



ADVANCED PUBLICATION OF REPORTS

This publication gives five clear working days' notice of the decisions listed below.

These decisions are due to be signed by individual Cabinet Members
and operational key decision makers.

Once signed all decisions will be published on the Council's
Publication of Decisions List.

- 1. BOROUGH CAPITAL PROGRAMME 2021/22 - HIGHWAYS AND STREET
SCENE (Pages 1 - 18)**

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Please note Part 2 report is now confidential appendix.

London Borough of Enfield

Portfolio Report

Report of: Doug Wilkinson,
Director of Environment & Operational Services

Subject: Borough Capital Programme 2021/22 –
Highways and Street Scene.

Cabinet Member: Environment and Sustainability

Executive Director: Sarah Cary, Executive Director Place

Ward: All

Key Decision: KD 5279

Purpose of Report

1. This report provides details of schemes to be funded from the Borough Capital Programme 2021/22 for Highways and Street Scene, Flood Alleviation schemes, Alleygating and for Town Centres – A Public Welcome. It comprises of programmes of works for highways, highway structures and watercourses/flood management schemes, and seeks the necessary financial and scheme approvals so that works can be undertaken.

Proposal(s)

2. It is recommended that approval is granted to spend £7,972,250 of the 2021/22 Highways & Street Scene budget of £8,043,00, approved as part of the 10 year Capital programme, by Council in March 2021(KD5210). This is fully funded by Council borrowing.
3. It is recommended that approval is granted to spend £250,000 of the 2021/22 Flood alleviation budget of £500,000 approved as part of the 10 year Capital programme, by Council in March 2021(KD5210). This is funded by Council borrowing.
4. It is recommended that approval is granted to spend £300,000 of the 2021/22 Town Centre budget of £3,591,000 approved as part of the 10 year Capital programme, by Council in March 2021(KD5210). The Town Centre budget is supplemented by government grants.

5. It is recommended that approval is granted to spend £80,000 of the 2021/22 Alleygating budget of £100,000 approved as part of the 10 year Capital programme, by Council in March 2021(KD5210). This is fully funded by Council borrowing.
6. It is recommended that approval be given to the proposed items of work and breakdown of funding as shown in table 1 and the proposed schedules of schemes associated with the breakdown for carriageways, footways, bridge maintenance and watercourses/flood management contained in Appendices 1 to 4 of this report and the priority town centres in Appendix 5 of this report.
7. It is recommended that approval be given to placing of orders through any existing relevant term contracts, new term contracts as they are renewed, or the inviting of tenders / quotations, evaluation and award of individual scheme contracts as appropriate.
8. It is recommended that authority be given to the Director of Environment and Operational Services to amend the programme of works and funding allocations within the approved budgets as necessary for operational reasons and to approve, in consultation with the Cabinet Member, individual bridge scheme projects and town centre schemes once these have been identified.
9. It is recommended that authority be given to the Head of Highway Services to adjust the approved estimated costs of individual schemes within the Highways and Street Scene capital programme as a result of progressing the detailed designs, subject to costs being contained within the overall agreed programme allocations and to reporting of revised costs to the Director of Environment and Operational Services on a quarterly basis.

Reason for Proposal(s)

10. Approval of the allocated items of work shown in table 1 will allow the Council to continue with its programme of maintaining the condition of its carriageways, footways and associated highway assets, implement flood management schemes, proceed with initiatives for town centre revival and continue the programme of alley gating.

Relevance to the Council's Plan

11. Enfield's highway network is probably the largest and most visible community asset for which Enfield is responsible and fundamental to the economic, social and environmental well-being of the community. A well managed and maintained highway network supports all three of the Council's priorities –

