

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

THURSDAY 13TH JANUARY, 2022

AT 7.00 PM

VENUE

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Dean Cohen BSc (Hons)
Vice Chairman: Councillor Peter Zinkin

Felix Byers
Geof Cooke
Alison Cornelius

Laithe Jajeh
Alan Schneiderman
Elliot Simberg

Laurie Williams
Claire Farrier

Substitute Members

Nizza Fluss
Tim Roberts

Kath McGuirk
Sarah Wardle

Nagus Narenthira
Roberto Weeden-Sanz

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Monday 10th January 2022 at 10AM. Requests must be submitted to Tracy Scollin Tel 020 83592315 tracy.scollin@barnet.gov.uk

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Service contact: Tracy Scollin Tel 020 83592315 tracy.scollin@barnet.gov.uk

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 10
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items	11 - 14
7.	Highways Operating Model	15 - 28
8.	Highways Planned Maintenance Programme	29 - 46
9.	Social Distancing Measures Report TO FOLLOW .	
10.	Review of Tennis Courts in Parks and Open Spaces Report TO FOLLOW .	
11.	Vehicle Hire Report TO FOLLOW .	
12.	Committee Forward Work Programme	47 - 50
13.	Any Other Items that the Chairman Decides are Urgent	

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Decisions of the Environment Committee

15 November 2021

Members Present:-

AGENDA ITEM 1

Councillor Dean Cohen (Chairman)
Councillor Peter Zinkin (Vice-Chairman)

Councillor Felix Byers	Councillor Alan Schneiderman
Councillor Geof Cooke	Councillor Elliot Simberg
Councillor Alison Cornelius	Councillor Laurie Williams
Councillor Laithe Jajeh	Councillor Claire Farrier

1. MINUTES OF THE PREVIOUS MEETING

Before the minutes were signed Councillor Peter Zinkin who was acting as the Chairman paid tribute to the attending Governance Officer, Mr Paul Frost as this was his last meeting as the Governance lead for the Environment Committee. Councillor Peter Zinkin thanked the Officer for his hard work, support and guidance to the Committee and noted that he'd be greatly missed.

The chairman noted that within the minutes there were a number of actions that had been captured, therefore he requested an update on these matters.

Item 6 - The Barnet Allotments

- The Executive Director for Environment said that Officers had spoken with the Barnet Allotment Federation and as a result a report will be submitted to a future meeting.

Item 7 – Air Quality Report

- The Executive Director for Environment said that Officers had provided feedback to TFL and the Mayor of London. Members also noted a verbal update on the anti-idling enforcement scheme that had taken place in Camden.

2. ABSENCE OF MEMBERS

Apologies for absence had been received from the chairman, Councillor Dean Cohen who was unable to attend the meeting. As a result, Vice Chairman Councillor Peter Zinkin chaired the meeting.

An apology for lateness was received from Councillor Laithe Jajeh.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

Councillor Peter Zinkin declared that he was a Director for London Energy and Member of the North London Waste Authority for which he has received a dispensation from the Council's Monitoring Officer.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None received.

6. MEMBERS' ITEMS

Councillor Alan Schneiderman – TACKLING CLIMATE CHANGE IN BARNET

Councillor Alan Schneiderman was invited by the Chairman to introduce the item. Councillor Schneiderman gave a summary of the issue and requested that the Committee give support to this item.

The Executive Director for Environment said that any interested parties in this subject are invited to take part in the sustainability strategy in due course. He noted that this was expected to be reported to the Committee at a future meeting.

The Committee had the opportunity to consider the matter.

Resolved

That the item be noted.

Councillor Geof Cooke – IMPROVE SAFETY AND FACILITIES IN STONEYFIELDS PARK

Councillor Geof Cooke was invited by the Chairman to introduce the item. Councillor Cooke gave a summary of the issue and requested that the Committee give support to this item. Councillor Cooke informed the Committee that Members of the public were in attendance and wanted to speak to the Committee. The Governance Officer in attendance provided constitutional guidance in respect to this point and therefore noted that no requests had been made before the deadline to make a public representation. Members of the Committee considered this request and the governing arrangements that supported this subject. As Mayor, Councillor Alison Cornelius and member of the committee requested to the Chairman that the resident be given the opportunity to make a verbal representation, the Chairman duly allowed this request.

The Committee had the opportunity to consider the matter and noted with thanks the verbal representation from the Member of the public.

Resolved

That the item be noted

That Ward Member Councillor Simberg left the meeting to discuss the matter with the resident(s)

Councillor Claire Farrier – SUPPORT THE HARD WORKING FRIENDS OF BARNET'S PARKS

Councillor Claire Farrier was invited by the Chairman to introduce the item. Councillor Farrier gave a summary of the issue and requested that the Committee give support to this item.

The Chairman said that he and the Committee completely support the item. The Committee noted that when the Committee receive a report on parks it includes a section on 'friends of parks groups'.

Resolved

That the item be noted, supported and agreed.

Councillor Lurie Williams – SUMMERS LANE RECYCLING AND REUSE CENTRE

Councillor Lurie Williams was invited by the Chairman to introduce the item. Councillor Williams gave a summary of the issue and requested that the Committee give support to this item.

The Street Scene Director was in attendance, he gave a verbal update on the matter and offered his support to Councillor Williams.

The Committee had the opportunity to consider the matter.

Resolved

That the item be noted.

7. BUSINESS PLANNING FEES AND CHARGES

The Chairman invited the Executive Director for Environment, Mr Geoff Mee to present the report, he requested that the Committee consider the report and its recommendations.

During the debate Members raised concerns that some of the hardware for benches was high in value and therefore Officers committed to look into this matter. The Committee requested that members be updated on the progress of installing and maintaining benches.

Before the vote Councillor Geof Cooke left the room and did not take part in the voting process

Having considered the report the Committee:

Resolved

1. That Committee approved the revenue savings programme listed in Appendix A after having considered the initial equalities impacts and recommend it to Policy and Resources Committee on 09 December 2021.
2. That Committee approved the proposed fees and charges for 2022/23, as set out in Appendix B and recommend it to Policy and Resources Committee on 09 December 2021

Vote –
For 6
Against – 4

8. COMMUNITY INFRASTRUCTURE LEVY (CIL) HIGHWAYS AND TRANSPORTATION

The Chairman introduce the report and noted 1.8 of the report. The Chairman invited the Executive Director for Environment, Mr Geoff Mee to present the report. Mr Mee provided a full overview of the report and requested that Members give consideration.

Having considered the report the Committee unanimously:

Resolved

1. That the Committee agreed to the project classifications detailed in paragraph 1.8 of this report.
2. That the committee noted the alignment of the Year 1 programme with the Highway Network Recovery Programme 2022/23 as approved at the Environment Committee meeting of 6 October 2021.
3. That the Committee agreed to receive a future report setting out the Year 1 programme aligned to the Network Recovery Programme 2022/23 in January.

9. CHARGEABLE GARDEN WASTE UPDATE

The street Scene Director, Mr Craig Miller introduced the report. He provided Members will a full outline of the report that acted as an update for Members. In doing so he noted that the service was operating very well and members received supporting data to this affect.

Members had the opportunity to raise questions and comments. Councillor Claire Farrier requested some further information on this agenda item and as a result Mr Miller committed to contacted Councillor Farrier to take the matter further.

