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ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL

**Thursday, 9th December, 2021 at 7.00 pm in the Council Chamber,
Civic Centre, Silver Street, Enfield, EN1 3XA**

Membership:

co : Mahmut Aksanoglu, Daniel Anderson, Susan Erbil, Charith Gunawardena, Ayten Guzel, Ahmet Hasan (Associate Cabinet Member (Enfield North)), Lindsay Rawlings and Andrew Thorp

AGENDA – PART 1

1. WELCOME & APOLOGIES

2. DECLARATIONS OF INTEREST

Members of the Committee are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to the items on the agenda.

3. MINUTES OF THE PREVIOUS MEETING (Pages 1 - 6)

To agree the minutes of the previous meeting held on 12 October 2021.

4. SCHOOL STREETS PROGRESS & QUIETER NEIGHBOURHOODS UPDATE

To receive the report from Richard Eason, Healthy Streets Programme Director.

This report will be circulated as a to follow document.

5. UPDATE ON THE HIGHWAY'S CAPITAL PROGRAMME & EFFECTIVENESS (Pages 7 - 20)

To receive the report from Stephen Skinner, Head of Highway Services.

6. WORK PROGRAMME 2021/22 (Pages 21 - 22)

To note the Work Programme 2021/22.

7. DATE OF NEXT MEETING

To note the date of the next meeting:

Tuesday 8 February 2022

ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL - 12.10.2021**MINUTES OF THE MEETING OF THE ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL HELD ON TUESDAY, 12TH OCTOBER, 2021**

MEMBERS: Councillors Mahmut Aksanoglu, Daniel Anderson, Susan Erbil, Charith Gunawardena, Lindsay Rawlings and Andrew Thorp

Officers: Ian Russell (Principal Engineer), Andrew Dodkins (Group Engineer - Redev & Env Works), Peter George (Programme Director, Meridian Water), Rafe Bertram (Sustainability Lead - Meridian Water), Koulla Panaretou (Mayoral Services Manager)

Also Attending: Cllr Chinelo Anyanwu, Cllr Has Yusuf, Cllr Nesil Caliskan (Leader of the Council),

1. WELCOME AND APOLOGIES

The Chair, Cllr Mahmut Aksanoglu, sent his apologies for lateness and Cllr Susan Erbil chaired the meeting until he arrived at Agenda Item 4.

Cllr Has Yusuf attended on behalf of Cllr Ayten Guzel and Cllr Chinelo Anyanwu attended on behalf of Cllr Ahmet Hassan.

2. DECLARATIONS OF INTEREST

There were no declarations of interest registered in relation to any items on the agenda.

3. MINUTES OF PREVIOUS MEETING

The minutes of the Environment & Climate Action Scrutiny Panel held on the 13th July 2021 were agreed.

4. MERIDIAN WATER ENVIRONMENT STRATEGY

The Panel received a report on the Meridian Water Environment Strategy progress update, outlining the last 12 months of delivery.

In response the following comments were received:

1. In respect of the introduction in Appendix B of the report, where navigation was given to explore answers to questions previously posed. It was felt that these questions should have been shared to provide more context to the report.

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2. In response, the Leader of the Council, Cllr Nesil Caliskan, advised that the questions gathered through the Members Enquiries system were collated and under her instruction, Officers put together the report based on the answers. She invited any further outstanding questions to be put to the Officers verbally at the meeting. The Chair also asked if supplementary questions need responding to, if they could be sent to him, he will ensure they are answered. **ACTION**

3. Clarity was sought regarding the Public Open Space of 30%. How was this calculated, per head or land space and how is this done elsewhere?

4. In response, at the 30% metric, much benchmarking was done with major developments in and around London to ascertain best practice. It was therefore important that Meridian Water was seen to have a relationship with nature, this being a common metric within the industry. The amount of open space per 1000 people within a development was researched and the calculations were therefore based on 24.5K people living in Meridian Water, and 6K working there; the metric is 1 hectare of open space per 1K people, again deemed good practice as much of the area will comprise of low rise, low density accommodation, a higher metric would not be viewed as suitable.

Providing enough open space per head is not a suitable calculation as account needs to be taken that residents in a block will have less space than those in a bungalow for example. Not everyone uses green space at the same time. Meridian Water residents will have access to many other comparable urban spaces, built with good, creative designs for many to enjoy.