Good homes in well-connected neighbourhoods

Safe, healthy and confident Communities

An economy that works for everyone

Background

12. The 2021/22 allocation is contained within the 10 year Capital Programme approved by Council in March 2021(KD5210).

Main Considerations for the Council

13. The funding identified against programme items, within the approved budgets are shown in table 1 below

Item Description	Allocation (£)
Highways and Street Scene	
Carriageways- Renewal / Resurfacing Programme	2,425,000
Footways – Renewal / Resurfacing Programme	1,275,000
Highway Defect Repairs	1,967,500
Bridge Maintenance	350,000
Bridge Renewal Projects - Feasibility	150,000
Bridge Schemes	1,000,000
Watercourses	150,000
Verge and Shrub Beds	25,000
Highway Trees	300,000
Street Nameplates	20,000
Minor Highway Improvements	110,000
Playgrounds and Parks Infrastructure	200,000
Total Highways and Street Scene	7,972,500
Flood Alleviation Programme	250,000
Town Centres – A Public Welcome (2021/22 Allocation)	200,000
Town Centres – A Public Welcome (2020/21 Allocation reprofiled to 2021/22)	100,000
Total Town Centres – A Public Welcome	300,000
Alley Gating	80,000
Total 2021/22 Capital Budget	£8,602,500

Table 1

14. Carriageways (£2,425,000): This allocation allows for the continuation of the Council's planned carriageway renewal/resurfacing programme to maintain and improve the condition of Enfield's roads. The carriageway schemes identified as being of highest priority for planned maintenance treatment during 2020/21 are listed in Appendix 1, table 1. Table 2 contains a list of reserve / future schemes which will be substituted for the programmed schemes if, for any reason, a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme. In addition to the main schemes identified in Appendix 1, an allocation for partial resurfacing has been included, which allows for appropriate treatments to be undertaken at specific locations or short sections of resurfacing in order to target the worst areas of carriageway where treatment of the whole length of a longer road cannot be justified. This allows

a cost effective approach to be taken, based on sound asset management principles, whereby specific defective lengths of carriageways are targeted.

15. Footway Replacement Programme (£1,275,000). This allocation enables the continuation of the Council's planned footway renewal programme to maintain and improve the condition of the footways, footpaths and rights of way network. Also included within this programme is the provision of dropped kerbs and tactile paving to improve ease of use. The footway schemes identified as being of highest priority for treatment during 2020/21 are listed in Appendix 2, table 1 and include further phases to some larger schemes started in previous years. Appendix 2 also contains in table 2 a list of reserve schemes, which will be substituted for the programmed schemes if, for any reason a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme.
16. Highway Defect Repairs (£1,967,500). Despite an asset management approach to planned maintenance and ultimately prevention better than cure, there is always a need to undertake reactive maintenance of isolated defects which occur on the network and which are required to be made safe. The ratio of footway defects to carriageway defects is in the order of 1.5:1 with the need to make repairs to paving slabs compared to asphalt footways in the ratio of 3:1.
17. Bridge Maintenance Programme (£350,000). This enables the high priority structural repairs to be undertaken to bridges and culverts., This allocation also includes ££70,000 for maintenance of bridges within the Council's parks. The schemes are identified in Table 1 of Appendix 3.
18. Bridge Renewal Programme - Feasibility (£150,000). This will be used to undertake feasibility studies into a number of bridges and highway structures, which require extensive repairs or replacement, in order to ascertain the most appropriate course of action. These feasibility studies are identified in Table 2 of Appendix 3.
19. Bridge Schemes (£1m) The scheme(s) to be funded from this allocation will be based on the outcome of the feasibility studies which have not yet been concluded. The Director's approval will be sought for individual projects once these have been identified.
20. Watercourses (£150,000). These projects are listed in Table 1 of Appendix 4 and includes both feasibility studies and construction. In many cases the Council's capital funding attracts other contributions towards the total cost of the scheme and without the Council's capital input such funding would not be possible.
21. Verge and Shrub Beds (£25,000). This is to improve soft highway assets and for verge protection works such as installation of bollards, double height kerb treatment etc.
22. Highway Trees (£300,000). This will allow for new tree planting where space is possible, but mainly for the removal of the deteriorating tree stock, and its

replacement with young healthy trees. This is recognized as good arboricultural practice and, if maintained on an annual basis, will provide a constant stock of healthy, well maintained trees on the borough's highways, resulting in reduced maintenance costs and reduced potential claims against the borough. This budget has been doubled compared with last year in recognition of the need to support the Council's Climate Action Plan. Opportunity will also be taken to plant trees within the street scene as part of SuDS and rain garden schemes, thereby achieving flood management benefits and potentially attracting further match funding from external sources.