Having considered the report the Committee unanimously:

Resolved that the Environment Committee noted the content of the report.

10. REVIEW OF RE HIGHWAYS KPI SUITE

The Chairman invited the Executive Director for Environment, Mr Geoff.

Having considered the report the Committee unanimously:

Resolved:

1. That the Environment Committee noted the revisions to the Re Highways KPI suite
2. That the Committee noted that the performance of TarmacKier will be shared with this Committee and will in the future be included as context in the Highways element of the Re report to the Financial Performance and Contracts Committee

11. PUBLIC RIGHTS OF WAY PUBLIC PATH ORDERS POLICY

The Chairman invited the Executive Director for Environment, Mr Geoff Mee to present the report. The Executive Director provided a full overview of the report and requested that Members give consideration. Mr Mee noted that the service specialist was in attendance to answer any questions that the Committee may have. Councillor Alan Schneiderman therefore raised a number of questions relating to the process of a Public Rights of Way Public Path Orders Policy.

Members noted the consultation process and therefore Members of the Council will be consulted in the event an order is made. In that case members noted that anyone could object to the order within the remit of legislation.

The Chairman thanked the attending Officer for his attendance and contribution.

Having considered the report the Committee unanimously:

Resolved

1. That the Committee noted the progress with the development of the Public Rights of Way service and associated policy framework
2. That the Committee approved the draft Public Path Order policy set out in Appendix 2 for consultation.
3. That the Committee delegated authority to the Executive Director for Environment to amend (if necessary) the draft Public Path Order Policy to incorporate any changes necessitated by the result of the public consultation and to implement the policy.
4. That the Committee noted the introduction of fees and charges aligned to the Public Path Order policy which is the subject of a separate report to the Committee.

12. COMMITTEE FORWARD WORK PROGRAMME

The Committee noted that the parks report as referenced in item 6 be reported to the March meeting.

That the Work Programme be noted.

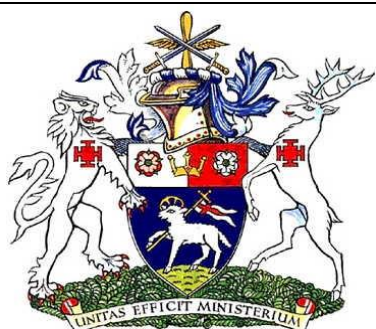
13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

There were no urgent items.

Before the meeting closed, Councillor Alan Schneiderman noted his thanks to the attending Governance Officer, Mr Frost. He said that his support had been invaluable to him and the committee over the years. A round of applause followed.

The meeting finished at 9.33pm

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Environment Committee

13th January 2022

Title	Members' Items Councillor Alan Schneiderman: GETTING ACTION FROM WATER COMPANIES AND NETWORK RAIL Councillor Geof Cooke: IMPROVE BARNET'S LIGHTING IN STREETS AND PARKS
Report of	Head of Governance
Wards	All
Urgent	No
Key	No
Status	Public
Enclosures	None
Officer Contact Details	Tracy Scollin, Tel 020 8359 2315 tracy.scollin@barnet.gov.uk .

Summary

The report informs the Committee of two Members' items and requests instructions from the Committee.

Recommendations

1. That the Committee's instructions in relation to the Members' items is requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Members of the Committee have requested that the items tabled below are submitted to the Environment Committee for consideration and determination. The Committee is requested to provide instructions to Officers of the Council as recommended.

Member	Item
Cllr Alan Schneiderman	<p>GETTING ACTION FROM WATER COMPANIES AND NETWORK RAIL</p> <p>There are examples across the borough of sewage overflowing onto pavements and parks. There are also examples of water overflowing from Network Rail land.</p> <p>I am therefore asking for officers to report back to the committee on how engagement with water companies and Network Rail on these issues can be improved. I also request that representatives of the water companies and Network rail be invited to a future Environment committee meeting.</p>
Cllr Geof Cooke	<p>IMPROVE BARNET'S LIGHTING IN STREETS AND PARKS</p> <p>Residents have expressed concerns that lighting is not good enough at many locations, including in streets, town centres and parks. This is affecting community safety.</p> <p>I therefore request a review of lighting across the borough, with priority being given to locations identified by ward councillors, police, community groups and other residents.</p>

2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan, Barnet 2024 and other relevant policies.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution (Members of the Council, Article 2) states that a Member, including appointed substitute Members of a Committee or Sub-Committee will be permitted to have one matter only on an agenda that he/she serves. Members' items must be within the term of reference of the decision-making body which will consider the item.

5.4 Social Value

5.4.1 Will depend upon the decision taken by the Committee.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.7 Corporate Parenting

5.7.1 None identified in the context of this report.

5.8 Insight

5.8.1 None.

5.9 Consultation and Engagement

5.9.1 None in the context of this report.

6. BACKGROUND PAPERS.

NONE.



Environment Committee

13 January 2022

Title	Highways Future Service Delivery Strategy Post September 2023
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	<i>Appendix 1 – Highways Service, high level service configuration Appendix 2 – Highways Organisational Design Appendix 3 – Current Options Assessment</i>
Officer Contact Details	Geoff Mee, Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

The current Highways Service is managed through the Joint Venture established as part of the Development and Regulatory Services (DRS) contract with Regional Enterprise (Re). The contract commenced in October 2013 with an initial term to 30 September 2023. Re is a Joint Venture company owned by the Council and Capita.

The Policy and Resources Committee at the meeting of 9 December 2021 recommended to a future meeting of the Council that the council does not seek to extend the highways service element of Re and that the Council recommends the future strategy for the Highways service should be the subject of a separate report to the Environment Committee.

The future strategy for the Highways service is anticipated to be brought to the 8 March 2022 Environment Committee. The purpose of this report is to set out to the Committee

potential future service delivery options for discussion and noting.

In addition, this report summarises the glide path workstreams set up to ensure the service continues with its current transformation.

A critical glide path workstream is the commencement of a negotiation with Tarmac Kier JV, in line with the terms and conditions of the TfL HMPF Framework. The negotiation is to develop the terms of a potential future service provision post September 2023, when the Tarmac Kier JV arrangement currently terminates. The outcome of these negotiations is to be the subject of a future report to this Committee.

Officers Recommendations

- 1. That the Committee notes the potential Highways future service delivery options set out in this report.**
- 2. That the Committee notes that the proposed Highways future service delivery option will be brought to a future meeting of this Committee.**
- 3. That the Committee authorises officers to commence negotiations with Tarmac Kier JV to develop the terms of a potential future service provision post September 2023. The outcomes of these negotiations to be the subject of a future report to this Committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The highways network is one of the most valuable assets the Council owns, acting as a platform for social and economic prosperity and enabling the undertaking of safe, reliable, and sustainable journeys. The service supports emergency and response services and acts as the biggest utility conduit in the Borough. The highways network is ultimately intrinsic to a well-functioning sustainable community and is maintained within a clear and coherent strategy aligned to the Clean, safe and well run workstream set out in The Barnet Plan 2021-2025, legislation and national best practice “Well managed Highway Infrastructure: A Code of Practice”.
- 1.2 The current Highways Service is managed through the Joint Venture established as part of the Development and Regulatory Services (DRS) contract with Regional Enterprise (Re). The contract commenced in October 2013 with an initial term to 30 September 2023. Re is a Joint Venture company owned by the Council and Capita.
- 1.3 The Policy and Resources Committee at the meeting of 9 December 2021 recommended to a future meeting of the Council that the council does not seek to extend the highways service element of Re and that the Council recommends the future strategy for the Highways service should be the subject of a separate report to the Environment Committee.

