

	<h2>Environment Committee</h2> <h3>12 May 2016</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>2015-16 Highway Network Recovery Planned Maintenance Programme, LIP and Section 106 Qtr 4 Update</b></p>
<p><b>Report of</b></p>	<p>Jamie Blake Commissioning Director - 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: Q4 List of Planned Maintenance Schemes Appendix B: Q4 List of Section 106 Schemes Appendix C: Q4 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 12 months delivering the 2015-16 Network Recovery Plan (NRP) Highways Planned Maintenance work programme at a total investment of £13.735m. It also reports on progress on the Local Implementation Plan (LIP) and Section 106 schemes at the end of Quarter 4.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Environment Committee notes the list of carriageway and footway planned maintenance schemes completed in the first four quarters of the financial year, shown in Appendix A.</li> <li>2. That the Environment Committee notes the list of Section 106 schemes completed in the first four quarters of the financial year, shown in Appendix B.</li> <li>3. That the Environment Committee notes the list of Local Implementation Plan</li> </ol>

**(LIP) funded schemes completed in the first four quarters of the financial year, shown in Appendix C.**

**1. WHY THIS REPORT IS NEEDED**

- 1.1 This report is needed to provide members of the Committee with an update on the progress of the delivery of the 2015-2016 Network Recovery Plan Highway Planned Maintenance work programme along with progress on LIP and Section 106 schemes at the end of quarter 4. Appendix A shows the progress on the delivery of year 1 of the Highway Network Recovery Planned Maintenance schemes.
- 1.2 The July 2015 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 four quarters of the year.
- (i) Principal Road Resurfacing Programme. All 6 schemes on this programme have been completed at a total cost of £862K funded from the 2015/16 LIP allocation for Principal Road Maintenance. Additionally, a scheme to repair a small length of the southbound carriageway of the A1000 Barnet Hill between the Meadway and the entrance to High Barnet tube station car park has been completed in November at a cost of £21K.
  - (ii) Network Recovery Road Resurfacing Programme. All 23 schemes in the original programme have been completed at a total cost of £1,505K funded from Year 1 of the Network Recovery Plan.
  - (iii) Network Recovery Micro Asphalt Programme. Out of a total of 81 schemes, 44 have been completed by the end of October 2015. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £712K; however this figure does not include the cost of reinstating the road markings, which has been completed but its cost is yet to be agreed with the contractor. Also not included is any carriageway patching that is still to be carried out as part of the outstanding remedial works or the additional sweeping to complete the year 1 programme. The remaining 37 schemes have been deferred with most of these incorporated into the 2016/17 Programme, or Year 2 of the Network Recovery Plan, starting in April 2016.
  - (iv) Network Recovery Surface Dressing Programme. The surface dressing work programme was completed in September with some remedial work, such as additional sweeping and replacement of any missing road markings being undertaken in October. Of a total of 139 schemes, 127 have been completed so far, the remaining 12 being deferred due to conflict with utility works. As it has been agreed that there will be no

Surface Dressing Programme in Year 2, the 12 deferred schemes have been considered in the 2016/17 Micro Asphalt or resurfacing programmes. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £2,107K; however, this does not include any patching that is still to be carried out by the contractor as part of the outstanding remedial work to complete the Year 1 Programme or any additional sweeping.

- (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, 67 have been completed so far. The remaining schemes have started and are programmed to be completed by the end of April 2016. The total cost of the works to the end of the financial year is estimated at £6,895K. These figures include the 2 footway schemes that are funded by the LIP funding.
- (vi) Network Recovery Additional Road Resurfacing Programme. As a result of the decision to defer 37 Micro and 12 Surface Dressing schemes as mentioned above, an additional list of some 28 resurfacing schemes has been instructed for implementation in March 2016. As of the 31<sup>st</sup> March, 25 schemes have been completed and 2 were in progress. Appendix A provides a ward by ward list of all 28 schemes, the final cost of which is estimated at £2,100K.
- (vii) Outstanding Surface Dressing and Micro Asphalt remedial Works. Following all 21 ward visits, a list of all outstanding remedial works has been compiled and agreed with the contractor. In order to condense the time for completing these works, the Council's Cleansing Team has been given the task of sweeping some 72 surface dressing and 17 micro asphalt schemes to remove the loose chippings. In addition to the sweeping, the LoHAC Contractor, Conway/Aecom, will undertake patching and other remedial works on the remaining Surface Dressing and Micro Asphalt schemes. Both operations have been scheduled to start the week commencing 18 April 2016.