23. Street Nameplates (£20,000). This allocation will allow for some renewal and improvement of the borough's street nameplates, which is an ongoing programme.
24. Minor Highway Improvements (£110,000), will be used to implement minor improvements where highway assets are continually being damaged and works are needed to implement schemes which deal with the cause of the problem. The allocation will also be used to improve the street scene through improvements and enhancements to street furniture, signs and guard railing etc. and to continue the ongoing programme of corroded signpost replacement.
25. Playgrounds and Parks Infrastructure (£200,000). This will be used to fund essential repairs and replacement to paths, fencing and playground equipment in various parks.
26. Flood Alleviation (£250,000). This will allow for flood alleviation schemes to be implemented reducing the impact of flooding and improving the environment. The schemes are listed in Table 2 of Appendix 4. It will also allow for the ongoing inspection and maintenance of reservoirs, which the Council has a statutory duty to undertake. In many cases the Council's capital funding attracts other contributions towards the total cost of the scheme and without the Council's capital input such funding would not be possible.
27. Town Centres - A Public Welcome (£300,000). This is a key part of recovery efforts for town centres and high streets and integral to the Economic Development Strategy which will deliver key public realm improvements to enhance the attractiveness of high streets and town centres to drive footfall and dwell time and offer greater accessibility via sustainable modes of transport. It will also be used to facilitate and support a coordinated cultural and events programme in each town centre in alignment with The Council's 'Culture Connects' strategy including the development of town centre culture toolkits. It will ensure our town centres offer a welcoming and safe environment for all and continue to improve town centre specific operational services. Town Centre Action Plans are in development which will identify and prioritise the specific projects to be taken forward in consultation with the community. The programme will then be developed in conjunction with the Economic Development Town Centres Team and the Director of Environment and Operations. The five priority town centres and their initial allocation of funds are shown in Appendix 5.

28. Alley Gating (£80,000). This will allow for completion of commitments to the alley gating programme which enhances community safety. There is strong evidence that alley gating reduces burglary and disorder and increases the perception of safety and satisfaction within the area of residence.

Safeguarding Implications

29. The proposals within this report are for the maintenance and improvement of the highway and it is not considered that there are any specific safeguarding implications.

Public Health Implications

30. The Highways Street Scene Borough Capital Programme 2021/22 has clear public health implications.

31. The improvement of parks, footpaths and highways will encourage residents to pursue active forms of travel in the form of walking or cycling which will provide obvious public health benefits. The report has stated that the highways and street scene improvements will bridge the gap between affluent and less affluent public realms in the borough which should have a positive impact on mental wellbeing.

32. Furthermore, the report has stated that improvements to the public realm has a 'profound effect on behaviour and lifestyle'. Pride of place will improve mental wellbeing and provide further encouragement of outdoor exercise.

33. The provision made for the planting of trees in the borough will off-set carbon emissions. The use of recycled materials 'as far as practicable' for the methods of improvements is also welcome to public health.

Equalities Impact of the Proposal

34. It is important to consider the needs of the diverse groups with protected characteristics when designing and delivering services or budgets so people can get fairer opportunities and equal access to services. An Equalities Impact Assessment has been undertaken and identified that the activities within this capital programme make a significant contribution to improving access to the highway for different types of users. Where appropriate, further Predictive Equalities Impact Assessments will be carried out for specific schemes to ensure compliance to the Equalities Act 2010.

Environmental and Climate Change Considerations

35. In furtherance of Enfield's Climate Action Plan and net zero targets for carbon emissions, recycled and low carbon emissions materials and methods will be utilised as far as practicable. Understanding the embodied carbon of highway maintenance products and methods throughout the complete supply chain is

complex with many stages from raw material acquisition, processing, transport and implementation. Through renewed contracts, improved assessment of the whole life emissions of the various projects within the programme will increasingly allow for comparison of alternative products and services, actively seek lower carbon alternatives and understand the impact of using recycled and secondary materials.