- 1.4 In this context this report sets out potential future service delivery options that are currently being developed by officers with the intention to bring the recommended future service delivery option to a future meeting of this Committee.

2. REASONS FOR RECOMMENDATIONS

Current Highways Service

- 2.1 The current highways service, through the DRS contract, delivers over 100 distinct activities as defined in the contract through a team of circa 105 full time equivalents. This includes management, design and engineering, business support and field-based inspection employees, but excludes staff employed by Tarmac Kier JV and third-party specialist engineering partners. In addition, the contract excludes the following activities:

- Transport Strategy
- Transport Modelling
- Winter Maintenance Operations
- Emergency Out of Hours Operations
- Street Lighting
- Parking Services

A high-level summary of the service is set out in Appendix 1 of this report.

- 2.2 The service has been the subject of a joint improvement plan. The delivery of this plan has seen refreshed senior leadership, organisational restructuring as illustrated in Appendix 2 to this report, implementation of a new asset management system, mobilisation of a new highways term maintenance contractor and renewed approach to the delivery of the Network Recovery Plan based on sustainable asset management principles.

- 2.3 The operational maintenance aspects of the service are delivered through the Highways Term Maintenance Contractor, Tarmac Kier JV in a contract which currently terminates 30 September 2023. This contract has had a slow start from commencement on 1 April 2021, as expected with a constrained mobilisation period, however much of the work delivered to date is in line with the contract specification. It is therefore recommended that negotiations commence with Tarmac Kier JV as to the service provision post September 2023 when the Term Maintenance Contract terminates.

Future Service Delivery Strategy Options

- 2.4 Highways is a particularly complex service which is subject to cyclical, financial and operational peaks in demand. As such any future service delivery strategy needs to be both flexible and agile to adapt to rapidly changing circumstances and capable of making the best use of resources, internal and external.
- 2.5 The work undertaken by the service through the joint improvement plan to date has placed the service on a solid platform to move to a new service delivery strategy. This work has fed into an officer review tasked with identifying and developing future options post September 2023 aligned to best practice in asset management.

- 2.6 A detailed options assessment is being conducted in relation to the options available to the Council, the status of this options assessment including advantages and disadvantages of the respective options currently being considered is set out in Appendix 3 of this report, table 1 below summarises the current options under consideration:

Option	Description
1. Bring All Services In-House including operations through a DSO / DLO arrangement	In-source all activities including management, strategy and policy, design capability and operational services providing an end-to-end in-house service.
2. Total Outsource of all activities maintaining a 'Thin Client' model	Traditional client and contractor relationship with the initial service design defined by the client and service delivery transferred to the contract provider.
3. Local Authority Trading Company	Development of a wholly owned Local Authority Trading Company not restricted by the Public Contract Regulations regarding suppliers.
4. Joint Venture with a commercial partner	Formation of a Limited company in partnership with an external service provider through a negotiated agreement. The Council would be the majority shareholder and the provider would provide design and operational delivery capability.
5. Client led collaborative arrangement through a mix market service provision	Client led collaborative arrangement through a mix of self-delivered, internal, and external service provision based upon asset management principles. Maximizing the benefit of internal capacity and capability augmented by client defined professional and operational external providers.
6. Wider Collaboration and Alliance Service Delivery model	Longer-term collaborative contract with a number of suppliers to deliver large scale multidisciplinary project and/or programmes of work.

Table 1: Current Options Assessment

These options will be the subject of further analysis to enable a preferred option to be presented at a future meeting of this Committee.

- 2.7 Aligned to the options assessment a glide path of activities has been developed consisting of seven workstreams as summarised in table 2 below. These glide path workstream activities are agnostic in relation to the final selected option and as such will be conducted to ensure that service improvement journey continues its current positive trajectory.

Workstream	Outcome
1. Improved Customer Satisfaction	Enhanced Member and Customer experience through clearly signposted and delivered services. Resulting reduction in enquiries.
2. People	Clear recruitment strategy aligned to glide path communication plan taking existing staff and new appointments on the journey.
3. Policy	Risk-based asset management policy approach moving the

Workstream	Outcome
	service from a reactive to planned delivery model.
4. Procurement	Service aligned construction management procurement strategy enabling effective and timely operational delivery through the client led collaborative arrangement.
5. Project Management	Medium to Long Term forward pipeline delivered through Project Management Office led project management design & engineering services.
6. Digital Journey	Embedded asset management system and development of website, improving digital transactional and feedback services
7. Finances	Medium and long-term cost certainty enabling effective planning, resourcing, and delivery

Table 2: Glide Path Workstream Outcomes

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 None at this stage of the development of the future service delivery strategy.

4. POST DECISION IMPLEMENTATION

4.1 Work will continue with:

- Options assessment leading to the delivery of a future report to this committee setting out the outcome of the assessment and preferred option.
- Delivery of the glide path activities to deliver service improvement aligned to the options assessment.
- The commencement of negotiations with Tarmac Kier JV to develop the terms of a potential future service provision post September 2023

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The aims of the options assessment for the Highways Future Service Delivery Strategy are consistent with the council's Corporate Plan, Barnet 2024, in that it aims to ensure the delivery of high quality, good value services.

5.1.2 Robust budget, performance and risk monitoring are essential to ensure that there are adequate and appropriately directed resources to support delivery and achievement of corporate and committee priorities as set out in the Corporate Plan (Barnet 2024) and Annual Delivery Plans.

5.1.3 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. The move to the proposed Highways Future Service Delivery Strategy will ensure the service has the necessary capacity and capability to deliver against corporate priorities post September 2023.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The delivery of the Highways Service is within the financial envelope set by the Council through the approved MTFS.

5.2.2 The procurement activities, including negotiation of potential future service provision with Tarmac Kier JV are included in the Annual Procurement Forward Plan as approved by the Policy and Resources Committee at the 9 December 2021 meeting.

5.2.3 There are no Staffing, IT or Property implications because of this report.

5.3 Legal and Constitutional References

5.3.1 Prior to the Environment Committee consideration of this report, reports have been considered by the Financial Performance & Contract Committee and Policy & Resources Committee. Constitutional references are detailed in the reports to those committees referenced in section 7 (Background Papers). Due to the significance of the services currently provided by Capita (including the RE Highways service), Council will consider a Review of the Capita Contracts at its meeting on 25 January 2022. Subject to Council approving the recommendation relating to the RE Highways service, a further report will be brought back to the March meeting of this Committee which seeks formal approval for the proposed Highways Delivery Strategy and preferred future service delivery option as referred to in this report.

5.3.2 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee responsibility for all borough-wide or cross-constituency matters related to the street scene.

5.3.3 Legal advice will be sought as required, including on contractual, public procurement, consultation, and employment related matters, to ensure that the council acts lawfully at all times.

5.4 Insight

5.4.1 The service delivery will be informed by insight data provided through the Councils asset management systems and other sources.

