



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 2022/23 - HIGHWAYS AND STREET
SCENE (Pages 1 - 38)**

This page is intentionally left blank

London Borough of Enfield**Portfolio Report**

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

Subject: **Borough Capital Programme 2022/23 –
Highways and Street Scene.**

Cabinet Member: **Deputy Leader**

Executive Director: **Sarah Cary, Executive Director Place**

Ward: **All**

Key Decision: **KD 5423**

Purpose of Report

1. This report provides details of schemes to be funded from the Borough Capital Programme 2022/23 for Highways and Street Scene, Flood Alleviation schemes and Alleygating. It comprises a list of 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 the 2022/23 Highways & Street Scene budget of £8,011,125, approved as part of the 10-year Capital programme, by Council on 24th February 2022 (KD5353). This is fully funded by Council borrowing.
3. It is recommended that approval is granted to spend the 2022/23 Flood alleviation budget of £250,000 approved as part of the 10-year Capital programme, by Council on 24th February 2022 (KD5353). This is funded by £125,000 capital grant and £125,000 Council borrowing.
4. It is recommended that approval is granted to spend the 2022/23 Alleygating budget of £80,000 approved as part of the 10-year Capital programme, by Council on 24th February 2022 (KD5353). This is fully funded by an Earmarked Revenue Budget and will be regarded as a Revenue Contribution to Capital Outlay (RCCO).

5. 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.
6. It is recommended that authority be delegated to the Head of Highway Services to grant approval for the placing of orders through any existing relevant term contracts, or to issue invitation to tender / quotation, evaluation and award of individual scheme contracts as appropriate.
7. 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.
8. 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)

9. 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 and continue the programme of alleygating.

Relevance to the Council's Plan

10. Good homes in well-connected neighbourhoods

The road, cycleway and footway networks are essential to travel and connectivity. The continued planned highway maintenance programme ensures that roads, pavements, associated structures and soft landscaping are maintained in a safe and usable condition so that they remain usable for all road users.

11. Safe, healthy and confident communities

The planned highway maintenance programme ensures roads remain safe and serviceable, enabling safe and reliable journeys for the whole community and its needs and encouraging healthier forms of travel. The continued programme of flood alleviation schemes helps protect properties from the risk of flooding and improves the environment.

12. An economy that works for everyone

The local economy is dependent on a well maintained and serviceable highway network, particularly for the passage of goods, services and people. The continued programme of flood alleviation schemes is more than offset by the financial and social cost of flooding and its effect on local economy.

Background

13. The budgets for these programmes were included within the 10 year Capital Programme approved by Council on 24th February 2022 (KD5353) as part of an ongoing commitment to highway maintenance, flood alleviation and alleygating.

Main Considerations for the Council

14. 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	2,500,000
Footways – Renewal / Resurfacing Programme	1,440,000
Highway Defect Repairs	2,160,000
Bridge Maintenance	350,000
Bridge Renewal Projects - Feasibility	150,000
Watercourses	200,000
New River Loop	150,000
Verge and Shrub Beds	25,000
Highway Trees	500,000
Street Nameplates	26,125
Minor Highway Improvements	110,000
Playgrounds and Parks Infrastructure	400,000
Total 2022/23 Highways and Street Scene budget	8,011,125
Bridge Schemes (2021/22 allocation reprofiled to 2022/23)	£700,000
Total available Highways and Street Scene budget 2022/23	8,711,125
Alleygating	80,000
Flood Alleviation Programme	250,000
Total 2022/23 Capital Budget	£9,041,125

Table 1

15. Carriageways (£2,500,000): 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 2022/23 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 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.
16. Footway Replacement Programme (£1,440,000). This allocation enables the continuation of the Council's planned footway renewal programme to maintain and improve the condition of the footways and footpaths. Also included within this programme is the provision of dropped kerbs and tactile paving to improve ease of use and a specific allocation for maintenance of footways in the vicinity of trees affected by root damage. The footway schemes identified as being of highest priority for treatment during 2022/23 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.
17. Highway Defect Repairs (£2,160,000). Despite an asset management approach to planned maintenance and predict and prevent maintenance, 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. Unless the entire network is in a good condition, with no backlog, the need for reactive maintenance remains high.
18. Bridge Maintenance Programme (£350,000). This enables the high priority structural repairs to be undertaken to bridges and culverts. The schemes are identified in Appendix 3, table 1.
19. Bridge Renewal Programme - Feasibility (£150,000) and Bridge Schemes Reprofiled from 2021/22 (£700,000). Table 2 of Appendix 3 lists the feasibility studies to be undertaken into a number of bridges and highway structures, which require extensive repairs or replacement, in order to ascertain the most appropriate course of action. Appendix 3, table 3 lists the schemes identified from the outcome of the feasibility studies undertaken last year. The £700,000 allocation is part of the £1m capital budget in

2021/22, specifically for bridges and approved by the Cabinet Member for Environment and Sustainability on 23 April 2021.