36. It is intended that the initial use of low temperature asphalts on carriageway resurfacing schemes in the 2020/21 programme, will be trebled in 2021/22.
37. The proposals within the watercourses programme and flood alleviation programme aim to construct over 20 rain gardens, create at least one wetland in an urban park and plant 50,000 trees and create 20 ponds in Enfield Chase as part of the landscape restoration scheme. All these projects benefit people and wildlife by reducing flood risk, improving water quality in Enfield's rivers and mitigating the impact of climate change.
38. The tree planting allocation (paragraph 22) supports the ten-year tree replanting programme and urban trees programme.

Risks that may arise if the proposed decision and related work is not taken

39. A sustained level of capital funding is essential to maintain the highway network. Any alternative to sustained levels of capital funding would go against prevention and proper asset management principles, resulting in greater reactive maintenance and continued deterioration of the highway network and other associated assets, for which even greater capital funding will be required in the future.
40. Enfield has a duty under s41 of the Highways Act to maintain a safe and usable highway for all users. If this programme is not approved, it will compromise Enfield's ability to demonstrate compliance with S41.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

41. The key risks and their mitigation are shown in the table below

<i>Risk Category</i>	<i>Comments/Mitigation</i>
<i>Strategic</i>	Risk: Approved schemes do not maximise prevention of deterioration of the highway network. Mitigation: The schemes are the result of surveys, inspections and analysis to prioritise schemes and optimise treatment.
<i>Operational</i>	Risk: Disruption during works. Mitigation: Works are planned, and residents /

	businesses informed. Works will also be co-ordinated to take account of other work in the area.
Financial	Risk: Cost escalation / underspend Mitigation: Contracts in place to deliver the works at agreed rates. Reserve schemes identified to ensure full spend if some approved schemes cannot be programmed.
Reputational	Risk: Poor delivery of the programme Mitigation: Experienced contractors employed under direct supervision and management of council officers.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: Experienced contractors used, ensuring compliance with all environmental, street works and health and safety requirements.

Financial Implications

42. The report is seeking approval to spend £8.6m as detailed in Table 1. The budgets were approved as part of the 10 year capital programme approved by Council in March 2021(KD5210). The programme budgets and sources of funding are summarised in the table below

Description	Budget(£'000)	Funding source(£'000)
1.Highways& Street Scene	7,972	Borrowing
2.Flood alleviation	250	Borrowing
3.Town Centres	300	Borrowing / Grants
4.Alley Gating	80	Borrowing
Total	8,602	

Legal Implications

43. Section 111 of the Local Government Act 1972 gives a local authority power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions. The Council has various statutory obligations pertinent to the schedules of works described in this report including: the Highways Act 1980 which places a duty on the Council to maintain highway that is maintainable at public expense; a statutory duty of care to maintain play areas and outdoor exercise areas; and duties arising pursuant to the provisions of the Reservoirs Act 1975 and the Flood and Water Management Act 2010.

44. The Council also has a general power of competence in section 1(1) of the Localism Act 2011. This states that a local authority has the power to do anything that individuals generally may do provided it is not prohibited by legislation. The proposed works and services the Council wishes to provide within this report are in accordance with its powers.

45. The Council must ensure compliance with its Constitution. Where required, the Council shall carry out any procurement exercises in accordance with its Contract Procedure Rules and the Public Contracts Regulations 2015 (where

procurements are caught by these Regulations) seeking assistance from the Council's Procurement & Commissioning Hub and Legal Services where required.

46. The Council must ensure value for money in accordance with the Best Value principles under the Local Government Act 1999.
47. As this is a Key Decision the Council must comply with the Key Decision procedure.
48. Any legal agreements (and ancillary documents where relevant) arising from the matters described in this report must be approved in advance of contract commencement by Legal Services on behalf of the Director of Law and Governance.

Workforce Implications

49. There are no workforce implications associated with this report.

Property Implications

50. The proposed work programmes will help prevent the progressive deterioration of corporate assets which in addition will also help to reduce potential Corporate Liability and is seen as good asset management practice.
51. No specific property implications are within this report, however, should any schemes (such as Enfield Chase Woodland Creation) have potential property implications, these will be discussed on a scheme by scheme basis as they come forward.

Other Implications

52. No other implications have been identified with this report.

Options Considered

49. Local highway authorities should adopt the principle that 'prevention is better than cure' in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and minimise the occurrence of potholes in the future. Any alternative to sustained levels of capital funding would go against prevention and proper asset management and principles set out in Well Maintained Highway Infrastructure Assets: A Code of Practice, which all local highway authorities are expected to follow. This would result in greater reactive maintenance and continued deterioration of the highway network and other associated assets, for which even greater capital funding will be required in the future.