5. The amount of green space in Edmonton as a whole was questioned.

6. The figures quoted represent a borough wide average taking into account other parts of the borough, as Enfield has huge green spaces overall. The targets set for Meridian Water in terms of green space are set by the Government and London Mayor in context with the Local Plan. London is still in the midst of a housing crisis and a balance has to be reached. It is deemed that 30% green open space is best practice and still allows the development of affordable homes.

Meridian Water is able to deliver parks and open spaces whilst connecting with the neighbouring Lea Valley.

7. Point 8 of report on page 5 of the pack should read 2020 not 2021 and will be updated.

8. With regard the recycling of household rubbish, how can residents living in high rise blocks carry out heavy refuse easily.

9. In response, the location of the bins is being looked at and they will be strategically placed following research on where the most people pass during the day, perhaps on their way to work, school drop offs, shopping etc. This is an ongoing piece of research. There are different options presently being

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investigated. Putting in shoots may be an alternative although issues exist, such as smell and blockages etc. It is a main priority to get this right and improve the way people live in the long term.

10. The target of 50%+ recycling rates is a massive gap to climb. Are there any examples to compare results and see if improvements have been made?

In response there are no accurate figures to share yet and Cllr Nesil Caliskan advised that she will ask Officers to look more into this issue and provide a follow up note to provide examples and comparable information. **ACTION**

11. It was noted that it was pleasing to see biodiversity addressed. Is Edmonton Eco Park part of the plan for Meridian Water?

12. The recycling centre at the Eco Park is available to Meridian Water residents which is important bearing in mind the number of people who will be living there. This alone will not help keep in line with the targets and more encouragement and help to recycle adequately will also help.

Energetik are building pipes at the moment and this will help the relationship between Meridian Water and Edmonton Eco Park, which provides energy to warm houses, ensuring that the fabric of the buildings designed are of a high quality to ensure heat is unable to escape easily.

There is a Resource Recovery Centre in the Eco Park that take black bags and go through them to see what could be recycled. At present only bulky waste collections are pre-sorted. This is a new facility for the public to use.

13. Has vegetable oil been used before instead of diesel?

In response this is the first time this has been used on construction sites and reduces carbon emissions by 90%.

14. What extent is the strategy dependent on grant funding?

In response, the pace of implementation has improved by the ability to obtain the grant. Bids are being submitted to relevant bodies to apply for grants to help meet the carbon challenge and improve standards in housing delivery. Energetik have received grant funding and central government have given the Council grant funding also.

15. Are residents of Meridian Water involved in the green agenda?

In response, engagement with all residents has been delayed in recent months due to Covid pandemic. Before the pandemic, positive sessions were being held in community buildings with residents, obtaining their views in relation to Meridian Water. Face to face meetings stopped thereafter and resumed virtually. Next year if the pandemic calms down the officers will be back out engaging with residents.

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Cllr Nesil Caliskan advised that Meridian Water team are working on the updated master plan with a view to taking this to Cabinet next summer, thus giving enough time to have a thorough conversation with residents and inform them of the updates and provide more vision on what is being proposed. The key principals of the Meridian Water Scheme must be co-design and adaptations need to be made for individual needs. The design for Meridian One came from an Edmonton based practice and the Meridian 4 involved an architect firm from Edmonton, therefore local firms know the area and can talk to the residents directly about their needs.

The Chair thanked the officers for the information provided.

In conclusion, the Chair asked

1. That Officers respond to questions sent under separate cover by Cllr Charith Gunawardena;
2. In relation to the target of 50%+ recycling rates, Officers to look more into this issue and provide a follow up note to provide examples and comparable information.

5. REVIEW OF THE WETLANDS AND PROPOSED ACTIONS

The Panel received an update on the Wetlands and Woodlands in the Borough.

The following points were highlighted by Ian Russell, Principal Engineer.