20. Watercourses (£200,000). These projects are listed in Appendix 4, table 1. 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. 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.
22. New River Loop (£150,000). A specific allocation to undertake desilting of the New River Loop.
23. 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.
24. Highway Trees (£500,000). This budget has been significantly increased again this 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. New tree planting will be undertaken where space is possible, but there is a constant need 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. The tree planting season runs from November to March and therefore the spending profile for this element of the capital programme will be skewed to the latter end of the 2022/23 financial year.
25. Street Nameplates (£26,125). This allocation will allow for the ongoing programme of renewal and improvement of the borough's street nameplates.
26. Minor Highway Improvements (£110,000), This allocation is 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.

27. Playgrounds and Parks Infrastructure (£400,000). This will be used to fund essential maintenance and replacement to paths, fencing and playground equipment in various parks. This budget has been doubled this year compared to last year reflecting an increased budget need, including works to Broomfield lake.
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.
29. During the currency of the programme, the Highways and Minor Works Contract, will come to an end. A new contract is being tendered and programmed to commence in September 2022. With the exception of carriageway resurfacing, which is undertaken under a separate contract, a number of schemes covered in this report are constructed and implemented through this contract. Rates are likely to increase, which would affect the outturn costs and therefore the extent to which the individual schemes outlined in Appendices 2 to 4 can all be accommodated. In line with paragraphs 7 and 8, the Director of Environment and Operational Services and the Head of Highway Services will adjust the programme accordingly.

Safeguarding Implications

30. 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

31. Footpath restoration and general environmental improvements are necessary to encourage residents to increase their physical activity by undertaking more journeys by foot.
32. Flood alleviation adaptations are important steps to reduce the public health threat of our changing climate and anticipated higher rain fall and greater flood risks in Enfield.
33. The perception of threat from crime is detrimental to resident wellbeing. Alley gating should reduce crime and improve the perception of safety in our neighbourhoods.

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 for the programme has been undertaken and

is included in Appendix 5. It identified that the activities within this capital programme can make a significant positive contribution for some protected groups, but during works they could be more adversely affected. A separate Equalities Impact Assessment has been undertaken for the wetlands programme and where appropriate, further Equalities Impact Assessments will be carried out for specific schemes to ensure compliance to the Equalities Act 2010.

Environmental and Climate Change Considerations

35. Carriageway resurfacing operations will continue to make greater use of warm mix asphalt and with improvements in material technology will look to move away from predominant use of hot rolled asphalt. Warm asphalt technology typically reduces the embodied carbon of asphalt compared to conventional hot mixes by 8–12%, depending on plant efficiency.
36. The asphalt industry is continuing to respond to climate change and in addition to warm mixes is also looking at greater use of recycled materials. However, any products must be considered for durability and its whole life carbon footprint to ensure that possible increased frequency of application does not outweigh short term gains.
37. The proposals within the watercourses and flood alleviation programme include at least three wetland projects (including one in a school), over 20 rain gardens and the continuation of the Salmons Brook Natural Flood Management project, including further woodland and pond creation 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.

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

38. 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.
39. 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.
40. Enfield has a statutory function to manage local flood risk and one for which capital works are essential to ensure flood risk is managed to an acceptable standard.

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.

Risk Category	Comments/Mitigation
Strategic	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.
Operational	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. There is a risk that rates will increase during the year due to renewal of contracts, however these will be managed. 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

Budget – Capital

42. This request is for the approval of £8,341,125 to deliver the Highways & Street Scene Programme in 2022/23 which is made up of:

- Highways & Street Scene - £8,011,125
- Flood Alleviation - £250,000
- Alley Gating - £80,000

The table below shows the breakdown of the various schemes that these funds will be spent on.