Conclusions

50. The proposed schemes, to be funded from the capital programme for Highways and Street Scene, have been prioritised for treatment, based on condition surveys and safety inspection feedback. They are those at such a state of deterioration which will lead to increased reactive maintenance and a higher risk of failure without planned maintenance intervention.
51. The proposed schemes within the flood management capital programme will reduce the risk of flooding within the borough and bring about significant environmental improvements.
52. The Town Centres – A Public Welcome capital programme will enable a number of initiatives key to the recovery efforts for town centres and high streets and bring about improved places and street scene.
53. The Alley Gating capital programme will allow for completion of commitments to the alley gating programme which enhances community safety.

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Appendices

Appendix 1

Carriageways Programme 2021/22 (Allocation: £2,425,000)

Table 1: Proposed Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Churchbury Road EN1		1475	£50,000
Lowden Road N9		1916	£65,000
Queen Annes Gardens EN1		2097	£60,000
Windsor Road N13		1924	£55,000
Oaktree Avenue N13		1280	£36,000
Berkshire Gardens N13		4057	£115,000
Kelvin Avenue N13		1902	£57,000
Bycullah Road EN2	The Ridgeway to Chase Green Ave	3500	£100,000
River Way N13	Hazelwood Lane to Lodge Drive	1530	£43,000
The Grove N13	Hazelwood Lane to Lodge Drive	1230	£35,000
The Rise N13		1000	£28,000
Palmers Road N11	Bowes Road to Springfield Road	1500	£43,000
Willow Road EN1	Carterhatch Lane to Tenniswood Rd	3800	£110,000
Ivy Road N14		2100	£60,000
Meridian Way N9	Morson Rd (Sth) to Picketts Lock Lane	5750	£175,000
Southbury Road EN1	Crown Road to Swansea Road	2800	£80,000
Trinity Avenue EN1	A10 to Ladbroke Road	2650	£75,000
Bramley Road N14	Reservoir Road to Cat Hill roundabout	5600	£158,000
Southbury Road EN1	A10 to Baird Road	2700	£76,000
Bullsmoor Lane EN1	A10 to Lackmore Road	2550	£77,000
Stagg Hill EN4	Waggon Road to Plumridge Farm Entrance	2850	£96,000
Parkgate Crescent En4	No.3 – No.63	3460	£78,000

Moffat Road N11		1150	£32,000
Devonshire Road N13	Aldermans Hill-No.3, 13-25, 41-65 & 93-Green Lanes	1800	£51,000
Pennington Drive N21	Tresilian Avenue to Champneys Court	1600	£45,000
Partial Resurfacing			£625,000
TOTAL			£2,425,000

Table 2: Reserve Schemes 2021/22 / Forward Plan Schemes 2022/23

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Cannon Hill N14		5000	£150,000
Hoppers Road N21	Fernleigh Rd – Compton Rd	3400	£115,000
Hoppers Road N21	Stonnard to Fernleigh	4300	£130,000
Buckingham Close EN1		910	£20,500
Sandringham Close EN1		1050	£23,500
York Road N21		1100	£31,000
Ashley Road		230	£10,000
Bouvier Road		2000	£57,000
Cockfosters Road	Cat Hill to Chalk Lane	7100	£215,000
Cat Hill roundabout		1600	£48,000
Montagu Road	Conduit Lane to Swathling Close	1850	£55,500
Worlds End Lane		5800	£175,000
Minchenden Crescent	Chandos Ave to Arnos Grove	3370	£115,000
Adlington Close		1430	£32,000
Broadway Mews		670	£19,000
Clifton Gardens		1800	£41,000
Chiltern Dene		950	£22,000
St Paul's Rise		1700	£38,000
Walsingham Road		2620	£89,000
Picketts Lock Lane	No.26a to Eastern end	4000	£113,000
Doveridge Gardens		1150	£33,000
Bouvier Road		1920	£54,000
The Chine		2040	£69,000