1. The Borough of Enfield has three main rivers which are natural assets, their downside is flood risk.
2. Pipe drainage was explained in detail and the multiple benefits of wetlands includes flood storage, water quality, biodiversity and amenity.
3. Constructed wetlands slow the flow and funding for wetland projects has been provided by a variety of external organisations.
4. Over 150 Rain Gardens have been created Enfield in recent years, known as mini-wetlands, providing similar benefits to wetlands but in an urban environment. Although smaller, if abundant in numbers, have the potential to address flood risk and other urban issues.
5. National flood management measures include ponds and wetlands, river restoration, re-connecting floodplains and woodland creation.

In response the following comments were received:

1. Residents need to be educated on the reasonings behind rewilding and wetlands. Complaints are received from residents that the type of trees being

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planted in their streets are more suited to parks and open spaces and not for street planting.

In response, over the last few years much work and research has been done to ascertain the right species of trees most suited to streets. 30 years ago this work was not being carried out. Older trees are now beginning to be replaced with more suitable trees that grow upright, spread out less and consider root growth (thus avoiding subsidence issues). With this in mind, many larger trees reduce a lot of carbon and pollution and a balance is needed, as well as careful consideration.

2. The work of the tree department was commended, and the work valued over the years.

3. It was confirmed that 2 beavers will be introduced. It is hoped that they will then go on to have children and increase in number (they breed annually). They need to be kept in an enclosure but may need to be moved if the family gets too big.

4. With regard to the Rain Gardens, how is the accumulation of litter being addressed?

In response, litter gets trapped easily in Rain Gardens and this is addressed every two months. If vegetation is dense and established, litter is more hidden, and this has been recognised as an issue. The team are looking at a new project of moving this responsibility to the grounds maintenance and waste team and the handover period is currently being refined.

5. With regard to the proposed tree planting in Enfield, it is understood that the trees will not flourish for many years thus the solution is not immediate. Perhaps other areas need to be considered?

In response, there is a pruning plan for every tree in the Borough. There is a record of every tree and where trees are removed, a new tree is planted, which is more specific and suited to the environment.

6. Maintenance is a big issue, what is the plan for this?

In response, educating the public on the work that is being done. For example, untidy overgrowths are good for wildlife in certain areas. If this sort of reasoning is explained, perhaps fewer complaints would be received. Some farmland can be an option for new woodland.

7. The onus needs to be put on individuals to be encouraged to get involved. Speak to schools and try to bridge the communication gap and language barriers. Ward Councillors can also help with this piece of work as a connection with their community, helping to address the litter problem. The Council needs to do more work with Youth Groups, Boys Brigade, Scouts etc. NEXUS are already doing this.

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In response, the “Restoring Rivers Project” and the “Climate Action Workshop” have written to all schools offered them to be as involved as they want to be in local wetlands etc. Thames 21 is a good advocate in this work and could encourage Youth Clubs etc to connect with them.

8. Perhaps some road names on the map on page 45 would be more helpful and ask residents where they want to see the trees planted too.

All comments were noted and the Chair thanked the officers for their informative presentation.

6. DATE OF NEXT MEETING

The date of the next meeting was confirmed as Thursday 9th December 2021.

The meeting ended at Time Not Specified.

London Borough of Enfield

Environment and Climate Action Scrutiny Panel 9th December 2021

Subject:

Update on the Highways Capital Programme and how Effective the Programme has been.

Cabinet Member: Cllr Barnes

Executive Director: Sarah Cary

Purpose of Report

1. For discussion.

Relevance to the Council Plan

2. Enfield's highway (roads and pavements) network is probably the largest and most visible community asset for which Enfield is responsible. It is used daily by most people in Enfield, and keeping it in good condition is fundamental to the economic, social and environmental well-being of the community. A well-managed and maintained highway network is essential to:
 - to ensure the safety of our highway users, whether vehicular traffic or pedestrian traffic;
 - promote new growth and regeneration in the borough;
 - to maintain and improve customer satisfaction with the Council (previous Mori Polls have demonstrated that well maintained highways rank highly in what residents' feel is most important to them);
 - reduce the potential for complaints and for third party liability claims;
 - to shape the character and quality of a local area (eg by greening up areas, planting trees, incorporating sustainable drainage features etc);
 - to comply with our legal obligations as set out in the Highways Act where we have a 'duty to maintain' the highway.