Item Description	Allocation (£)
Highways and Street Scene	
Carriageways- Renewal / Resurfacing Programme	2,500,000
Footways – Renewal / Resurfacing Programme	1,440,000
Highway Defect Repairs	2,160,000
Bridge Maintenance	350,000
Bridge Renewal Projects – Feasibility	150,000
Watercourses	200,000
New River Loop	150,000
Verge and Shrub Beds	25,000

Highway Trees	500,000
Street Nameplates	26,125
Minor Highway Improvements	110,000
Playgrounds and Parks Infrastructure	400,000
Total 2022/23 Highways and Street Scene budget	8,011,125
Alleygating	80,000
Flood Alleviation Programme	250,000
Total 2022/23 Capital Budget	£8,341,125

Funding

43. The above programme and its schemes are to be funded by a mixture of Capital Grant, Revenue Contribution and Prudential Borrowing. This is shown in the table below:

Capital Scheme	Capital Grant	Revenue Contribution	Borrowing	Total £
Highways & Street Scene	0	0	8,011,125	8,011,125
Flood Alleviation	125,000	0	125,000	250,000
AlleyGating	0	80,000	0	80,000
Total Funding	125,000	80,000	8,136,125	8,341,125

£125,000 of the Flood Alleviation scheme that is currently showing to be funded by Capital Grant will be requested to be adjusted to be financed by borrowing in quarter one capital monitoring 2022/23 later in the year, and will be subject to a separate approval. This will enable the Council to unlock additional capital grants to support the Flood Alleviation capital programme (as shown in Appendix 4 Table 2). Should the additional £125,000 of capital borrowing is not secured later in the year, the Flood Alleviation capital programme will be amended accordingly.

Budget – Revenue

44. No additional impact on Revenue budgets.

Taxation

45. VAT input tax to be recovered as usual – no other tax implications.

Legal Implications

46. 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; and duties arising

pursuant to the provisions of the Reservoirs Act 1975 and the Flood and Water Management Act 2010.

47. 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.
48. 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 Services and Legal Services where required.
49. The Council must ensure value for money in accordance with the Best Value principles under the Local Government Act 1999.
50. As this is a Key Decision the Council must comply with the Key Decision procedure.
51. 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 the Director of Law and Governance.
52. The Council must be mindful that TUPE may apply if any of the proposals in this report will result in a service provision change, and legal advice must be sought to ensure that appropriate steps are taken to protect the Council's interest.

Workforce Implications

53. The work programmes described in this report will be delivered by in-house staff within Highway Services. There are TUPE implications associated with the change of contract which will deliver these schemes. These implications will not affect in-house staff and will be covered in the report for the award of the new contract.

Property Implications

54. The only elements of this report which attract property implications are those which do not involve adopted public highways; the works for the purposes of flood alleviation and creation of wetlands. A separate specific report has been produced on these series of works and property implications pertaining to these have been included in that report. As such, there are no other property implications required for this report.

Other Implications

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

Options Considered

56. Local highway authorities should adopt asset management principles of 'predict and prevent' and planned maintenance is an essential element in order to ensure the safety and resilience of the highway network. Any alternative to sustained levels of capital funding would go against prevention and proper asset management and the 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

57. 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.

58. The proposed schemes within the flood management capital programme will reduce the risk of flooding within the borough and bring about significant environmental improvements.

Report Author: Trevor King
Group Engineer, Network Management & Improvements
trevor.king@enfield.gov.uk
020 8132 0850

Date of report: 14/03/22 (for approval)

Background Papers

None

This page is intentionally left blank

Appendix 1

Carriageways Programme 2022/232
(Allocation: £2,500,000)

Table 1: Proposed Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost	Ward*
Poynter Road EN1		1950	£62,500	Southbury
Clay Hill EN2	Strayfield Rd to Browning Road	4900	£138,000	Whitewebbs
Cannon Hill N14		4350	£125,000	Arnos Grove
High Street Southgate N14	Meadway to Southgate College	5280	£159,000	Southgate
Holtwhites Hill EN2	Railway Bridge to Chase Side	2480	£74,500	Town
Station Road N11	Inverforth Rd heading North for 150m	2800	£84,000	New Southgate
Bullsmoor Lane (West) EN1		6964	£196,000	Whitewebbs
Lea Valley Road	Meridian Way to Wharf Road	4000	£120,000	Ponders End
Bouvier Road EN3		1640	£46,000	Carterhatch
Oaktree Avenue N13		1280	£71,000	Winchmore Hill
Theobalds Park Road EN2	Cattlegate Road to Tingleys Top Lane	3000	£85,000	Whitewebbs
Warwick Road N11	A406 to Lancaster Road	3840	£108,000	New Southgate
Wilbury Way N18	Plowman close to Bridport Rd384	4350	£122,500	Upper Edmonton
Willow Walk		1520	£46,000	Southgate
Claremont Road and Courtleigh Avenue EN4		4150	£93,500	Cockfosters
Rosewood Drive, Cypress Rd + Ash Ride		3850	£115,500	Whitewebbs
Forest Road N9		1900	£55,000	Jubilee
Partial Resurfacing			£500,000	
Surface Treatment			£300,000	
Total			£2,500,000	

