



Environment Committee

25 January 2023

Title	Investing in Barnet's Roads and Pavements Programme 2023/24
Report of	Chair of Environment and Climate Change Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	<i>Appendix A - Proposed 2023/24 Network Recovery and Community Infrastructure Levy programme</i>
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Summary

This report seeks the Committee's approval for the delivery of the 2023/24 Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme (the "Highway Work Programme") totalling £11.785 million to be funded from the agreed NRP Capital allocation of £6.240 million for 2022/23 and Highways and Transportation Community Infrastructure Levy (CIL) allocation of £5.545 million for 2023/24. This is an increase of £299,000 compared with 2022/23 and supports the new administration's commitment to better repairs of roads and pavements.

The Highway 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 Highway Work Programme budget was agreed on 6 September 2022 by the Environment and Climate Change Committee. The Highway Work Programme is presented

to the Committee for approval, as set out in Appendix A of this report.

Officers Recommendations

- 1. That the Committee approves, subject to full Council agreeing the final 2023/24 capital programme, the capital expenditure of £11.785 million for the delivery of the 2023/24 Highway Work programme consisting of footway patching, flood management and drainage works, signs and lines renewal and other associated works.**
- 2. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 3. That the Director of Highways and Transportation, Customer & Place be authorised to alter the programme of works set out in the Highway Work Programme at Appendix A.**
- 4. That subject to the overall costs being contained within agreed budgets, the Director of Highways and Transportation, Customer & Place be authorised 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 Highway Work Programme and agree the proposed investment proportions for the Highway Work Programme for 2023/24.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Highway Work Programme is developed using an independent condition assessment survey company, XAIS, who undertake a visual survey of public highway footways and carriageways 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. For the 2022/23 programme the introduction of

Artificial Intelligence (**AI**) technology and imagery for the validation of asset condition was introduced. This approach has also been applied to the 2023/24 programme.

- 2.3 Engagement with ward councillors will be undertaken on the Highway 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 2023/24, 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 options 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.
- 3.2 The asset management approach recommended for 2023/24 is the same as the approach applied in 2022/23.

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 9 of the Highway Work Programme a further independent condition assessment will be commissioned to assist in preparations to develop the forward programme for the Highway Work 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 Director of Highways and Transportation, Customer & Place, can take a decision to alter the programme under delegated powers.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 In particular, the Network Recovery Programme and Community Infrastructure Levy capital borrowing 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.

- 5.1.2 The proposed work programme will also support the Council's Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.
- 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 2023/24 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 The total proposed allocation for the Network Recovery Programme works in 2023/24 is £11.785 million, with £6.240 million funded from the Network Recovery Programme and £5.545 million funded from the CIL allocation. The breakdown is shown in the table below:

Programme	NRP Allocation	CIL Allocation
Carriageway resurfacing principal road network	-	£1.798 million
Carriageway resurfacing unclassified road network	£2.191 million	-
Footway relay	£0.908 million	£1.357 million
Footway patching	£0.550 million	£0.556 million
Carriageway patching principal road network	£1.005 million	-
Carriageway patching unclassified road network	£0.597 million	-
Carriageway and Footway Brent Cross	-	£0.060 million
Capital works (including	-	£1.00 million

flooding & drainage)		
Retrospective rubber crumb footway works	£0.250 million	-
Other assets (drainage and structures)	£0.200 million	£0.200 million
Heritage Assets		£0.025 million
Total works budget	£5.701 million	£4.996 million
Additional programme resources and other works costs	£0.539 million	£0.549 million
Combined total works budget	£11.785 million	

5.2.2 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 53%, 32%, 2% and 13% respectively.

5.2.3 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).

5.2.4 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 Director of Highways and Transportation for his authorisation to alter the programme of carriageway and footway renewal works, as and when required.

5.2.5 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.

5.2.6 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-area matters relating to the local environment.