5.5 Social Value

5.5.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders. As set out in the council's Contract Procedure Rules, commissioners should use the Procurement Toolkit,

which includes Social Value guidance. The Contract Management Toolkit should also be used to help ensure that contracts deliver the expected services to the expected quality for the agreed cost. Requirements for a contractor to deliver activities in line with Social Value will be monitored through the contract management process.

5.6 Risk Management

5.6.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.6.2 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the options assessment for the Highways Future Service Delivery Strategy has been developed in accordance with this.

5.7 Equalities and Diversity

5.7.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns through the management of an effective highway network.

5.7.2 The physical appearance and the condition of the roads, pavements and highway infrastructure 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.

5.7.3 There are on-going assessments carried out on the conditions of the roads, pavements, and highways infrastructure in the borough. These ongoing assessments incorporate Public Rights of Way on which there were requests by letter, email, and phone-calls from users.

5.7.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.7.5 The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or

technical expectations.

5.8 Corporate Parenting

5.7.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

5.9.1 None as a direct result of this report.

6. ENVIRONMENTAL IMPACT

6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.

7. BACKGROUND PAPERS

7.1 Policy and Resources, 9 December 2021, Recommendation from Financial Performance & Contracts Committee – Review of Capita Contracts

<https://barnet.moderngov.co.uk/documents/g10890/Public%20reports%20pack%2009th-Dec-2021%2019.00%20Policy%20and%20Resources%20Committee.pdf?T=10>

7.2 Financial Performance and Contracts Committee, 23 November 2021, Review of Capita Contracts:

<https://barnet.moderngov.co.uk/documents/g10801/Public%20reports%20pack%2023rd-Nov-2021%2019.00%20Financial%20Performance%20and%20Contracts%20Committee.pdf?T=10>

7.3 Financial Performance and Contracts Committee, 8 June 2021, Item 8, Review of Capita Contracts:

<https://barnet.moderngov.co.uk/documents/g10799/Public%20reports%20pack%2008th-Jun-2021%2019.00%20Financial%20Performance%20and%20Contracts%20Committee.pdf?T=10>

Appendix 1:

Re Highways Service, high level service configuration

At a high level the Highways Network statistics are as follows:

- 5 million square metres of road carriageway
- 3.5 million square metres of pedestrian footway
- Estimated Value £1600m
- Over 690km road length (top quartile for road length in London)

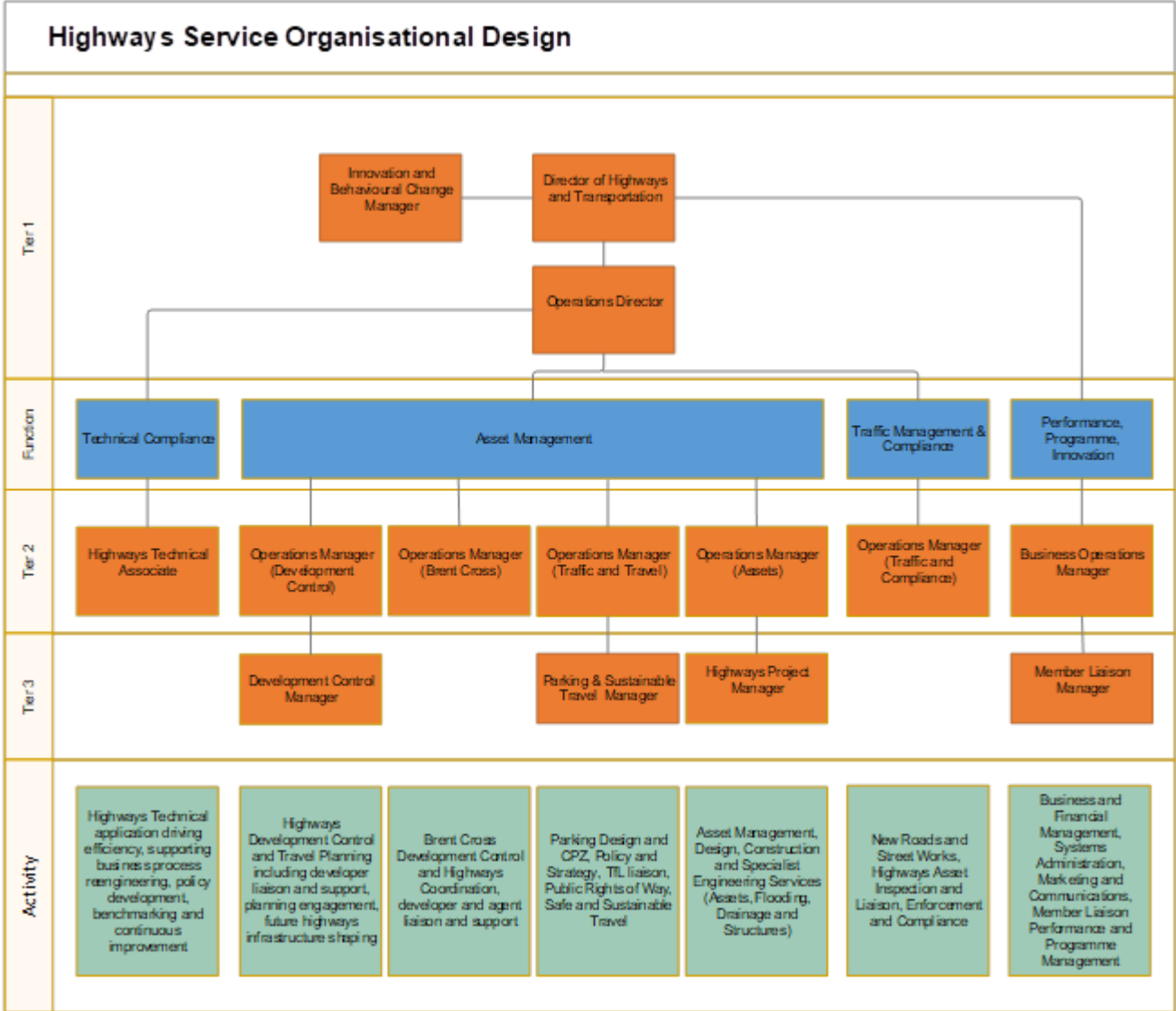
- **Highways Network Management** (Carriageways, footways and Asset Management; Crossovers, Drainage, Winter Gritting, Bridges & Term Contract Management)
- **Traffic & Development and Highways Strategy** (responsible for parking design, traffic schemes, highways planning, development control, travel planning, road safety education and the highway maintenance programme)
- **Transport and Regeneration** (undertaking transportation development control input into regeneration schemes)

- Highways Development Control
- Brent Cross Development Control
- Parking Design and CPZ
- Public Rights of Way
- Safe and Sustainable Travel Planning
- Engineering Design and Construction
- Highways Licences including Vehicle Crossovers
- Asset Condition Management
- Flood Risk Management
- Drainage Management
- Structures and Bridges
- Street works and Utility Management
- Highways Asset Inspection
- Highways Emergency Response (coordination)
- Highways Accident Investigations
- Network Recovery Plan (NRP) Programme
- Local Improvement Plan (LIP)
- Area Committee Support
- Asset Planning and Strategy
- Winter Maintenance
- Public Transport and Transport for London (TfL) engagement

The operational planned and reactive maintenance aspects of the service are delivered through the Highways Term Maintenance Contractor, Tarmac Kier JV in the contract which currently terminates 30 September 2023.