*Wards reflect the boundary changes and wards effective from 5th May 2022

Table 2: Reserve Schemes 2022/23 / Forward Plan Schemes 2023/24

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
The Rise N13		1000	£55,000
Nags Head Road EN3	53-130 & 196-203	2790	£85,000
Nursery Close EN3		840	£20,000
Beverley Close N21		1820	£41,000
Wolves Lane N13	Tottenham Road to Borough Boundary	3270	£92,000
Elmscott Gardens N21		670	£19,000
Cherry road EN3		980	£28,000
Queens Road EN1		1575	£44,500
Pine Close N14		680	£19,500
Burford Gardens N13		3530	£99,500
Beech Hill Ave EN4		3561	£80,500
Sheldon Road N9/N18		3100	£87,500
Lacey Close N9		860	£24,500
Cambridge Gardens N21		1300	£37,000
Mayfair Terrace N14		1475	£33,500
Tyberry Road EN3		1200	£34,000
Forest Road EN3		2460	£69,500
Powys Lane N14	Aldermans Hill to Wilmer Way	3085	£87,000
Ollerton Road N11		2920	£82,500
Cranford Avenue N13		1533	£34,500
Lion road N9		1580	£44,500
Church Lane N9		2080	£59,000
Highfield Road N21		3250	£91,500
Haselbury Road	Silver Street to Henley Road	2300	£65,000

This page is intentionally left blank

Appendix 2

Footways Programme 2022/23 (Allocation: £1,440,000)

Table 1 Proposed Schemes

Road Name	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment	Ward*
Alderman's Hill N13	Cannon Hill to Ulleswater Rd - North Side	875	£87,500	Paving	Asphalt	Arnos Grove/ Palmers Green
Ashley Road EN3	Entire road	185	£18,5000	Asphalt	Asphalt	Brimsdown
Bideford Road EN3	Entire Road	1030	£103,0000	Paving/concrete	Asphalt	Enfield Lock
Bury Street N9	Lawn Close to Edward Close - North Side	235	£23,500	Paving	Asphalt	Haselbury
Bush Hill	Quakers Walk to No.37 - East Side	590	£59,000	Paving	Asphalt	Grange Park
Clay Hill EN2	Entrance to Woodbury Manor Carehome to LP 38 - South Side	155	£15,500	Asphalt	Asphalt	Whitewebbs
Enfield Road EN2- Phase 3	Enfield Rd - No.134 to No.146 - Service Rd	220	£22,000	Paving	Asphalt	Ridgeway
Fox Lane N14 -Phase 3	Grovelands Rd to Lakeside Rd - Both sides	515	£51,500	Paving	Asphalt	Palmers Green
Galliard Road N9 – Phase 4	No.36 to Park Entrance- East Side	430	£43,000	Paving	Asphalt	Jubilee
Goodwood Avenue EN3	Turkey Street to Ascot Gardens - Both Sides	530	£53,000	Paving/asphalt	Asphalt	Bullsmoor
Hillfield Park N21	No.26 to No.34 - West Side	95	£9,500	Paving	Asphalt	Winchmore Hill
Larmans Rd EN3 – Phase 3	No.56 to No.102 - Both Sides	545	£54,500	Paving	Asphalt	Bullsmoor