5.3.2 Regulation 59 of the Community Infrastructure Levy Regulations 2010 (as amended) ("CIL Regulations") requires that CIL levy be spent on funding the provision,

improvement, replacement, operation or maintenance of infrastructure to support the development of a local authority's area. The range of infrastructure that can be funded through CIL levy is wide and includes highway maintenance, flooding and drainage. The proposed works set out in the Highway Work Programme to be funded from the CIL allocation accords with Regulation 59 of the CIL Regulations.

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 relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation.

5.7.6 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.

5.7.7 The works proposed in the Highway Work Programme are not considered to adversely impact on persons within the protected equality groups.

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 Engagement

5.9.1 Engagement with ward members was undertaken prior to the January 2023 Environment and Climate Change Committee to provide details of the proposed carriageway treatments and footway relay schemes in their wards.

5.9.2 Residents will receive a notification letter in advance of works informing them of the start date and useful information two weeks prior to work commencing on site.

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 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 at the meeting of 18 January 2022
<https://barnet.moderngov.co.uk/documents/s62789/Highway%20Network%20Recovery%20Programme%20202122.pdf>

- 7.2 Environment and Climate Change Committee approval of Investing in Barnet's roads and pavements 6th September 2022
<https://barnet.moderngov.co.uk/documents/s73877/Environment%20%20Climate%20Change%20Committee%20Report%20NRP%20CIL%20Report%20September%202022%20Rev7.pdf>

Appendix A: Proposed Carriageway and Footway Works by Wards for Year 9 of the Network Recovery Programme – 2023/2024

Carriageway Resurfacing Principal Road Network – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Station Road	680	Barnet Vale	£418,699
Finchley Road	436	Childs Hill	£225,630
Holders Hill Circus	209	Finchley Church End	£108,365
East End Road	469	Garden Suburb / East Finchley	£315,520
Bittacy Hill	255	Mill Hill / Totteridge & Woodside	£125,364
High Road	807	Whetstone	£501,147
Russell Lane	159	Whetstone	£103,047
TOTAL CARRIAGEWAY RESURFACING PRINCIPAL ROAD SCHEME VALUE			£1,797,772

Carriageway Resurfacing Unclassified Road Network – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Carlisle Place	98	Brunswick Park	£30,841
Oakdale	220	Brunswick Park	£76,280
Deansbrook Road	470	Burnt Oak	£248,090
Montrose Avenue	300	Burnt Oak	£152,145
Grahame Park Way	233	Burnt Oak / Colindale North	£115,754
Brent Terrace	134	Cricklewood	£65,878
Hillside Gardens	541	Edgware	£274,216
Shelley Close	144	Edgware	£36,515
Sunnydale Gardens	162	Edgware	£55,468
Gloucester Drive	68.8	Garden Suburb	£19,938
Old Fold Lane	303	High Barnet	£93,988
Salisbury Road	252	High Barnet	£250,028
Milespit Hill	277	Mill Hill	£96,043
Tithe Close	145	Mill Hill	£42,771
Etchingham Park Road	433	West Finchley	£165,626

Road name	Section Length (m)	Ward	Estimated cost
Nether Street	150	West Finchley	£49,680
Prince Charles Drive	340	West Hendon	£131,786*
Mayfield Avenue	602	Woodhouse	£233,651
Torrington Park	111	Woodhouse	£52,609
TOTAL CARRIAGEWAY RESURFACING UNCLASSIFIED ROAD SCHEME VALUE			£2,191,306

Carriageway Resurfacing Brent Cross – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Prince Charles Drive	340	West Hendon	£60,000*
TOTAL CARRIAGEWAY RESURFACING BRENT CROSS SCHEME VALUE			£60,000

*Note – A £60k contribution is applied to the carriageway resurfacing scheme in the table above