Background

3. The borough of Enfield has one of the largest public highway networks in London comprising of the following:
 - 585km of roads;
 - Over 1,170 km of footways and cycleways;
 - Over 52km of footpaths, bridleways and byways;
 - Over 340 bridges and other structures;
 - Associated verges, shrub beds and flower beds;
 - 23,500 highway trees;
 - Highway drainage, including road gullies;
 - Over 19,400 unlit road signs and street nameplates;

- Other items of street furniture such as benches, historic features etc; and
 - 31,800 streetlights and illuminated signs maintained under a PFI contract.
- 4 Enfield's Highway Infrastructure Asset Management Plan (HIAMP) policy and strategy were approved by Cabinet in April 2015. These are high level documents which set out the Council's approach to the management of highway infrastructure assets through long term planning based on a sustained level of funding.
- 5 A key recommendation from a previous Government review of 'potholes' is that 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. Enfield's Highway Maintenance Plan supports this approach and sets out the arrangements for maintaining carriageways and footways based on a sustainable whole life approach to design, specification and methods. It identifies the key elements of reactive maintenance (eg repairing defects), routine maintenance (eg. cyclic activities such as gully cleaning to maintain serviceability) and programmed maintenance (eg. more extensive treatments that have a greater longer term benefit to extend asset life, such as resurfacing). This approach is applicable to all asset groups in the above list and not just carriageways. A sustained level of capital investment is therefore essential to support this approach.
- 6 The Council has been providing capital funding for highway maintenance since at least 2006/07 and has included indicative amounts for future years in its 10-year capital programme. Once the allocation is approved by full Council in February/March of each year, approval is then sought from the relevant Cabinet Member to allocate funding into work streams and for individual schemes within those programmes. The approved allocations for 2020/21 are shown in the table below, which is an extract from the Delegated Authority Report.

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

Main Considerations for the Panel

General:

- 7 This year's capital programme for highways and street scene will enable over 10km (6 miles) of roads to be resurfaced, over 7km (4 miles) of pavements to be renewed and an additional 18,000 individual smaller defective areas on the highway network to be repaired as part of Enfield's overall highway maintenance programme. Approximately 630 new street trees will be planted, some of which will replace previously removed dead and decaying trees giving a net gain of over 350 established street trees. The funding also includes several smaller bridge maintenance schemes. Funding is also allocated to continue the programme of constructing sustainable drainage schemes, including the completion of the Albany Park river restoration project, rain gardens and wetlands. Details of the larger programmes are provided below.

Carriageways:

- 8 Resurfacing/Renewal schemes are an essential part of highway asset management as they are based on a properly planned and programmed approach enabling the Council to prioritise funding to treat the highest priority locations first. The programme also includes 'partial' resurfacing schemes, ie using appropriate treatments 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.
- 9 The allocation of £2.425million allows for approximately 10km of carriageways to be resurfaced. This represents only 2% of the borough's road network and, on this basis, each road on average, would only be re-surfaced every 50 years. This is less than the average for London boroughs reported in the latest London-wide roads survey as being every 36 years and much less than the frequency of resurfacing normally recognised as being required by the highway maintenance industry, i.e. roads need to be resurfaced every 20 years or so. It is therefore crucial to maximise the value of funding that is made available for road maintenance.

Appendix 1 shows the status of this year's programme.

Footways

- 10 The allocation of £1.275m allows for approximately 7km of footways to be re-laid. This represents less than 1% of the borough's footway network and, on this basis, it would take over 100 years to relay every footway on a rolling programme. In order to maximise whole life costs, Enfield's

Highway Maintenance Plan specifies the use of asphalt rather than paving slabs for most footways apart from shopping centres etc. This form of construction is more resilient to being damaged by vehicle over-runs and leads to lower on-going maintenance costs. Unfortunately, Enfield still has a high proportion of paved footways which are broken and in a poor condition, leading to a high demand on this budget.

Appendix 2 shows the status of this year's programme.