Appendix 2:

Highways Service Organisational Design



Appendix 3:

Current Options Assessment

Option	Description	Advantages	Disadvantages
Bring All Services In-House including operations through a DSO / DLO arrangement	In-source all activities including management, strategy and policy, design capability and operational services providing an end-to-end in-house service.	Retention of greatest overall control of the services, end to end from setting strategy through to design and operational delivery.	Inflexible model that does not factor in the demands of a highway service in relation to peaks and troughs, seasonality and resource requirements for specialist skills that may not need to be fully resourced.
Total Outsource of all activities maintaining a 'Thin Client' model	Traditional client and contractor relationship with the initial service design defined by the client and service delivery transferred to the contract provider.	Transfer of risk to contract provider. Clearly defined client strategy and policy framework. Defined boundaries between client and contractor activities be they design or operational delivery.	Requires significant set up arrangements with strong, effectively procured contracts and associated governance with a strong client structure managing commercial and performance measures. In flexible to the demands of the changing demands of the service.
Local Authority Trading Company	Development of a wholly owned Local Authority Trading Company not restricted by the Public Contract Regulations regarding suppliers.	Ability to be effectively set up to incorporate services and respond to trade opportunities quickly. Direct control over the serviced delivery and management of any profits secured. Flexible to develop opportunities with commercial partners including the ability to become a future Joint Venture organisation.	Requires resources to set up with associated due diligence in relation to financial, commercial and tax status. In addition, a need to determine resourcing especially in relation to funding, back-office provision, staff onboarding and incorporation of assets.

Option	Description	Advantages	Disadvantages
Joint Venture with a commercial partner	Formation of a Limited company in partnership with an external service provider through a negotiated agreement. The Council would be the majority shareholder and the provider would provide design and operational delivery capability.	<p>Delivery model known to the Council with the ability to mitigate and manage risk. Ability to effectively trade and manage income targets.</p> <p>Ability to access wider service suite offered by the commercial provider.</p>	<p>Requires significant set up arrangements with strong, effectively procured contracts and associated governance with a strong client structure managing commercial and performance measures.</p> <p>Risks and liabilities can still sit with the Council.</p>
Client led collaborative arrangement through a mix market service provision	Client led collaborative arrangement through a mix of self-delivered, internal, and external service provision based upon asset management principles. Maximizing the benefit of internal capacity and capability augmented by client defined professional and operational external providers.	The ability to implement a new client led approach to prioritisation and procurement of services aligned to outcomes. Maximisation of service efficiency and effectiveness through the deployment of self-delivered, internal (within the Council) and external service provider delivery aligned to an asset based 3 years plus delivery plan with the ability to flexibly approach third party income and grants.	Requires strong strategic management with aligned project management office capacity and capability to coordinate and deliver the plan for the benefit of our customers.
Wider Collaboration and Alliance Service Delivery model	Entering into a longer-term collaborative contract with a number of suppliers to deliver large scale multidisciplinary project and/or programme of work	Collaborative working model established in line with NEC4 alliancing model with the benefits of aligned objectives and risk share. Capable of delivering across multi-disciplinary suppliers i.e. consultants and contractors. Less opportunity for dispute.	Requires clarity of outcomes with significant set up arrangements to maximise the underlying risk and reward model.



Environment Committee

13 January 2022

Title	Highway Network Recovery and Community Infrastructure Levy Programme 2022/23
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	<i>Appendix A - Proposed 2022/23 Network Recovery and Community Infrastructure Levy programme</i>
Officer Contact Details	Geoff Mee, Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

This report seeks the Committee's approval for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme (the "Work Programme") totalling £13.106 million to be funded from the agreed NRP Capital allocation of £6.826 million for 2022/23 and Highways and Transportation Community Infrastructure Levy (CIL) allocation of £6.280 million for 2022/23.

The Work Programme has been primarily developed based on a visual condition assessment survey and deterioration modelling. The proposed schemes have been identified and prioritised using an asset management approach across the borough, using whole life costing and good asset management principles to ensure that investment is targeted where it is most needed.

The Work Programme budget was agreed on 6 October 2021 by the Environment Committee, subject to Ward Member engagement. This engagement was completed on 23 December 2021 and the Work Programme is presented to the Committee for approval, as set out in Appendix A.

Officers Recommendations

- 1. That the Committee considers and agrees the capital expenditure of £13.106 million for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) and Highways and Transportation Community Infrastructure Levy (CIL) Work Programme consisting of carriageway and footway renewal works, carriageway and footway patching, flood management and drainage works, signs and lines renewal and other associated works.**
- 2. That the Committee approves, subject to full Council agreeing the final 2022/23 capital programme, the capital expenditure of £13.106 million for the delivery of the 2022/23 NRP and CIL programme consisting of footway patching, flood management and drainage works, signs and lines renewal and other associated works.**
- 3. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 4. That the Executive Director, Environment is authorised to alter the programme of the Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme**
- 5. That subject to the overall costs being contained within agreed budgets, the Executive Director, Environment is instructed to implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and the Council's Contract Procedure Rules.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide the appropriate Council authority to instruct the development and delivery of the NRP and CIL Work Programme and agree the proposed investment proportions for the Work Programme for 2022/23.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Work Programme is developed using an independent condition assessment survey company, Xais, who undertake a visual survey of every public highway footway and carriageway in the borough and record the data to a defined national standard. This data is added to that of the defects scores, scoring to indicate the relative position on the operational network hierarchy and location in relation to places of education and worship. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. These principles and guidelines are documented in the Code of Practice 'Well Managed Highway Infrastructure' publication commissioned by the Department for Transport.

- 2.2 In adherence to the aforementioned 'Code of Practice' it is crucial that a risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. With the advancement in data capture and analysis technology, this has enabled us to gain more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. This has meant we have amended the scheme selection approach this year, including the introduction of Artificial Intelligence (AI) technology and imagery for the validation of asset condition. These continual improvements enhance confidence in the data provided and improve how we look to analyse the network condition data.
- 2.3 Engagement with ward councillors was undertaken on the NRP Work Programme as set out in Appendix A of this report. This is the final programme, which will only be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict with that proposed and result in abortive works, or where engineering practicalities mean that the proposed treatment type is no longer suitable. Any schemes which are unable to be progressed or delayed due to the above will be replaced in the programme with those next on the priority list.
- 2.4 Appendix A lists all the proposed carriageway treatments and footway relay schemes in each ward to be undertaken in 2022/23, in addition flood management and drainage works, signs and lines renewal and other associated works. Relevant information about the work in each location will be provided in advance to residents by letter along with advanced signing. To maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter. Local ward councillors will be notified in advance of residents of the proposed extent of works for each scheme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option of maintaining and improving the network has been considered and rejected in favour of an asset management approach. Previous network management was unsustainable and resulted in expensive short term reactive repairs.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, officers will plan and implement the approved planned maintenance schemes by raising relevant orders with the Council's term contractor or specialist contractors if there are financial benefits in doing so. As part of year 8 of the Network Recovery Programme a further independent condition assessment will be commissioned to assist in preparations to develop the forward programme for the Network Recovery Programme.
- 4.2 This finalised programme will be taken forward to implementation, and if an instance arises where the community objects to a scheme being implemented, the Executive Director, Environment, can take a decision to alter the programme under delegated powers.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

