

	<h2>Environment Committee</h2> <h3>08 November 2016</h3>
<p style="text-align: right;">Title</p>	<p>2016-17 Highway Network Recovery Planned Maintenance Programme, LIP and Section 106 Qtr 2 Update</p>
<p>Report of</p>	<p>Commissioning Director for Environment</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</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>
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<h2>Summary</h2>
<p>This report updates the Committee on progress during the second 3 months delivering the 2016-17 Network Recovery Plan (NRP) Highways Planned Maintenance work programme at a total investment of £10m. It also reports on progress on the Local Implementation Plan (LIP) and Section 106 schemes at the end of Quarter 2.</p>
<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Environment Committee notes the list of carriageway and footway planned maintenance schemes completed in the second quarter of the financial year, shown in Appendix A. 2. That the Environment Committee notes the list of Section 106 schemes completed in the second quarter of the financial year, shown in Appendix B. 3. That the Environment Committee notes the list of Local Implementation Plan (LIP) funded schemes completed in the second quarter of the financial year, shown in Appendix C, and approves the amendments to the programme as set out in Section 1.4.

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 2016-2017 Network Recovery Plan Highway Planned Maintenance work programme along with progress on LIP and Section 106 schemes at the end of quarter 2. Appendix A shows the progress on the delivery of year 2 of the Highway Network Recovery Planned Maintenance schemes.
- 1.2 The 11th January 2016 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 quarter of the year.
- (i) Principal Road Resurfacing Programme. A total of 5 schemes are in this year's programme with a budget of £1,319K funded from the 2016/17 LIP allocation for Principal Road Maintenance, the first of these is A110 Cat Hill, estimated at £370k, which was completed in August with the remaining 4 schemes programmed for commencement and completion in Q3.
 - (ii) Network Recovery Road Resurfacing Programme comprises 42 carriageway schemes with a budget of £2,993k funded from Year 2 of the Network Recovery Plan, the first of these commenced on programme in September with the remainder programmed for completion by the end of Q3. Appendix A lists those completed and underway up to the end of Q2.
 - (iii) Network Recovery Micro Asphalt Programme. There are 23 micro asphalt schemes in this year's programme with a budget of £467k funded from Year 2 of the Network Recovery Plan, the first of which commenced in September with the remainder programmed for completion by the end of October 2016. Appendix A lists those completed and underway up to the end of Q2.
 - (iv) Network Recovery Surface Dressing Programme. There are no surface dressing schemes programmed for Year 2 of the Network Recovery Programme.
 - (v) Network Recovery Footway Relay Programme. This programme is ongoing throughout the year and those schemes commenced in Q4 of Year 1 were carried over and completed in Q1 of Year 2. There are 44 footway schemes in this year's programme with a budget of £4,537k of which 7 schemes were completed in Q1 and a further 14 completed to programme in Q2. All 44 schemes are programmed for completion this financial year with Appendix A listing those completed and underway up to the end of Q2.
 - (vi) Network Recovery Roadmarking Programme. Following refresh completion in Year 1 of all the zebra crossings and signalised crossings, the first 2 quarters of Year 2 has seen the refresh of white

roadmarkings on the principal and main road corridors of the network throughout the borough with a budget allocation of £100k.

- (vii) Network Recovery Structures and Bridges Programme. The 41 structures reviewed in Year 1 have been assessed and 30 of the structures passed the 40 ton assessment. 10 of the structures are still being assessed; some of these have access difficulties to inspect the structures. Deansbrook Road bridge has failed its assessment and a design is being progressed to reconstruct the deck of the bridge. Load Assessments for the remaining bridges (Year 2) has started on 4 bridges and the need for load assessment of the rest is currently being reviewed; The routine maintenance of bridges for the Year 2 has been completed and the General and Principal Inspections (GI's & PI's) are planned for the remaining of the year. Repair works to address defects have started and will continue throughout the year.
- (viii) Network Recovery Drainage Programme. Ditch works in Lawrence Street and Wild Hatch have been completed in Q1 of Year 2. Following on from work undertaken in Year 1 a more detailed survey of Decoy Brook has been carried out and a computer model has been prepared to identify and recommend measures to reduce flooding in the Decoy Brook catchment area. The draft design of another project, Mill Hill, has been approved by the EA and we are currently liaising with other stakeholders such as TfL, and Thames Water before finalising the design. The rest of the Council's Critical Drainage Areas (CDA's) have been investigated and 10 areas have been identified as the first ones to carry out Flood Risk Studies, starting this year.
- (ix) Network Recovery Programme for Other works. Other works include for a survey of all the Vehicle Restraint Systems (VRS) in the borough and condition assessments comprising Footway Management Survey (FMS) of footways and Coarse Visual Inspection (CVI) of carriageways throughout the borough as part of the £125k budget for Year 2. The results of the condition assessments will prioritise a list of schemes for consultation as part of the Year 3 programme. The condition assessments are due for completion in early November 2016.
- (x) Remedial works on Year 1 Network Recovery Programme. Some of the remedial works, mainly sweeping, have been completed in Q1 and Q2. Following these repairs, on both surface dressing and micro asphalt schemes a number of roads were identified as having scrubbing or scuff marks and "fattening up" of the bitumen in places. Independent testing of both materials has been carried out and the subcontractors are carrying out their own testing for comparison before any action is recommended. Meetings have taken place with the LoHAC Contractor and their subcontractors to confirm the cause of these defects and whether both materials conform to the required specification. None of the defects have a safety implication and both the micro asphalt and surface dressing treatments have a 24 month defect period before acceptance. Detail proposals from the main contractor are now awaited to address these defects.

- 1.3 Appendix B shows the progress on the following Section 106 schemes:-
- ETZ Chaim School – school keep clear, parking review, dropped kerbs and pedestrian refuge
 - Archers Academy – zebra crossing
 - Menorah Foundation – zebra crossing
 - Monkfrith School – zebra Crossing
 - Perryfield Way, West Hendon – zebra crossing complete
 - 382 Aerodrome Road - zebra crossing complete
- 1.4 Appendix C shows the progress on the Local Implementation Plan (LIP) 2016-17 funded projects to the value of £3,413k and outlines amends to the programme to include the following schemes.
- Traffic Management and Accident Reduction
 - Abercorn Road, Traffic Management Scheme
 - Colindeep Lane, Feasibility Study
 - Local Accessibility Schemes
 - Milespit Hill – Pedestrian Safety scheme
 - Burnt Oak Sub-Station Accessibility Issues
- Bus Stop Accessibility
- Chipping Barnet Bus Study

2. REASONS FOR RECOMMENDATION

- 2.1 The Environment Committee is requested to note progress of the 2016-2017 Network Recovery Plan Highway Planned Maintenance programme along with progress on LIP 2016 -17 and Section 106 schemes at the end of quarter 2.

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 £10m of the 2016/17 highways maintenance programme is being funded as 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 and funding for “Principal Roads”. The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL. The approved allocation of £3,413k for “Corridors, Neighbourhoods and Supporting Measures” and £1,319k for “Principal Roads” was incorporated into the 2016/17 budget Policy and Resources Committee recommendations to Council and 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 11 January 2016 Highways Planned Maintenance Programme 2016-17.
- 6.2 Environment Committee 15 July 2015, 10 November 2015, 11 January 2016 and 12 May 2016 Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Qtr.1, Qtr 2, Qtr 3 and Qtr 4 Updates.
- 6.3 Environment Committee 29 September Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 Update Qtr.1