Bridges

- 11 The Code of Bridge Maintenance Management sets out standards for maintaining highway structures based on sound asset management principles of providing desired levels of service, e.g. safety and reliability. Officers inspect Enfield's bridges on a cyclic basis and the results are used to prioritise maintenance activities. This year, small scale maintenance works are being undertaken at 10 bridges, funded from the allocation of £350k. These were identified in the portfolio report and include activities such as repairs to concrete beams and bridge decks, repairing brick parapets and re-painting steelwork
- 12 In 2019 officers identified 29 bridges as requiring more significant works over the next few years to ensure their longevity. Initial risk-based studies have been undertaken on these structures with further, more detailed feasibility studies being undertaken to determine the most appropriate way forward. £1m was allocated in 2021/22 to start this work and two bridges, namely Melville Gardens over Pymmes Brook and Powys Lane over Pymmes Brook have been identified for more comprehensive maintenance works and complete re-waterproofing of the bridge decks during 2021/22.

Measures taken to ensure effective delivery of the programme

- 13 Effective delivery of the overall programme depends on various issues such as:
 - Prioritisation of works – limited funding means that work must be undertaken on assets that achieve the maximum benefit. Priorities for works to all asset groups are therefore based on regular inspections and take a risk-based approach incorporating condition/deterioration and usage of the asset. Often other criteria are taken into account such as social and economic pressures and benefits.
 - Specification and designs are crucial to ensure maximum benefit from the Council's investment. Officers keep abreast of the latest industry best practices to ensure use of the most up to date techniques. Examples include recycling road materials in-situ and low temperature asphalts.
 - Sustainability issues are at the forefront of the highway maintenance industry with much thought being given to maximising the life of products, minimising raw materials and low-carbon techniques.
 - Works programmes are delivered using term contracts with experienced contractors, which are procured in accordance with the Council's Contract Procedure Rules. Term contracts are based on tendered

schedules of rates which negate the need to tender each scheme and also enable collaborative relationships to be developed allowing the contractor to contribute to developing the best solution.

- All works on the highway are co-ordinated with the Council's Streetworks Team in order to plan works to minimise disruption to road users and members of the public as far as practicable. The borough's highway maintenance activities need to be balanced alongside those of utility companies, which create a huge pressure on the availability of the highway network and often means that works need to be re-programmed around each other.

Measures to assess the effectiveness of the programme

- 14 The following considerations may provide an indication on the level of effectiveness of the Council's capital programme for highway maintenance, however many of these are subjective rather than scientific.
- The level of customer satisfaction and/or complaints about the borough's highway network provides an indication of whether the Council's investment in highway maintenance is effective. The Council does receive reports of potholes and paving trips via the Council's web-based report-it function. These are inspected by officers and, where they exceed the Council's intervention levels, repairs are undertaken. The current highway maintenance term contractor is performing well, and we receive few complaints that repairs are not undertaken once reported. Where officers receive complaints about roads and pavements being in poor condition, these are inspected and works prioritised for potential inclusion in future years' programmes. Unfortunately, the level of capital funding does not meet the level of demand to deal with all requests.
 - Condition surveys are often used to establish the condition of individual roads and pavements, and of the overall network as a whole. These are expensive to perform and are dependent of the level of confidence in the 'accuracy' and 'repeatability' of surveyors' assessments to provide any meaningful trend analysis. The last detailed condition survey of the whole of Enfield's road network was undertaken by an accredited consultant in 2015. This has not been repeated due to the high cost, however, Enfield has been pioneering a new video survey technique with a specialist consultant using Artificial Intelligence (AI) to allocate a condition score to each length of road. This is still fairly early in its development but other authorities, including TfL, are also starting to use the technique. This allows video footage to be captured using the Council's fleet such as refuse vehicles and will provide a much lower cost option for gathering condition information that can be used to compare the condition from one year to the next. In addition, the Council's team of Highway Officers undertake regular safety inspections at pre-determined intervals, which are used to identify and instruct the repair of safety defects.
 - Planned maintenance programmes, such as resurfacing roads and renewing pavements provide better value for money than repairing individual potholes or paving trips. At the start of the previous term contract, approximately 8 years ago, officers were instructing between

2,000 and 2,500 safety defect repairs per month. Nowadays, officers instruct up to 1,500 defect repairs per month using the same intervention criteria. This suggests that Enfield's roads and pavements are in a better condition than they were 8 years ago.

- Enfield's highway maintenance team works closely with the Council's insurance team to deal with third party claims arising from accidents and injuries on roads and pavements. The insurance team has previously advised that Enfield receives relative few claims relating to potholes or paving trips. Most claims arise from tree roots spreading across pavements which often presents a difficult management issue to achieve an appropriate balance of maintaining pavements and preserving trees.