- 5.1.1 The Council’s Corporate Plan – The Barnet Plan 2021-25, states in its strategic priority “Clean, Safe and Well Run” that it will continue to invest in the Network Recovery Programme to ensure roads and pavements can be used for safe, reliable travel in the long term.
- 5.1.2 In particular, the Network Recovery Programme and Community Infrastructure Levy fund will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.
- 5.1.3 The proposed Work Programme will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.
- 5.1.4 The Highway network is the Council’s most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area’s local character and the resident’s quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2022/23 Work Programme aims to minimise short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 At full Council in March 2021, it was agreed that a £19.47 million addition be added to the capital programme to fund the Network Recovery Programme through to the 2023/24 financial year, with this being funded from borrowing. The budget has been split evenly with £6.826 million and £6.37 million being allocated against 2022/23 and 2023/24 respectively.
- 5.2.2 In addition, officers submitted a capital bid for an additional £6.280 million Community Infrastructure Levy (CIL) funding to allocated to supplement the Network Recovery Programme in 2022/23. This capital bid was approved by Policy and Resources Committee at the 9 December 2021 meeting.
- 5.2.3 The total proposed allocation for the Network Recovery Programme works in 2022/23 is £11.816 million, with £5.736 million funded from the Network Recovery Programme and £6.080 million funded from the CIL allocation. The breakdown is shown in the table below:

Programme	NRP Allocation	CIL Allocation
Carriageway resurfacing principal road network	-	£0.575 million
Carriageway	£1.919 million	-

resurfacing unclassified road network		
Footway relay	£1.068 million	£1.865 million
Footway patching	£0.982 million	£0.135 million
Carriageway patching principal road network	£0.637 million	-
Carriageway patching unclassified road network	£0.367 million	-
Carriageway and Footway Brent Cross	-	£0.075 million
Capital works (including flooding & drainage)	-	£2.500 million
Retrospective rubber crumb footway works	£0.268 million	-
Other assets (drainage and structures)	£0.495 million	£0.500 million
Signs and Line Refurbishment		£0.400 million
Heritage Assets		£0.030 million
Total works budget	£5.736 million	£6.080 million
Combined total works budget	£11.816 million	

- 5.2.4 The remaining £1.09 million NRP budget and £0.2 million CIL allocation will be allocated to capital improvements for other highway assets, condition surveys, as well as fees associated with programme delivery.
- 5.2.5 The amount of available funding determines the number of schemes that can be delivered in the financial year. The proposed percentage split of the budget between carriageways, footways, retrospective rubber crumb footway works and others (structures, drainage, signs, road markings) is 51%, 36%, 5% and 9% respectively.
- 5.2.6 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change on completion of the individual scheme designs. The carriageway and footway estimates given in Appendix A are based on the contract rates of the London Highways Maintenance and Projects Framework (HMPF).
- 5.2.7 Some of the proposed schemes may not be delivered due to future utility or development works as previously stated. Updates of any changes or variations to the highway schemes scheduled in Appendix A will be reported to the Executive Director, Environment for his authorisation to alter the programme of carriageway and footway renewal works, as and when required.

5.2.8 In accordance with recommendation 5 of this report where specialist contractor requirements are identified these will be authorised to proceed and contracts awarded in accordance with the public procurement rules and the Council's Contract Procedure Rules.

5.2.9 There are no staffing ICT or property implications.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee responsibility for all borough-wide or cross-constituency matters related to the street scene.

5.3.2 On 2 March 2021, Full Council approved the Council's capital programme for the Network Recovery Programme for a further four financial years (2020/21 to 2023/24). The 2022/23 CIL allocation has been included in the coming year's final capital programme, to be agreed by full Council at its forthcoming annual budget setting meeting.

5.3.3 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.3.4 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4 Insight

5.4.1 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

5.5 Social Value

5.5.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.6 Risk Management

5.6.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.6.2 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the proposed Work Programme has been developed in accordance with this.

5.7 Equalities and Diversity

- 5.7.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.
- 5.7.2 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.
- 5.7.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and 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 considered dangerous are remedied to benefit general health and safety issues for all.
- 5.7.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- a. Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
 - b. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - c. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 5.7.5 The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

5.8 Corporate Parenting

- 5.8.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

- 5.9.1 Engagement with local ward councillors was undertaken post the October 2021 Environment Committee in order to brief on the proposed carriageway treatments and

footway relay schemes.

- 5.9.2 Residents will receive notification in advance informing them of any forthcoming works. The Council's Communications Team will be engaged to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance.

6. ENVIRONMENTAL IMPACT

- 6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.

7. BACKGROUND PAPERS

- 7.1 Environment Committee approval of the 2021/22 Network Recovery Programme
<https://barnet.moderngov.co.uk/documents/s66821/Highway%20Network%20Recovery%20Programme%20202223.pdf>

Carriageway Resurfacing – Year 8 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Barnet Road	520	High Barnet	£131,115
St Albans Road	160	High Barnet	£76,288
Barnet Road	140	High Barnet	£48,061
Wood Street	300	High Barnet/Underhill	£94,554
High Street	240	High Barnet/Underhill	£84,048
The Ridgeway	360	Mill Hill	£100,858
Montrose Avenue	320	Burnt Oak	£140,080
Lanacre Avenue	298	Burnt Oak	£83,488
Montrose Avenue	380	Burnt Oak	£166,345
Eversfield Gardens	115	Burnt Oak/Hale	£26,983
Field Mead	180	Colindale	£52,320
Great Strand	140	Colindale	£41,674
Edgwarebury Lane	140	Edgware	£55,402
Winnington Road	360	Garden Suburb	£124,811
Greyhound Hill	331	Hendon	£112,439
Sunny Hill	84	Hendon	£18,827
Meadway	328	High Barnet	£102,230
Stapylton Road	335	High Barnet	£106,758
Sydney Chapman Way	120	High Barnet	£21,852
Milespit Hill	100	Mill Hill	£34,670
Milespit Hill	280	Mill Hill	£97,075
Uphill Road	523	Mill Hill	£144,692
Oakleigh Park South	652	Oakleigh	£242,030
Friern Mount Drive	282	Oakleigh	£52,341
Buckingham Avenue	290	Oakleigh	£92,418
Barnet Gate Lane	160	Underhill	£33,059
Mays Lane	140	Underhill	£34,810
Brent Place	120	Underhill	£33,619

Road name	Section Length (m)	Ward	Estimated cost
Granville Road	190	Woodhouse	£101,138
TOTAL CARRIAGEWAY RESURFACING SCHEME VALUE			£2,453,985

