLE ROAD	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£50,400	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	PENTLAND CLOSE TO A41	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£79,000	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	A41 TO WAYSIDE	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£53,200	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	MENDIP TO A41	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£102,700	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	WAYSIDE TO THE RIDGEWAY	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£99,100	TO BE ASSESSED	HIGH PRIORITY
-	THE VALE	CLAREMONT ROAD TO PORTLAND CLOSE	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£66,000	TO BE ASSESSED	HIGH PRIORITY

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-	THE VALE	CLAREMONT ROAD TO MENDIP DRIVE	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£56,900	TO BE ASSESSED	HIGH PRIORITY
-	WAYSIDE	WHOLE LENGTH	NW11	CHILDS HILL	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£136,700	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	£70,800	TO BE ASSESSED	HIGH PRIORITY
-	WESTERN AVENUE	WHOLE LENGTH	NW11	GOLDERS GREEN	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£120,700	TO BE ASSESSED	HIGH PRIORITY
-	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

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-	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
-	OAK LANE	WHOLE LENGTH	N2	EAST FINCHLEY	FINCHLEY & GOLDERS GREEN	FOOTWAY RELAY	£93,900	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 WEST HENDON	HENDON	FOOTWAY RELAY	£100,000	TO BE ASSESSED	HIGH PRIORITY
-	CHEYNE WALK	WHOLE LENGTH	NW4	WEST HENDON	HENDON	FOOTWAY RELAY	£134,800	TO BE ASSESSED	HIGH PRIORITY
-	GLENWOOD ROAD	WHOLE LENGTH	NW7	HALE	HENDON	FOOTWAY RELAY	£139,500	TO BE ASSESSED	HIGH PRIORITY
-	HOOK WALK	WHOLE LENGTH	EDGWARE	BURNT OAK	HENDON	FOOTWAY RELAY	£9,000	TO BE ASSESSED	HIGH PRIORITY
-	MILLWAY	WHOLE LENGTH	NW7	MILL HILL HENDON / WEST HENDON	HENDON	FOOTWAY RELAY	£267,100	TO BE ASSESSED	HIGH PRIORITY
B551	QUEENS ROAD	A41 TO WYKEHAM ROAD	NW4	WEST HENDON	HENDON	FOOTWAY RELAY	£75,000	TO BE ASSESSED	HIGH PRIORITY
-	UPHILL GROVE	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£145,700	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	£196,600	TO BE ASSESSED	MEDIUM PRIORITY
-	GLENMERE AVENUE	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£91,100	TO BE ASSESSED	MEDIUM PRIORITY
-	PENSHURST GARDENS	WHOLE LENGTH	EDGWARE	EDGWARE	HENDON	FOOTWAY RELAY	£167,500	TO BE ASSESSED	MEDIUM PRIORITY

2011/12 HIGHWAY MAINTENANCE WORKS PROGRAMME

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-	RAVENSHURST AVENUE	WHOLE LENGTH	NW4	HENDON	HENDON	FOOTWAY RELAY	TBA	TO BE ASSESSED	MEDIUM PRIORITY
-	RIVERDENE	WHOLE LENGTH	EDGWARE	HALE	HENDON	FOOTWAY RELAY	£124,900	TO BE ASSESSED	MEDIUM PRIORITY
-	SUNNYFIELD	WHOLE LENGTH	NW7	MILL HILL	HENDON	FOOTWAY RELAY	£171,600	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. Corporate target to halt deterioration of condition of highway by eliminating backlog of repairs within specified period may not be met.	L M	H H	Accept – Programme objectives will help to meet NI targets 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

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

recommendation to the Lead Member for Environment & Operations 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.