In summary, the effectiveness of the Council's highway maintenance programme relies on a sustained and appropriate level of capital funding so that long-term asset management techniques can be properly planned rather than short-term reactive repairs. Appropriate highway asset management techniques must be used to ensure value for money and to maximise customer satisfaction.

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Date of report 19th November 2021

Appendices

**Appendix 1 – 2021/22 Carriageway
Carriageways Programme 2021/22**

Summary to 22/11/21

Main Resurfacing Schemes completed – 23 of 26

Total Area – 60,641sq.m *

Total Length – 8.19km **

Reserve Schemes Complete – 3 of 5

Total Area – 4550sq.m

Total Length – 0.61km

Partial Resurfacing Schemes completed – 18 of 26

Total Area – 18,266sq.m

Total Length – 2.47km

Overall Area Completed – 83,457sq.m

Overall Length Completed - 11.28km

*(*Areas taken from original drawings actual areas may differ slightly)*

*(** Length = Area / Average Road width (7.4m))*

Table 1: Proposed Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Ward	Progress
Churchbury Road EN1		1475	Town	Completed 30/07/21

Lowden Road N9		1916	Lower Edmonton	Completed 20/07/21
Queen Annes Gardens EN1		2097	Bush Hill Park	Completed 29/06/21
Windsor Road N13		1924	Palmers Green	Completed 09/07/21
Oaktree Avenue N13		1280	Palmers Green	Programmed 28/02/22
Berkshire Gardens N13		4057	Bowes	Completed 11/08/21
Kelvin Avenue N13		1902	Bowes	Completed 06/08/21
Bycullah Road EN2	The Ridgeway to Chase Green Ave	3500	Highlands	Completed 16/06/21
River Way N13	Hazelwood Lane to Lodge Drive	1530	Palmers Green	Completed 07/10/21
The Grove N13	Hazelwood Lane to Lodge Drive	1230	Palmers Green	Completed 06/10/21
The Rise N13		1000	Palmers Green	Programmed 02/03/21
Palmers Road N11	Bowes Road to Springfield Road	1500	Southgate Green	Completed 03/08/21
Willow Road EN1	Carterhatch Lane to Tenniswood Rd	3800	Town	Completed 28/07/21
Ivy Road N14		2100	Southgate	Completed 07/07/21
* Meridian Way N9	Phase 1 - Morson Rd (Sth) to Lee Valley Athletics Centre	6450	Jubilee	Completed 09/09/21
* Meridian Way N9	Phase 2 – Lee Valley Athletics Centre South	2000	Jubilee	Programmed 10/03/22
Southbury Road EN1	Crown Road to Swansea Road	2800	Southbury	Completed 14/09/21
Trinity Avenue EN1	A10 to Ladbroke Road	2650	Bush Hill Park	Completed 24/06/21

Bramley Road N14	Reservoir Road to Cat Hill roundabout	5600	Cockfosters	Completed 10/09/21
Southbury Road EN1	A10 to Baird Road	2700	Southbury	Completed 23/07/21
Bullsmoor Lane EN1	A10 to Lackmore Road	2550	Enfield Lock	Completed 16/09/21
Stagg Hill EN4	Waggon Road to Plumridge Farm Entrance	2850	Cockfosters	Completed 01/04/21
Parkgate Crescent En4	No.3 – No.63	3460	Cockfosters	Completed 10/06/21
Moffat Road N11		1150	Bowes	Completed 04/08/21
Devonshire Road N13	Aldermans Hill-No.3, 13-25, 41-65 & 93-Green Lanes	1800	Palmers Green	Completed 16/08/21
Pennington Drive N21	Tresilian Avenue to Champneys Court	1600	Southgate	Completed 05/07/21
<ul style="list-style-type: none"> * Works at Meridian Way originally funded by Borough Capital. Subsequent funding awarded by TfI for this work has allowed additional schemes to be completed off of this years reserve list 				
Partial Resurfacing				
Whitewebbs Lane Patching		800	Chase	Completed 04/06/21
Stagg Hill	Patch adjacent to Gas compound	480	Cockfosters	Completed 09/06/21
Edington Road		232	Enfield Highway	Completed 16/06/21
Borden Avenue	Village Rd to Sittingbourne Ave	1080	Grange	Completed 17/06/21
Meadway	No.45 to No.51	500	Southgate	Completed 18/06/21
Beaconsfield Road	Ordnance Rd to Rotherfield Rd	1270	Enfield Lock	Completed 21/06/21
Medcalf Road	No. 68 to dead end	570	Enfield Lock	Completed 22/06/21

