

	<h2>Environment Committee</h2> <h3>10 November 2015</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Qtr. 2 Update</b></p>
<p><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p><b>Wards</b></p>	<p>All</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>Appendix A: Q2 List of Planned Maintenance Schemes Appendix B: Q2 List of Section 106 Schemes Appendix C: Q2 List of LIP Schemes</p>
<p><b>Officer Contact Details</b></p>	<p>Chris Chrysostomou, <a href="mailto:chris.chrysostomou@barnet.gov.uk">chris.chrysostomou@barnet.gov.uk</a></p>

<h2>Summary</h2>
<p>This report updates the Committee on progress during the first 6 months delivering the 2015-16 Network Recovery Plan (NRP) Highways Planned Maintenance programme, year 1 of an agreed £50m 5 year funded strategy. The year 1 works investment is £13.56m. It also reports on progress on the Local Implementation Plan (LIP) and Section 106 schemes at the end of Quarter 2.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Environment Committee note the list of carriageway and footway planned maintenance schemes completed in the first two quarters of the financial year, shown in Appendix A.</li>   <li>2. That the Environment Committee note the list of Section 106 schemes completed in the first two quarters of the financial year, shown in Appendix B.</li> </ol>

**3. That the Environment Committee note the list of Local Implementation Plan (LIP) schemes completed in the first two quarters of the financial year, shown in Appendix C.**

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 This report is needed to provide the Committee with an update on the progress of the 2015-2016 Network Recovery Plan Highway Planned Maintenance programme along with progress on LIP and Section 106 schemes at the end of quarter 2 i.e. the first 6 months of Year 1 of the 5 Year programme. Appendix A shows the progress on the Highway Network Recovery Planned Maintenance schemes.
- 1.2 The July Environment Committee report on the Highways Planned Maintenance Programme was presented by the Commissioning Director for Environment. The Committee agreed the list of roads for each treatment and the paragraphs below provide an update on the schemes completed during the first two quarters of the year.
- (i) Principal Road Resurfacing Programme. All 6 schemes on this programme have been completed; the cost of the works paid to the contractor is £862K.
  - (ii) Network Recovery Road Resurfacing Programme. All 23 schemes have been completed; the cost of the works paid to the contractor is £1,505K from investment over 5 years.
  - (iii) Network Recovery Micro Asphalt Programme. Out of a total of 82 schemes, 23 have been completed so far in Q2. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £345K. These works are weather and temperature sensitive and the contractor is anticipated to stop this treatment by the second week of November. A further 31 schemes are expected to be completed in the current programme, but due to delays in implementation, plant breakdowns and inclement weather the remaining 28 schemes are expected to be deferred to the next micro asphalt season, starting in March 2016.
  - (iv) Network Recovery Surface Dressing Programme. This programme has been completed by September with only some remedial work outstanding on some schemes, such as additional sweeping and replacement of any missing roadmarkings. Of a total of 139 schemes, 127 have been completed so far, the remaining 12 being deferred due to conflict with utility works. The 12 deferred schemes will be rolled into the 2016/17 programme. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £1,970K.
  - (v) Network Recovery Footway Relay Programme. This programme is ongoing throughout the year and, at the time of writing this report, of a

total of 76 schemes, 42 have been completed so far. The remaining schemes are programmed to be completed by the end of this financial year. The total cost of the works paid so far is £2,540K. These figures include the 2 footway schemes that are funded by the LIP funding.

1.3 Good progress has been made on the other aspects of Network Recovery Plan, as follows:

(i) On the Bridges and Structures, the load assessment of 40 structures is well underway and the results for the first group of 20 are expected in November, with the remaining 20 structures in March 2016. Preliminary results show no major failings on 5 reports; 1 failure requiring further detailed assessment; intrusive testing required for 7, and a further 5 requiring underwater inspections.

(ii) Roadmarkings. A Borough wide roadmarkings renewal programme is under way with all the zebra crossing markings in the Borough completed in the summer. All remaining signalised crossings are currently being renewed, together with the road markings on all principal and main roads and will be completed by March 2016.