Westbury Road		1325	£45,000
Illingworth Way		725	£21,000
Derwent road		4170	£117,000
Aldbury Mews		1000	£28,000
Rosemary Avenue N9		1430	£48,000
Exeter Road N9	Monmouth Rd – Bounces Rd	1860	£52,000
Waterfall Close		400	£12,000
Wilbury Way	Pentyre Avenue to Bull Lane	5910	£167,000
Gordon Hill		4025	£113,500
Myddleton Avenue		3600	£108,000

Appendix 2

Footways Programme 2021/22 (Allocation: £1,275,000)

Table 1 Proposed Schemes

Road Name	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
A1010 Hertford Rd EN3	West Side, Wickham Close to No.2 Tyberry Rd	115	£11,500	Paving	Asphalt
A1010 High St Hertford Rd EN3	West Side, No.394 High St to No.30 Hertford Rd	525	£52,500	Paving	Asphalt
Addison Road EN3	Both sides. North side, The Sunny Rd to Nursery Close. South side, The Sunny Rd to Nursery Gardens	740	£74,000	Paving	Asphalt
Baker Street EN1	East side, No.103a to 119	300	£30,000	Paving	Asphalt
Borden Avenue EN1	Both sides, Faversham Av to Sittingbourne Ave. – Both Sides	590	£59,000	Paving	Asphalt
Bounces Road N9	South side, Exeter Rd to Cornwallis Rd –	800	£80,000	Paving	Asphalt
Carterhatch Lane EN1	Both sides, Myddleton Ave to Russell Rd	830	£83,000	Paving	Asphalt
Cowper Gardens N14	Both sides, The Fairway to No.47	355	£35,500	Paving	Asphalt
Ecclesbourne Gardens N13	Both sides, Oakthorpe Rd to No.68 & 71	360	£36,000	Asphalt	Asphalt
Edington Road EN3	Both sides, entire road	225	£22,500	Paving	Asphalt

Elmscott Gardens N21	Both sides, entire road	525	£52,500	Paving	Asphalt
Enfield Road - EN2	Service Road, south side, No.16 to No.80.	230	£23,000	Paving	Asphalt
Fox Lane - N14	Both sides, Old Park Rd to Grovelands Rd	580	£58,000	Paving	Asphalt
Galliard Rd N9	East side, No.10 to No.36	300	£30,000	Paving	Asphalt
Holly Hill N21	Both sides, entire road	995	£99,500	Paving	Asphalt
Leighton Road EN1	Both sides, Main Avenue to No.9	1230	£123,000	Paving	Asphalt
Nelson Road EN3	West side, No.15 to Falcon Road	210	£21,000	Paving	Asphalt
Queen Elizabeth Drive N14	Both sides, No.80 to No.106	885	£88,500	Paving	Asphalt
Riley Road EN3	Both sides, entire road	710	£71,000	Paving	Asphalt
Rosemary Avenue EN2	Both sides, entire road	1055	£105,500	Paving	Asphalt
Station Road N21	North side, Radcliffe Road to Ringwood Way	400	£40,000	Paving	Asphalt
Tottenham Road N13	South side, No.198 to No.234	640	£64,000	Paving	Asphalt
Pedestrian Dropped Kerbs	Various		£15,000		
Total			£1,275,000		

Table 2 Reserve Schemes 2021/22 / Forward Plan Schemes 2022/23

Road	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Ashley Road EN3	Both sides, entire road	185	£18,500	Asphalt	Asphalt
Enfield Road - EN2 Phase 3	Enfield Rd - No.134 to No.146 - Service Rd	220	£22,000	Paving	Asphalt
Fox Lane - Phase 3 N14	Both sides, Grovelands Rd to Lakeside Rd	520	£52,000	Paving	Asphalt
Galliard Road N9	East side, No.36 to Park Entrance	435	£43,500	Paving	Asphalt
Glenloch Road EN3	Both sides, No.69 to Cedar Ave	285	£28,500	Paving	Asphalt
Greenmoor Road EN3	Both sides, entire road	365	£36,500	Paving	Asphalt
Mandeville Rd EN3	East Side, No.25 to Park Rd West side, Totteridge Rd to No.86 (Phase 1)	850	£85,000	Paving	Asphalt
Primrose Avenue EN2	Both sides, Baker St to rear of No.344 Baker St	45	£4,500	Paving	Asphalt