Leighton Rd EN1 – Phase 2	No.91 to Landseer Rd - Both sides	1145	£114,500	Paving/asphalt	Asphalt	Southbury
Mandeville Road EN3 – Phase 2	Park Rd to Chestnut Rd - Both Sides	780	£78,000	Paving	Asphalt	Enfield Lock
Monastery Gardens	Side of No.92 Baker St to No.2	100	£10,000	Paving/asphalt	Asphalt	Town
Montagu Gardens N18 – Phase 2	Brettenham Rd to No.51 - Both Sides	460	£46,000	Paving/asphalt	Asphalt	Edmonton Green
Powys Lane N13	No.111 to 137 East Side & No.104 to 124 West Side	795	£79,500	Paving	Asphalt	Arnos Grove
Primrose Avenue EN2	Baker St to rear of No.344 Baker St	45	£4,500	Paving	Asphalt	Whitewebbs
Sandhurst Rd N9	Chesterfield Rd to Charlton Rd - Both Sides	1020	£102,000	Paving/concrete	Asphalt	Jubilee
St Malo Avenue N9	Town Rd to No.36 - Both Sides	540	£54,000	Paving	Asphalt	Lower Edmonton
St Mark's Road EN1	Main Avenue to No.60 - Both Sides	965	£96,500	Paving	Asphalt	Southbury
The Spinney N21	Church Hill to No.14 - Both Sides	525	£52,500	Paving	Asphalt	Winchmore Hill
Tottenham Road N13 - Phase 4	Beale Close to No.155 - Both sides	1035	£103,500	Paving/asphalt	Asphalt	Bowes
Windmill Road N18 – Phase 2	Henley Rd to Cheddington Rd East Side & Huxley Rd to No.133 West Side	435	£43,500	Paving	Asphalt	Haselbury
Pedestrian Dropped Kerbs	Various		£15,000			Various
Pavement repairs around tree roots	Various		£100,000			Various
Total			£1,440,000			

*Wards reflect the boundary changes and wards effective from 5th May 2022

Table 2 Reserve Schemes 2022/23 / Forward Plan Schemes 2023/24

Road	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment	Ward*
Lytton Ave EN3	Bilton Way to No.13 - Both Sides	753	£75,300	Paving/ asphalt	Asphalt	Enfield Lock
Montagu Crescent N18	Montagu Gardens to No.23 - Both Sides	513	£51,300	Paving/ asphalt	Asphalt	Edmonton Green
Balmoral Rd EN3	Larmans Rd to No.56 - West Side	590	£59,000	Paving	Asphalt	Bullsmoor
Ingleton Road	Borough Boundary to No.47 – Both Sides	475	£47,500	Paving	Asphalt	Upper Edmonton
Elmdale Road	Entire road	1190	£119,000	Paving	Asphalt	Palmers Green

*Wards reflect the boundary changes and wards effective from 5th May 2022

This page is intentionally left blank

Appendix 3

Table 1. Bridge Maintenance Programme 2022/23

(Allocation: £350,000)

Project	Stage	Estimated Cost	Comments
LBE C06-05 Ladbroke Road Culvert	Construction	£22,000	Concrete Repairs
LBE C06-17 Hertford Road Culvert	Construction	£14,000	Concrete Repairs
LBE 033 Lea Valley Road Bridge	Construction	£14,000	Re-paint works
LBE049 Lea Valley Road over Railway	Construction	£67,000	Re-paint works, Special Investigation & Rail possessions
LBE 125 Whittington Road Bridge	Design	£80,000	Detailed Design Bridge replacement
LBE 166 Argon Road Bridge	Construction	£10,000	Re-paint works
LBE 167 Advent Way Bridge	Construction	£10,000	Re-paint works
LBE 823 Deepdene Court Footbridge	Construction	£8,000	Concrete abutment repairs
LBE 803 Arnos Park Brookdale Path Footbridge	Construction	£8,000	Concrete Repairs
LBE 805 Arnos Park Playground Footbridge	Construction	£7,000	Concrete Repairs
LBE 818 Church Road Footbridge	Construction	£12,000	Re-paint works
LBE 829 Maidens Footbridge	Construction	£7,000	Re-paint works
LBE 831 Covert Way Footbridge	Construction	£14,000	Brick Repairs
LBE 844 Mollison Avenue Footbridge	Construction	£7,000	Concrete Repairs
LBE 865 Albany Park Standard Road Footbridge	Construction	£17,000	Re-paint works
LBE 932 Trent Park Bridleway Footbridge	Construction	£9,000	Re-paint works
LBE 933 Trent Park Bridleway Footbridge	Construction	£9,000	Re-paint works
Parks Bridge Access Maintenance/Improvements	Maintenance	£25,000	Bridge maintenance/improvement
Contingency or ad hoc work	Construction	£10,000	
Total		£350,000	