Carriageway Patching Programme – Year 8 Priority List

Road name	Section Length (m)	Ward	Estimated cost
The Hyde	20	Burnt Oak	£5,766
Burnt Oak Broadway	40	Burnt Oak	£13,144
Burnt Oak Broadway	80	Burnt Oak	£26,288
Burnt Oak Broadway	60	Burnt Oak	£19,716
The Hyde	20	Burnt Oak	£5,766
Friern Barnet Lane	76	Coppetts	£22,853
Friern Barnet Road	80	Coppetts	£38,688
Colney Hatch Lane	20	Coppetts	£4,960
East End Road	20	East Finchley/Garden Suburb	£6,262
East End Road	20	Finchley Church End	£3,968
Dollis Road	20	Finchley Church End/Mill Hill	£5,146
Hale Lane	20	Hale	£8,494
Deans Lane	20	Hale	£4,960
Highwood Hill	40	Hale	£11,160
Marsh Lane	40	Hale/Mill Hill	£15,128
Marsh Lane	80	Hale/Mill Hill	£30,256
Brent Street	20	Hendon	£7,192
Brent Street	32	Hendon	£7,936
Queens Road	40	Hendon/West Hendon	£9,920
Queens Road	40	Hendon/West Hendon	£9,920
Queens Road	80	Hendon/West Hendon	£19,840
Queens Road	60	Hendon/West Hendon	£13,392
Barnet Road	60	High Barnet	£14,880
Great North Road	20	High Barnet	£6,262

Road name	Section Length (m)	Ward	Estimated cost
Barnet Road	20	High Barnet	£4,464
Barnet Road	40	High Barnet	£8,928
Barnet Road	40	High Barnet	£12,400
St Albans Road	20	High Barnet	£4,464
Barnet Road	40	High Barnet	£4,464
Barnet Road	20	High Barnet	£4,464
Barnet Road	60	High Barnet	£13,392
Barnet Road	20	High Barnet	£4,464
Barnet Road	20	High Barnet	£4,464
Barnet Hill	60	High Barnet	£33,108
Barnet Road	20	High Barnet/Underhill	£5,766
Hammers Lane	40	Mill Hill	£8,680
The Broadway	80	Mill Hill	£23,560
Hammers Lane	51	Mill Hill	£18,656
The Ridgeway	20	Mill Hill	£6,014
Great North Road	20	Oakleigh	£10,478
Great North Road	40	Oakleigh	£20,956
Dollis Road	20	West Finchley	£6,138
High Road	60	West Finchley/Woodhouse	£14,880
Station Road	80	West Hendon	£16,616
High Road	20	Woodhouse	£10,540
High Road	60	Woodhouse	£31,620
High Road	80	Woodhouse	£42,160
High Road	20	Woodhouse	£4,960
Brookside South	20	Brunswick Park	£6,944
Church Hill Road	20	Brunswick Park	£5,952
Weirdale Avenue	20	Brunswick Park	£3,844
Mandeville Road	20	Brunswick Park	£4,340
Gervase Road	20	Burnt Oak	£5,208
Heywood Avenue	20	Burnt Oak	£5,952

Road name	Section Length (m)	Ward	Estimated cost
Gervase Road	40	Burnt Oak	£10,416
South Mead	20	Colindale	£3,658
Wiggins Mead	20	Colindale	£4,836
Grahame Park Way	20	Colindale	£4,650
Gresham Avenue	40	Coppetts	£13,268
Park Way	80	Coppetts	£19,840
Wetherill Road	40	Coppetts	£12,276
Tarling Road	20	East Finchley	£5,022
Hillside Gardens	20	Edgware	£4,526
Green Lane	20	Edgware	£7,564
Garratt Road	20	Edgware	£4,898
Green Lane	20	Edgware	£5,208
Edgwarebury Lane	31	Edgware	£11,340
Amberden Avenue	40	Finchley Church End	£7,316
Holders Hill Avenue	20	Finchley Church End	£4,712
Norrice Lea	20	Garden Suburb	£6,944
Hampstead Way	20	Garden Suburb	£5,890
Middleway	20	Garden Suburb	£4,092
Golders Manor Drive	20	Golders Green	£6,014
Lyndhurst Avenue	60	Hale	£17,856
St Marys Crescent	20	Hendon	£4,216
Kitts End Road	80	High Barnet	£19,840
Moxon Street	20	High Barnet	£5,642
Camlet Way	20	High Barnet	£3,472
Alston Road	20	High Barnet	£4,650
Frith Lane	60	Mill Hill	£12,834
Millway	20	Mill Hill	£4,960
Lullington Garth	50	Mill Hill	£15,190
Marlborough Gardens	20	Oakleigh	£3,472
Netherlands Road	20	Oakleigh	£4,712

Road name	Section Length (m)	Ward	Estimated cost
Southover	35	Totteridge	£11,393
Northiam	60	Totteridge	£18,414
Fitzjohn Avenue	20	Underhill	£4,526
Mays Lane	20	Underhill	£4,402
Escot Way	60	Underhill	£8,742
Popes Drive	20	West Finchley	£5,580
Nether Street	20	West Finchley	£4,526
Christchurch Avenue	20	West Finchley/Woodhouse	£6,510
Kingsbury Road	20	West Hendon	£4,960
Layfield Road	40	West Hendon	£7,316
Summers Lane	20	Woodhouse	£6,200
Warnham Road	20	Woodhouse	£8,494
TOTAL CARRIAGEWAY PATCHING SCHEME VALUE			£985,685

Footway Resurfacing -Year 8 Priority List

Road name	Section	Ward	Estimated cost
Gratton Terrace	131	Childs Hill	£61,864
Wayside	260	Childs Hill	£194,493
Hadley Grove	226	High Barnet	£105,886
Middle Road	96	East Barnet	£65,952
Gibbs Green	92	Hale	£27,790
Howard Close	97	Childs Hill	£17,560
Edgwarebury Gardens	68	Edgware	£19,514
Oakview Gardens	109	East Finchley	£21,950
Gallants Farm Road	92	Brunswick Park	£37,054
Pentland Close	127	Childs Hill	£41,323
North End Road	61	Childs Hill/Garden Suburb	£18,426
Uphill Grove	438	Mill Hill	£229,332
Deacons Rise	133	Garden Suburb	£33,681

Road name	Section	Ward	Estimated cost
Pank Avenue	118	Oakleigh	£29,200
Gloucester Road	288	Oakleigh	£194,100
Stonegrove	80	Edgware	£28,193
Buckingham Avenue	103	Oakleigh	£36,299
Holders Hill Road	210	Finchley Church End	£250,718
Netherlands Road	78	Oakleigh	£23,561
Barnet Lane	159	Underhill	£48,029
Green Lane	61	Edgware	£18,426
Tudor Road	78	High Barnet	£302,634
York Road	71	Oakleigh	£21,447
Hampden Way	72	Brunswick Park	£21,749
Shurland Avenue	66	East Barnet	£19,937
Blakeney Close	63	Totteridge	£23,259
Simmons Way	274	Oakleigh	£88,507
Cricklewood Broadway	111	Childs Hill	£33,530
Heywood Avenue	133	Burnt Oak	£40,175
The Hyde	111	Burnt Oak	£33,530
Templars Avenue	109	Childs Hill	£76,122
Moss Hall Grove	383	West Finchley	£127,262
Grasvenor Avenue	96	Underhill	£28,999
Abbey View	146	Mill Hill	£44,102
York Way	175	Oakleigh	£58,823
Kingsley Way	122	Garden Suburb	£20,692
Friary Road	198	Coppetts/Oakleigh/Woodhouse	£59,810
Ravenscroft Avenue	241	Childs Hill/Golders Green	£145,598
Bittacy Close	65	Mill Hill	£19,635
Elizabeth Close	67	High Barnet	£21,145
Coppice Walk	251	Totteridge	£81,559
Athenaeum Road	60	Oakleigh	£20,541
Greenacre Close	80	High Barnet	£35,946