Carriageway Patching Principal Road Network – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
North End Road	352	Childs Hill	£222,298
Brockley Hill	506	Edgware / Borough Boundary	£172,790
Dollis Road	279	Finchley Church End / Mill Hill	£136,967
Finchley Road	231	Golders Green / Garden Suburb	£149,428
The Ridgeway	291	Mill Hill / Totteridge & Woodside	£127,916
The Broadway	64	Mill Hill	£25,208
Friern Barnet Lane	10	Whetstone	£3,496
Woodhouse Road	244	Woodhouse / Friern Barnet	£160,363
Friern Barnet Lane	20	Woodhouse / Frier Barnet	£6,532
TOTAL CARRIAGEWAY PATCHING PRINCIPAL ROAD SCHEME VALUE			£1,004,998

Carriageway Patching Unclassified Road Network – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Station Road	61	Barnet Vale	£29,743
Russell Lane	12	Brunswick Park	£3,395
Dishforth Lane	20	Burnt Oak	£5,575
Trueman Close	37	Burnt Oak	£11,613

Road name	Section Length (m)	Ward	Estimated cost
Chandos Way	290	Childs Hill / Garden Suburb	£94,547
Brownswell Road	71	East Finchley	£19,504
High Street	26	Edgware / Borough Boundary	£8,372
Hendon Lane	16	Finchley Church End	£6,624
North Crescent	62	Finchley Church End	£9,982
Windsor Close	13	Finchley Church End	£4,784
George Crescent	15	Friern Barnet	£6,433
Hornbeams Rise	28	Friern Barnet	£7,497
Sycamore Hill	41	Friern Barnet	£9,264
Asmunds Place	78	Garden Suburb	£50,039
Wildwood Road	195	Garden Suburb	£75,684
Alyth Gardens	84	Golders Green	£32,486
Hampstead Gardens	40	Golders Green	£13,800
Woodville Gardens	53	Golders Green	£26,879
BURTONHOLE LANE RBW	70	Mill Hill	£20,373
Longfield Avenue	244	Mill Hill	£117,624
Station Road	70	Mill Hill	£26,517
Barnet Lane	29	Totteridge & Woodside	£9,439
Woolmead Avenue	20	West Hendon	£6,624
TOTAL CARRIAGEWAY PATCHING UNCLASSIFIED ROAD SCHEME VALUE			£596,798

Footway Resurfacing Programme – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Eversleigh Road	197	Barnet Vale	£56,340
Grasvenor Avenue	290	Barnet Vale	£100,050
Lytton Road	112	Barnet Vale	£58,800
Hocroft Walk	57	Childs Hill	£12,825
Clitterhouse Crescent	100	Cricklewood	£28,500
Gratton Terrace	105	Cricklewood	£25,200
Baring Road	73	East Barnet	£21,900
Park Road	146	East Barnet	£48,180
Oakview Gardens	168	East Finchley	£47,880
Edgwarebury Gardens	565	Edgware	£182,879
Gibbs Green	479	Edgware	£186,810
Aldridge Avenue	364	Edgwarebury	£120,120
Clandon Gardens	262	Finchley Church End	£106,110
Victoria Avenue	94	Finchley Church End	£39,480

Road name	Section Length (m)	Ward	Estimated cost
Hill Top	393	Garden Suburb	£135,585
Courtleigh Gardens	319	Golders Green	£114,840
Eastville Avenue	129	Golders Green	£38,700
St Edwards Close	149	Golders Green	£37,995
Brent Street	119	Hendon	£119,595
Finchley Lane	191	Hendon	£85,950
Greenacre Close	118	High Barnet	£30,090
Hyde Close	332	High Barnet	£114,540
Quinta Drive	153	High Barnet	£52,785
Wyburn Avenue	194	High Barnet	£69,840
Highwood Hill	269	Mill Hill	£46,605
Northcliffe Drive	187	Totteridge & Woodside	£37,581
Southway	251	Totteridge & Woodside	£86,595
Graywood Court	116	West Finchley	£27,840
Moss Hall Grove	362	West Finchley	£135,750
High Road	153	Whetstone / Barnet Vale	£75,735
Victoria Grove	76	Woodhouse	£20,520
TOTAL FOOTWAY RESURFACING SCHEME VALUE			£2,265,620