Church Street EN2	Chase Side to Gentlemans Row	980	Town	Completed 09/07/21
Newsholme Drive	No. 15 to Highlands Ave	1330	Southgate	Completed 01/07/21
Laburnum Avenue	Hawthorne Wy to Northern Ave	810	Edmonton Green	Completed 19/07/21
Downes Court	Hoppers Rd to Woodland Way	350	Winchmore Hill	Completed 21/07/21
Carterhatch Lane	David Lloyds to Donkey La	1274	Southbury	Completed 09/09/21
Town Road	4No. Patches	1550	Lower Edmonton	Completed 27/08/21
Hoppers Road	Bourne Hill to College Road	2140	Winchmore Hill	Completed 27/10/21
Chalkwell Park Avenue	Patching	530	Grange	Completed 29/10/21
Church Hill	Wades Hill to Denleigh Gardens	1350	Winchmore Hill	Completed 02/11/21
Bridport Road	55 Gloucester Rd to 59/75 Bridport Rd	700	Upper Edmonton	Completed 03/11/21
Brownlow Road	Goring Rd to No. 123	2320	Bowes	Completed 05/11/21
Church St N9	Bury St West to Rowantree Rd	3500	Bush Hill Park	Programmed 28/02/22
Green Street	No.100-No.106 & junction of Westmoor Road.	450	Enfield Highway	Programmed 06/12/21
Inverforth Road	Station Road to No.1	210	Southgate Green	Programmed 07/12/21
Alma Road	Avondale Crescent to No. 417	220	Ponders End	Programmed 08/12/21
Clive Road	Southbury Road to Clive Way	600	Southbury	Programmed 04/03/22
Haselbury Road	Church Street to Northern Ave	2930	Haselbury	Programmed 08/03/22

Windmill Hill	Railway Bridge to No.63	1520	Highlands	Programmed 18/03/22
Crown Road	Road Slab Reconstruction	180	Southbury	Programmed 07/03/22
TOTAL				

Table 2: Reserve Schemes 2021/22

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Ward	Progress
Cannon Hill N14		5000	Southgate Green	Programmed 14/03/22
Hoppers Road N21	Fernleigh Rd – Compton Rd	3400	Winchmore Hill	
Hoppers Road N21	Stonnard to Fernleigh	4300	Winchmore Hill	
Buckingham Close EN1		910	Town	
Sandringham Close EN1		1050	Town	
York Road N21		1100	Bush Hill Park	Completed 30/06/21
Ashley Road EN3		230	Enfield Highway	
Bouvier Road		2000	Turkey Street	
Cockfosters Road	Cat Hill to Chalk Lane	7100	Cockfosters	

Cat Hill roundabout		1600	Cockfosters	Completed 25/08/21
Montagu Road	Conduit Lane to Swathling Close	1850	Edmonton Green	Completed 11/06/21
Worlds End Lane	Tresilian Ave to Lonsdale Dri	2750	Highlands	Programmed 17/02/22
Minchenden Crescent	Chandos Ave to Arnos Grove	3370	Southgate Green	
Adlington Close		1430	Upper Edmonton	
Broadway Mews		670	Winchmore Hill	
Clifton Gardens		1800	Highlands	
Chiltern Dene		950	Highlands	
St Paul's Rise		1700	Bowes	
Walsingham Road		2620	Grange	
Picketts Lock Lane	No.26a to Eastern end	4000	Jubilee	
Doveridge Gardens		1150	Palmers Green	
The Chine	Southern Extents (The Grangeway to Old Park Ridings)	2040	Grange	
Westbury Road		1325	Bowes	
Illingworth Way		725	Bush Hill Park	
Derwent road		4170	Winchmore Hill	
Aldbury Mews		1000	Bush Hill Park	
Rosemary Avenue N9		1430	Lower Edmonton	