Table 2. Bridge Renewal Programme – Feasibility 2022/23**(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 051 Hertford Road Bridge	£25,000	Bridge Refurbishment/ Replacement
LBE 078 Carterhatch Lane Bridge	£25,000	Bridge Refurbishment/ Replacement
LBE 091 Hadley Road Bridge	£25,000	Bridge Refurbishment/ Replacement
LBE 097 Maidens Bridge	£25,000	Bridge Refurbishment/ Replacement
LBE 102 Newbury Avenue Bridge	£25,000	Bridge Refurbishment/ Replacement
LBE 121 Broomfield Lane Bridge	£25,000	Bridge Refurbishment/ Replacement
Total	£150,000	

Table 3. Bridge Schemes 2022/23**(Allocation: £700,000)**

All projects listed below are schemes identified for construction which have been identified from the feasibility studies undertaken in 2021/22.

Project	Estimated Cost	Comments
LBE 092 Hazelwood Lane Bridge	£140,000	Bridge Refurbishment
LBE 089 Firs Lane Bridge	£140,000	Bridge Refurbishment
LBE 071 Barrowell Green Bridge	£160,000	Bridge Refurbishment
LBE 079 Cattlegate Road Bridge North	£260,000	Bridge replacement under verges
Total	£700,000	

This page is intentionally left blank

Appendix 4

**Table 1. Watercourses Programme 2022/23
(Allocation: £200,000)**

Project	Estimated Cost	Comments
Salmons Brook NFM	20,000	
Boundary Brook Park	70,000	
SuDS (Green Lanes, Jasper Close, Wetherby Road, Haselbury Phase 4, Bullsmoor Lane, Holtwhites Hill, Chase Green Wetlands)	80,000	Required to support £130k Thames Water funding, plus additional EA, etc
Albany Park	30,000	Required to support £50k bid to Thames Water for Hertford Road surface water connection
Total	£200,000	

**Table 2. Flood Alleviation Programme 2022/23
(Allocation: £250,000)**

Project	Estimated Cost	Comments
Wilbury Wetlands	50,000	Required to support £275k external funding (Rivers Trust, EA, S106)
Monken Hadley Common	50,000	Required to support £125k Thames Water funding
Oakthorpe School SuDS	50,000	Required to support £75k GLA funding
Oakwood Park Wetlands	40,000	Required to support £235k external funding (Rivers Trust, EA, S106)
Enfield Chase Restoration Project	50,000	
Reservoir Improvements	10,000	
Total	£250,000	

The delivery of the schemes shown in the above table will be programmed during 2022/23 to align with the funding shown in paragraph 43. Should the additional £125,000 of capital borrowing not be secured, the above programme will be amended accordingly.

This page is intentionally left blank

Appendix 5

Equalities Impact Assessment

SECTION 1 – Equality Analysis Details

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	Borough Capital Programme 2022/23 Highways and Street Scene, Flood Alleviation and Alleygating
Lead officer(s) name(s) and contact details	Trevor King Trevor.king@enfield.gov.uk
Team/ Department	Highway Services
Executive Director	Sarah Cary
Cabinet Member	Deputy Leader
Date of EqIA completion	Rev 2: 11/03/22

SECTION 2 – Summary of Proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

Please summarise briefly:

What is the proposed decision or change?

What are the reasons for the decision or change?

What outcomes are you hoping to achieve from this change?

Who will be impacted by the project or change - staff, service users, or the wider community?

What is the proposed decision or change?

Planned maintenance of highway assets, particularly carriageways, footways and structures, flood alleviation schemes and alleygating from the approved Borough Capital Programme.

What are the reasons for the decision or change?

Ongoing annual planned maintenance programme to maintain and improve the highway and watercourses network and increase the number of gated alleyways.

What outcomes are you hoping to achieve from this change?

Intervention to prevent further deterioration of the highway assets and improved service life, reduce risk of flooding and implement alleygating.

Who will be impacted by the project or change – staff, service users, or the wider community?

The services delivered are universal services, in that they are intended to benefit

all highway users, including all of the groups in the protected characteristics.

SECTION 3 – Equality Analysis

This section asks you to consider the potential differential impact of the proposed decision or change on different protected characteristics, and what mitigating actions should be taken to avoid or counteract any negative impact.

According to the Equality Act 2010, protected characteristics are aspects of a person's identity that make them who they are. The law defines 9 protected characteristics:

1. Age
2. Disability
3. Gender reassignment.
4. Marriage and civil partnership.
5. Pregnancy and maternity.
6. Race
7. Religion or belief.
8. Sex
9. Sexual orientation.