Road name	Section	Ward	Estimated cost
Oakleigh Park North	124	Oakleigh	£50,446
St Matthias Close	62	Colindale	£18,849
Norfolk Road	263	High Barnet	£83,371
TOTAL FOOTWAY RELAY SCHEME VALUE			£2,981,018

Footway Patching -Year 8 Priority List

Road name	Section	Ward	Estimated cost
Johnston Terrace	43	Childs Hill	£10,824.17
East Crescent	15	Coppetts	£3,775.88
Athenaeum Road	40	Oakleigh	£12,082.80
Old Rectory Gardens	24	Edgware	£6,041.40
Edrick Walk	19	Hale	£4,782.78
Midland Terrace	57	Childs Hill	£14,348.33
Needham Terrace	52	Childs Hill	£13,089.70
Campion Terrace	54	Childs Hill	£13,593.15
Colney Hatch Lane	11	Coppetts	£2,768.98
Broadway Mews	23	Coppetts	£5,789.68
Saffron Close	31	Golders Green	£7,803.48
Jade Close	22	Golders Green	£5,537.95
The Firs	33	Oakleigh	£8,306.93
Russell Gardens	30	Oakleigh	£7,551.75
Saffron Close	39	Golders Green	£9,817.28
Colney Hatch Lane	39	Coppetts	£9,817.28
Clitterhouse Crescent	55	Golders Green	£13,844.88
Alexander Close	47	East Barnet	£11,831.08
The Highlands	55	High Barnet	£13,844.88
Saffron Close	48	Golders Green	£12,082.80
Middle Road	19	East Barnet	£4,782.78
Purley Avenue	40	Childs Hill	£10,069.00

Road name	Section	Ward	Estimated cost
Purbeck Drive	20	Golders Green	£5,034.50
Sheridan Walk	58	Garden Suburb	£14,600.05
Elvington Lane	58	Burnt Oak	£14,600.05
The Close	31	East Barnet	£7,803.48
Bridge Lane	17	Golders Green	£5,135.19
Park Grove	80	Edgware	£24,165.60
Northfield Road	83	East Barnet	£25,071.81
East Crescent	21	Coppetts	£5,286.23
Totteridge Lane	67	Totteridge	£20,238.69
Gallants Farm Road	72	Brunswick Park	£21,749.04
Hendon Wood Lane (access road)	98	High Barnet	£29,602.86
Miles Way	15	Oakleigh	£3,775.88
North End Road	95	Childs Hill/Garden Suburb	£28,696.65
Netherlands Road	77	Oakleigh	£23,259.39
Stapylton Road	61	High Barnet	£18,426.27
Middle Road	26	East Barnet	£6,544.85
Borthwick Road	19	West Hendon	£4,782.78
Fallow Court Avenue	30	Woodhouse	£7,551.75
EDGWAREBURY LANE RBW (1st Section)	69	Edgware	£20,842.83
Claremont Road	157	Golders Green	£47,424.99
Dishforth Lane	28	Burnt Oak	£7,048.30
The Hyde	73	Burnt Oak	£22,051.11
Hyde Close	22	High Barnet	£5,537.95
Margaret Road	60	East Barnet	£18,124.20
Green Lane	92	Edgware	£27,790.44
Hermitage Lane	22	Childs Hill	£5,537.95
Hillcrest Avenue	138	Edgware	£25,011.40
Brunswick Park Road	13	Brunswick Park	£3,272.43
Carlton Close	15	Edgware	£3,775.88

Road name	Section	Ward	Estimated cost
Gallants Farm Road	71	Brunswick Park	£21,446.97
Edgwarebury Gardens	86	Edgware	£25,978.02
Station Road	164	West Hendon	£49,539.48
EDGWAREBURY LANE RBW (1st Section)	93	Edgware	£28,092.51
Foscote Road	69	West Hendon	£20,842.83
Grahame Park Way	61	Colindale	£18,426.27
Ridgeway Avenue	86	East Barnet	£25,978.02
Barnet Lane	170	Totteridge	£51,351.90
Barnet Road	112	High Barnet	£33,831.84
Church Way	99	Oakleigh	£29,904.93
Ridge Road	18	Childs Hill	£4,531.05
Coes Alley	28	High Barnet	£7,048.30
Purbeck Drive	23	Golders Green	£5,789.68
Newlyn Road	54	Underhill	£13,593.15
Quakers Course	56	Colindale	£16,915.92
Sherrock Gardens	31	Hendon	£9,364.17
Grove Gardens	52	West Hendon	£13,089.70
TOTAL FOOTWAY RELAY SCHEME VALUE			£1,030,854

Brent Cross -Year 8 Priority List

Road name	Section	Ward	Estimated cost
Campion Terrace (CW Patching)	40	Childs Hill	£13,440
Cheviot Gate (FW Repairs)	31	Golders Green	£12,687
Clitterhouse Road (CW Patching)	20	Golders Green	£11,900
Queens Road (CW Patching)	40	Hendon/West Hendon	£26,565

Flooding and Drainage -Year 8 Priority List

Activity	Estimated cost
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Activity	Estimated cost
Drainage Infrastructure Policy, Survey and Mapping	£400,000
Drainage Open Water Course Infrastructure refurbishment and replacement	£600,000
Drainage Gully Infrastructure replacements	£350,000
Flood Risk Gully enhanced cleansing	£225,000
Flood Risk Gully mapping – Gully to Thames Water surface water sewer	£375,000
Flooding Schemes Support, CDA and FCERM programmes	£300,000
Water Course policy, management, and restoration including Sustainable Drainage Management	£100,000
AI Gully Sensitisation	£100,000
Development and Introduction of Land Drainage Byelaws	£50,000

London Borough of Barnet
Environment Committee Work Programme
January-March 2022

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
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13 January 2022

Highways Operating Model	Committee to receive a report setting out initial proposals in relation to a new Highways Operating Model post September 2023	Chairman of the Environment Committee	Key
Highways Planned Maintenance Programme	Seeking the Committee's approval for the finalised 2022/23 Highway Network Recovery Plan (NRP) Work Programme following consultation to be funded from the agreed NRP Capital allocation for 2022/23.	Chairman of the Environment Committee	Key
Social Distancing Measures	Committee to consider the outcome of data collected and measures put in place over the past year and consider if the Social Distancing measures introduced under experimental traffic orders should continue in the longer term.	Chairman of the Environment Committee	Non-Key
Review of Tennis Courts in Parks and Open Spaces	Seeking the Committee's approval for the proposed operating and management model and investment programme for tennis courts in Barnet's Parks and Open Spaces.	Chairman of the Environment Committee	Non-Key

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
Vehicle Hire – Variation	Seeking the Committee’s approval to increase vehicle hire spend.	Chairman of the Environment Committee	Non-key
08 March – 2022			
Welsh Harp	A progress report at a future meeting to include an executive summary of the work of roles and responsibility of the various groups and what they do	Chairman of the Environment Committee	Non-Key
Highways Inspection Manual	Committee to receive a report to approve a revised highways inspection manual in line with most up to date national guidelines. This manual is one of the suite of documents that underpins Barnet’s Highways Infrastructure Asset Management Plan.	Chairman of the Environment Committee	Key

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