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

(i) **Bridges and Structures**, the load assessment of 40 structures is well underway. It has been necessary to carry out intrusive testing which involved taking concrete core samples and tests to establish reinforcing details on 9 bridges, which was completed in March 2016. The results of this testing will enable the load assessment of all 40 structures to be completed. A further 5 bridges require underwater inspections later in the summer at a time of low water flow (bridges over watercourses). In addition to the load assessments as part of the Network Recovery Programme there was the repair, refurbishment and opening of the Windsor Open Space footbridge.

(ii) **Roadmarkings**. A Borough wide road markings renewal programme is under way with all the zebra crossing markings in the Borough completed in the summer. All remaining signalised crossings roadmarkings have also been renewed, and currently all road markings on all principal and main roads are being refreshed.

(iii) **Drainage.** A walked survey on the Decoy Brook has been carried out and a scoping study of the catchment area has been completed; the preliminary report on the outcome of this study has been received. A more detailed study is now under way to identify and recommend measures that could be taken to reduce the risk of flooding. The rest of the Council's Critical Drainage Areas (CDA's) are now being investigated to identify the next critical areas to carry out a similar study. The Council's draft Flood Risk Management Strategy has been completed. In parallel, a programme to clean and re-grade some of the Council's ditches has also been completed.

- 1.4 The Highways Planned Maintenance Programme for 2016/17 has been reported to the Area Committees on the 30 of March 2016. This programme was also opened to another round of ward visits and comments from all 63 Ward Councillors. All comments and suggestions received are currently being reviewed with the aim to finalising the Programme which will enable the necessary Work Permits and contractor programming arrangements to be put in place for maintenance works to commence as early as possibly in the new financial year.
- 1.5 Appendix B shows the progress on the following Section 106 schemes:-
- Aerodrome Road – zebra crossing
  - ETZ 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
  - Menorah Foundation – zebra crossing
  - Monkfirth School – zebra Crossing
- 1.6 Appendix C shows the progress on the Local Implementation Plan (LIP) 2015-16 funded projects.

## **2. REASONS FOR RECOMMENDATION**

- 2.1 The Environment Committee is requested to note progress of the 2015-2016 Network Recovery Plan Highway Planned Maintenance programme along with progress on LIP 2015 -16 and Section 106 schemes at the end of quarter 4.

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

This section does not apply to this report.

## **4. POST DECISION IMPLEMENTATION**

The agreed programme will continue to be implemented.

## **5. IMPLICATIONS OF DECISION**

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

5.1.1 The proposed planned maintenance programme will contribute directly to two of the three Corporate Objectives by:

- Promoting responsible growth, development and success across the borough;
- Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.1.3 The proposed planned maintenance 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. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

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. They provide access for business and communities, as well as contribute to the area’s local character and the resident’s equality 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 2016/17 Programme aims to stop 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 The £13.735m of the 2015/16 highways maintenance programme is being funded from the £15m agreed in the capital programme in March 2015 by Full Council and part of the overall £50 million of additional investment over 5 years.

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.

5.2.3 Core funding for the implementation of the LIP is provided by TfL through programmes of funding including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues. The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL. The approved allocation of £3,300,000 was incorporated into the 2015/16 budget Policy and Resources Committee recommendations to Council. The final allocation was reduced to £2,900,000 in agreement with TfL.

5.2.4 The S106 schemes identified in Appendix B are to the value of £132,000 and are within capital programme agreed in March 2015 by Full Council.

### 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 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.

5.4.3 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.

5.7.3 Public Consultation is undertaken on individual schemes with the S106 and LIP programme on a scheme by scheme basis and details of the proposals are outlined on the council's 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 27 January 2015 Highway Planned Maintenance.
- 6.2 Environment Committee 15 July 2015, 10 November 2015 and 11 January 2016 Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Qtr.1,Qtr 2 and Qtr 3 Updates.