Exeter Road N9	Monmouth Rd – Bounces Rd	1860	Lower Edmonton	
Waterfall Close		400	Southgate Green	
Wilbury way	Pentyre Avenue to Bull Lane	5910	Upper Edmonton	
Gordon Hill		4025	Town	
Myddleton Avenue		3600	Town	
TOTAL				

Appendix 2 – Progress to date on 2021/22 Footway Programme

Road Name	Extent	Area (m2)	Status	% Complete		No. of Dropped Kerb Applications
A1010 Hertford Rd EN3	Wickham Close to No.2 Tyberry Rd – West Side	115	Programmed			0
A1010 High St Hertford Rd EN3	No.394 High St to No.30 Hertford Rd – West Side	525	Programmed			0
Addison Road EN3	The Sunny Rd to Nursery Close – North Side	740	Complete	100.00%	740	16
	The Sunny Rd to Nursery Gardens – South Side					
Baker Street EN1	No.103a to 119 – East Side	300	Programmed			0
Borden Avenue EN1	Faversham Av to Sittingbourne Ave – Both Sides	590	Complete	100.00%	590	6
Bounces Road N9	Exeter Rd to Cornwallis Rd – South Side	800	Complete	100.00%	800	0
Carterhatch Lane EN1	Myddelton Ave to Russell Rd – Both Sides	830	Complete	100.00%	830	17
Cowper Gardens N14	The Fairway to No.47 – Both Sides	355	Complete	100.00%	355	0
Ecclesbourne Gardens N13	Oakthorpe Rd to No.68 & 71 – Both Sides	360	Programmed			4
Edington Road EN3	Entire Road	225	Complete	100.00%	225	3
Elmscott Gardens N21	Entire Road	525	On Site	95.00%	498.75	3
Enfield Road - EN2	Service Road - No.16 to No.80 – South Side	230	Programmed			0
Fox Lane - N14	Old Park Rd to Grovelands Rd – Both Sides	580	Programmed			0
Galliard Rd N9	No.10 to No.36 – East Side	300	Complete	100.00%	300	3
Holly Hill N21	Entire Road	995	On Site	5.00%	49.75	14
Leighton Road EN1	Main Avenue to No.91 – Both Sides	1230	Complete	100.00%	1230	8
Nelson Road EN3	No.15 to Falcon Road – West Side	210	Complete	100.00%	210	0
Queen Elizabeth Drive N14	No.80 to No.106 – Both Sides	885	On Site	90.00%	796.5	6
Riley Road EN3	Entire Road	710	Programmed			0
Rosemary Avenue EN2	Entire Road	1055	Complete	100.00%	1055	0
Station Road N21	Radcliffe Road to Ringwood Way – North Side	400	Complete	100.00%	400	1
Tottenham Road N13	No.198 to No.234 – South Side	640	Complete	100.00%	640	3
Bush Hill N21	Opp. No.5 to Opp. No.23	380	Programmed			0
Greenmoor Link	Entire Road	285	Programmed			0
Glenloch Rd	No.69 to Cedar Ave- Both sides	365	Programmed			0
		Sqm	13630		8720	84
		km	7.57		4.84	
	Total savings made by residents, having a dropped kerb constructed during renewal works, to date this year is:					£15,754.20
	Have completed 12 out of 25 schemes with a further 3 currently on site.					

ENVIRONMENT AND CLIMATE ACTION SCRUTINY WORK PROGRAMME 2021-22

ITEM	13 July 2021 Planning session	12 October 2021	9 December 2021	11 January 2021 (new date)	8 February 2021
Annual Items					
Setting the Panel's Work Programme 2021/22	Agree work programme				
Specific items:					
Meridian Water Environment Strategy		Report			
Review of the wetland and proposed actions (review of the wetland and tree planting work)		Report			
School Streets Progress and Quieter Neighbourhoods update			Report		
Update on the highway's capital programme and how effective the programme has been			Report		
Recycling Performance and Fly-tipping issues – Proposed actions and pilots - how we have progress?					Report
The Green and Blue Infrastructure Strategy – Update on the activity to support					Report
Air Quality Data Workshop				Report	
Review of Council Owned Buildings Energy Consumption				Report	

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