At Enfield Council, we also consider socio-economic status as an additional characteristic.

“Differential impact” means that people of a particular protected characteristic (eg people of a particular age, people with a disability, people of a particular gender, or people from a particular race and religion) will be significantly more affected by the change than other groups. Please consider both potential positive and negative impacts, and, where possible, provide evidence to explain why this group might be particularly affected. If there is no differential impact for that group, briefly explain why this is not applicable.

Please consider how the proposed change will affect staff, service users or members of the wider community who share one of the following protected characteristics.

Age

This can refer to people of a specific age e.g. 18-year olds, or age range e.g. 0-18 year olds.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

Please provide evidence to explain why this group may be particularly affected.

Enfield has relatively high proportions of children and young people under the age of twenty – higher than both London and England averages. Both the London area and Enfield have proportionately fewer older residents than the England average.¹ However Enfield's older population is set to increase by 15% to 50,200 in 2025.²

Flood alleviation schemes reduce the likelihood and mitigate the impact of flooding, which affects everyone in the flood zone, but it is expected that this may have a greater impact on older and vulnerable residents, due to additional needs.

The continued planned maintenance of parks and playground infrastructure ensures that facilities remain open and operational for all users, but in particular young people who benefit from play facilities and open spaces for play and recreation.

The highest percentages of walking and cycling can be seen in those aged under 16, with 37 per cent of all trips made on foot or by bike. Those aged 65 and over have the lowest levels of walking and cycling, with 27 per cent of all trips, but the highest percentage of trips driven (or as a passenger in a car or van) at 52 per cent.

The delivery of the highway capital programme and continued planned maintenance makes a significant contribution to improving access to the highway and local transport, minimising the occurrence of potholes and other trip hazards. The improvement to highway and footpath surfaces will be beneficial to residents of all ages and especially older people, who can be more susceptible to trips and falls due to defects.

However, access and orientation during maintenance works can be more difficult for older persons. Therefore, all works on site and temporary measures will meet guidance, adapted to the specific location, providing temporary crossing points, ramps, barriers with tapping rails etc.

People of young and old age are more vulnerable to poor air quality.³ For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems. The creation of wetlands, improved green spaces and the planting of trees and

¹ Borough Profile 2021

² Older People JSNA, Enfield Council, 2021

³ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

shrubs will help to improve air quality, which will disproportionately benefit these age groups. Furthermore, improvements to highway and footpath surfaces will make sustainable travel more accessible, safe and attractive, ultimately reducing emissions from private vehicles.

The completion of the alley gating programme will enhance community safety and help to reduce the risk of crime against vulnerable people who are affected by illness, disability and frailty. There is strong evidence that alley gating reduces burglary and disorder and increases the perception of safety and satisfaction within the area of residence.

Mitigating actions to be taken

No further mitigating action identified.

Disability

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-day activities.

This could include:

Physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

At the 2011 Census, 47,979 Enfield residents (15.4% of the total) reported a long-term health problem or disability. 52.5% of people with a disability or long-term health problem were of working age (16-64 years), with 43% of the total aged over 65 years.

The delivery of the highway capital programme and continued planned maintenance makes a significant contribution to improving access to the highway and local transport, minimising the occurrence of potholes and other trip hazards. Persons with a disability may be more reliant on this infrastructure to be in good condition to access jobs and local facilities and to be independent travellers and can be more susceptible to trips and falls due to defects. Therefore, improvement of surfaces, in particular, will make a positive contribution.

Flood alleviation schemes reduce the likelihood and mitigate the impact of flooding, which affects everyone in the flood zone, but it is expected that this may have a greater impact on disabled residents, due to additional needs.

However, access and orientation during maintenance works can be more difficult for persons with a disability. Therefore, all works on site and temporary measures will meet accessibility guidance, adapted to the specific location, providing temporary crossing points, ramps, barriers with tapping rails etc.

The completion of the alley gating programme will enhance community safety

and help to reduce the risk of crime against vulnerable people who are affected by illness, disability and frailty. There is strong evidence that alley gating reduces burglary and disorder and increases the perception of safety and satisfaction within the area of residence.
Mitigating actions to be taken
No further mitigating action identified.