Footway Patching Programme – Year 9 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Cromer Road	75	Barnet Vale	£19,890
Franklin Close	67	Barnet Vale	£19,859
Julian Close	32	Barnet Vale	£9,984
Brook Walk	42	Burnt Oak	£8,538
Burnt Oak Fields	43	Burnt Oak	£11,324
Cranfield Drive	110	Burnt Oak	£35,872
Deans Lane	82	Burnt Oak	£35,905
Deansbrook Road	55	Burnt Oak	£12,847
Watling Avenue	26	Burnt Oak	£6,770
Golders Park Close	60	Childs Hill	£11,195
Pattison Road	63	Childs Hill	£17,550
Prospect Place	61	Childs Hill	£19,692
Rodborough Road	50	Childs Hill	£22,710
Sunnyside	56	Childs Hill	£18,313
The Riding	30	Childs Hill	£12,290
Woodvale Way	70	Childs Hill	£18,564
University Close	58	Colindale North	£16,146

Road name	Section Length (m)	Ward	Estimated cost
Colin Park Road	70	Colindale South	£24,058
Woodfield Avenue	59	Colindale South	£24,851
Cheviot Gate	40	Cricklewood	£6,240
Beeston Road	35	East Barnet	£13,806
Bourn Avenue	63	East Barnet	£28,637
Church Way	60	East Barnet	£29,016
Grove Road	67	East Barnet	£27,908
Hertford Close	55	East Barnet	£14,586
Littlegrove	158	East Barnet	£63,750
Margaret Road	51	East Barnet	£13,581
Chambers Gardens	40	East Finchley	£14,976
Leicester Road	65	East Finchley	£22,994
Deans Drive	41	Edgware	£15,163
Fairmead Crescent	65	Edgwarebury	£31,386
Bedford Close	40	Friern Barnet	£13,104
Hollyfield Avenue	30	Friern Barnet	£10,296
Larch Close	59	Friern Barnet	£17,488
North Square	53	Garden Suburb	£23,977
Raeburn Close	25	Garden Suburb	£7,800
Wildwood Road	57	Garden Suburb	£16,836
Forres Gardens	45	Golders Green	£14,742
St Georges Close	49	Golders Green	£16,151
Garrick Way	48	Hendon	£12,081
Newark Way	63	Hendon	£20,639
Sherrock Gardens	36	Hendon	£11,630
Westside	19	Hendon	£5,928
Byng Road	46	High Barnet	£15,787
Elizabeth Close	65	High Barnet	£17,238
Elmbank Avenue	40	High Barnet	£15,126
Greenway	63	Totteridge & Woodside	£22,604
Elm Road	46	Underhill / High Barnet	£15,787
Meadow Close	56	Underhill	£19,219
Ridgeview Close	65	Underhill	£30,420
Fallow Court Avenue	52	West Finchley	£7,301
Graham Road	57	West Hendon	£21,887
Grove Gardens	74	West Hendon	£19,598
Layfield Crescent	69	West Hendon	£36,492
Park Road	27	West Hendon	£10,413
Seelig Avenue	43	West Hendon	£9,282
Silkfield Road	57	West Hendon / Colindale	£18,771

Road name	Section Length (m)	Ward	Estimated cost
		South	
Church Close	65	Whetstone	£20,280
Russell Gardens	41	Whetstone	£11,985
TOTAL FOOTWAY PATCHING SCHEME VALUE			£1,106,081

Flooding and Drainage -Year 9 Priority List

Activity	Estimated cost
Drainage Infrastructure Policy, Survey and Mapping	£40,000
Watercourse Policy, management, Drainage Open Water Course Infrastructure refurbishment and replacement	£200,000
Drainage Gully Infrastructure replacements (including Flood Risk Gully mapping) Gully to Thames Water surface water sewer	£250,000
Flood Risk Gully enhanced cleansing	£100,000
Flooding Schemes Support, CDA and FCERM programmes	£250,000
Sustainable Drainage Schemes	£150,000
AI Gully Sensitisation	£10,000