(iii) Drainage. A walked survey on the Decoy Brook has been carried out and a study of the catchment area is under way. The preliminary report on the outcome of this study is expected by the middle of November 2015 which will recommend measures that could be taken to alleviate the flooding.

1.4 A planned maintenance work programme for 2016/17 will be recommended to the January 2016 Environment Committee to ensure that the necessary Work Permits and contractor programming arrangements can be in place for maintenance works to commence promptly in April 2016.

1.5 The £2m list of additional footway schemes will be recommended to the January 2016 Environment Committee, but these are not likely to be commenced until March 2016 rolling forward in to the next financial year.

1.6 Appendix B shows the progress on the following Section 106 schemes:-

- Aerodrome Road – zebra crossing
- ETX Chaim School – school keep clear, parking review, dropped kerbs and pedestrian refuge
- Wren Academy – zebra crossing, school keep clear and pedestrian refuge
- Archers Academy – zebra crossing
- Perryfield Way, West Hendon – zebra crossing

1.7 Appendix C shows the progress on the Local Implementation Plan (LIP) funded projects.

## **2. REASONS FOR RECOMMENDATION**

2.1 The recommendations are required to confirm approval for operational adjustments to the programme content, including deferred and additional

schemes, arising from changes to budget apportionments, clarification of operational details and actual contractor costs.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDATION**

This section of the report does not apply to this report.

### **4. POST DECISION IMPLEMENTATION**

The agreed programme will continue to be implemented and the programme for year 2 of the Network Recovery Plan will be submitted to the January 2016 Environment Committee.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

5.1.1 The Council's Corporate Plan 2013 – 2016 states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the borough depends on effective transport networks.

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

5.2.1 The £13.6m of highways maintenance programme will be funded from the £15m agreed in the capital programme in March 2015 by Full Council.

5.2.2 The Network Recovery Plan planned maintenance programme as informed by the Operational Network Hierarchy will support optimum value for money from expenditure for LBB Highway Maintenance Managed Budgets.

- cost effective whole life costs (over 20 years) through maintenance treatments suited to the road/footway conditions, in particular instances of footway parking and vehicle overrun.
- cost effective use of preventative treatments that seal the surface and fill in early stage defects to prevent further reactive repairs at a later date.
- a positive transformation from costly and disruptive reactive maintenance 'patching' to planned maintenance
- reducing LBB financial risk of insurance claim incidences.

### 5.3 **Social Value**

The Public Services (Social Value) Act 2013 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.

### 5.4 **Legal and Constitutional References**

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

5.4.2 The Council's Constitution (Responsibly for Functions, Annex A) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management including agreement of the London Transport Strategy Local Implementation Plan.

### 5.5 **Risk Management**

5.5.1 The Operational Network Hierarchy that is being used to formulate the Network Recovery Plan programme is a key element of the risk management approach.

### 5.6 **Equalities and Diversity**

5.6.1 Street design should be inclusive, providing for all people regardless of age or ability. There is a general duty for public authorities to promote equality under the 2010 Equality Act. There is also a specific obligation for those who design, manage and maintain buildings and public spaces to ensure that disabled people play a full part in benefiting from, and shaping, an inclusive built environment.

Designers will be required to refer to Inclusive Mobility, The Principles of Inclusive Design and Guidance on the Use of Tactile Paving Surfaces (1999) in order to ensure that the designs are inclusive.

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

1. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
2. advance equality of opportunity between people from different groups
3. foster good relations between people from different groups

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 of policies and the delivery of services. As part of the consultation development a separate stakeholder management plan is being developed to ensure that equalities issues are incorporated into the policy development, consultation and implementation.

## **5.7 Consultation and Engagement**

5.7.1 The Network Recovery Planned Maintenance programme is subject to suitable advanced and ongoing communications with local members and residents in roads or footways affected by the works.

5.7.2 The current planned maintenance programme is included on the LBB Website.

## **5.8 Insight**

5.8.1 This section of the report does not apply to this report.

## **6. BACKGROUND PAPERS**

6.1 Environment Committee 15<sup>th</sup> July 2015 Highway Network Recovery Planned Maintenance Programme 2015-16 Qtr.1 Update.