Appendix 3

**Table 1. Bridge Maintenance Programme 2021/22
(Allocation: £350,000)**

Project	Stage	Estimated Cost	Comments
LBE 038 Deadmans Bridge	Assessment	£16,000	Strengthening
LBE 042 Hedge Lane Bridge	Construction	£10,000	Concrete beam repair
LBE 049 Lea Valley Road Bridge over Railway	Investigation and rail possessions	£26,000	Strengthening
LBE 049 Lea Valley Road Bridge over Railway	Construction	£22,000	Re-paint works
LBE 088 Eversely Park Road Bridge	Construction	£12,000	Brick and concrete repairs
LBE 094 Lancaster Avenue Bridge	Construction	£10,000	Brick repairs
LBE 095 Latymer Road Bridge	Feasibility	£8,000	Special investigation (hammer tapping)
LBE 095 Latymer Road Bridge	Construction	£18,000	Concrete repairs
LBE 102 Newbury Avenue Bridge	Construction	£24,000	Re-paint works
LBE 106 Ordnance Road Bridge	Construction	£8,000	Re-paint works
LBE 108 Plevna Road	Construction	£15,000	Brick parapet reconstruction
LBE 117 Victoria Road Bridge	Construction	£8,000	Re-paint works
LBE 125 Whittington Road Bridge	Design	£70,000	Detailed design
LBE 133 Mollison Avenue Bridge	Feasibility	£23,000	Special investigation of distorted bearings
LBE 838 Hillyfield's Footbridge	Construction	£45,000	Bridge replacement Contract awarded
Parks Bridge Maintenance/ improvement	Maintenance	£25,000	Bridge maintenance/ improvement
Contingency or ad hoc work		£10,000	
Total		£350,000	

**Table 2. Bridge Renewal Programme – Feasibility 2020/21
(Allocation: £150,000)**

All projects listed below are for investigation and feasibility studies to ascertain appropriate repair or replacement options

Project	Estimated Cost	Comments
LBE 045 Ridge Avenue Bridge	£25,000	Bridge repair works/ strengthening or bridge replacement
LBE 095 Latymer Road Bridge	£25,000	
LBE 099 Milton Grove Bridge	£25,000	
LBE 114 Tanners End Lane	£25,000	
LBE 122 Wharf Road Bridge	£25,000	
LBE 123 Wharf Road Bridge	£25,000	
Total	£150,000	

Appendix 4

**Table 1. Watercourses Programme 2021/22
(Allocation: £150,000)**

Project	Stage	Estimated Cost	Comments
Salmons Brook Natural Flood Management	Construction	£20,000	£52k EA funding awarded
Park Lane, Brick Lane, Holtwhites Hill and Jasper Close SuDS schemes	Construction	£100,000	£150k external funding expected
Albany Park Flood Alleviation Scheme	Construction	£30,000	£100k external funding expected
Total		£150,000	

**Table 2. Flood Alleviation Programme 2021/22
(Allocation: £250,000)**

Project	Stage	Estimated Cost	Comments
Enfield Town Flood Alleviation Scheme	Construction	£50,000	£167k EA funding awarded

Oakwood Park, Wilbury Way Open Space and Oakthorpe School Wetlands	Construction	£100,000	£100k external funding expected
Beaver Reintroduction	Construction	£40,000	£40-80k external funding expected
Maintenance of reservoirs		£10,000	
Enfield Chase Restoration Project	Construction	£50,000	£1,190k of external funding expected in 2021/22 (Forestry Commission, National Lottery and S106/CIL)
Total		£250,000	

Appendix 5

Town Centres – A Public Welcome 2021/22 (Allocation: £300,000 (£100,000 2020/21; £200,000 2021/22))

Town Centre	Allocation	Comments
Enfield Town	£50,000	Improvements could include wayfinding, painting / reconditioning of assets, greening, street furniture, infrastructure for events and deep cleaning.
Southgate	£100,000	
Palmers Green	£100,000	
Edmonton Green	£50,000	
Angel Edmonton	0	No allocation as improvements under Good Growth Fund
Total	£300,000	

Background Papers

None

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