Gender Reassignment
This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.
Will this change to service/policy/budget have a differential impact [positive or negative] on transgender people?
Please provide evidence to explain why this group may be particularly affected.
It is considered that this proposal is unlikely to have a disproportionate impact on the grounds of Gender Reassignment.
Mitigating actions to be taken
N/A

Marriage and Civil Partnership
Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, whereas a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.
Will this change to service/policy/budget have a differential impact [positive or negative] on people in a marriage or civil partnership?
Please provide evidence to explain why this group may be particularly affected
It is considered that this proposal is unlikely to have a disproportionate impact of the grounds of Marriage and Civil partnership.
Mitigating actions to be taken
N/A

Pregnancy and maternity
Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
Will this change to service/policy/budget have a differential impact [positive or negative] on pregnancy and maternity?
Please provide evidence to explain why this group may be particularly affected

The birth rate in Enfield was 15.1 births per 1000 people in 2016, approximately 28 per cent above the national average that year of 11.8, though on par with the Outer London average of 15.0 per 1000 people. Therefore, there are statistically more likely to be pregnant and maternal people who reside in Enfield than the national average, however this is near equal to Outer London.

The delivery of the highway capital programme and continued planned maintenance makes a significant contribution to improving access to the highway and local transport.

Pregnant women and women in the early months after birth, who may also have other young children, as well as a new-born baby, to look after, as a family group may need to take extra care, both when walking on the footway and crossing a road. They can be more susceptible to trips and falls and defects could impede their passage. Therefore, improvement of surfaces, in particular, will make a positive contribution.

However, access and orientation during maintenance works can be more difficult for new parents with prams. Therefore, all works on site and temporary measures will meet accessibility guidance, adapted to the specific location, providing temporary crossing points, ramps, barriers with tapping rails etc.

Improvements to air quality, as a result of improved green spaces, wetlands and increased active travel, are likely to disproportionately benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Mitigating actions to be taken

No further mitigating action identified.

Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people of a certain race?

Please provide evidence to explain why this group may be particularly affected

The Enfield Ethnicity estimates are produced in-house, using data from the 2011 Censuses and the 2019 School Census conducted by the local education authority (LEA). Based on these estimates, residents from White British backgrounds make up 35.3% of Enfield's inhabitants with other White groups (including White Irish) combined at 26.4%. Mixed Ethnic Groups account for 5.5%, Asian Groups for 11.0% and Black groups for 17.9% of Enfield's population.⁴

The proposals will improve conditions for pedestrians and cyclists, by reducing potholes and trip hazards. This will disproportionately benefit ethnic groups

⁴ Borough Profile 2021

who are disproportionately likely to walk, ('Asian or Asian British', 'Mixed or multiple ethnic groups' and 'Other Ethnic Groups'), as well as 'Black and Black British' and 'Other Ethnic Groups' who are disproportionately likely to use public transport (as every public transport journey starts or ends on foot or cycle).

With the exception of 'Other Ethnic Groups', car usage in Enfield is high, particularly for 'Gypsy or Irish Travellers' and 'Mixed or multiple ethnic groups'. Therefore, improvements to highways, reducing potholes, will be beneficial to all ethnic groups. However, it should be note that reducing car dominance and car usage is a key aspect of Enfield's broader strategy.

Evidence shows that the worst air pollution levels in England were seen in ethnically diverse neighbourhoods, defined as those where more than 20 per cent of the population are non-white.⁵ The creation of wetlands, improved green spaces and the planting of trees and shrubs will help to improve air quality, which will benefit all ethnic groups. Furthermore, improvements to highway and footpath surfaces will make sustainable travel more accessible, safe and attractive, ultimately reducing emissions from private vehicles.

In England, Black people are nearly four times as likely as White people to have no access to outdoor space at home (37% compared with 10%).⁶ Therefore, improvements to parks and playgrounds will benefit those without access to garden spaces and provide opportunities for physical activity

Mitigating actions to be taken

No further mitigating actions identified.

Religion and belief

Religion refers to a person's faith (e.g. Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

During construction works, access by road or footway to places of worship may be interrupted. Therefore, construction will have clear plans and liaison will take place where local places of worship which may be impacted. We will maintain access to places of worship.

Mitigating actions to be taken

No further mitigating actions identified.

⁵ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

⁶ <https://www.ons.gov.uk/economy/environmentalaccounts/articles/oneineighbritishhouseholdshasnogarden/2020-05-14>

Sex

Sex refers to whether you are a man or woman.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on men or women?

Please provide evidence to explain why this group may be particularly affected.

According to the Census 2011, in Enfield 48.9 per cent of residents identify as male and 51.1 per cent as female. This is very similar to the percentage split for London as a whole (49 per cent male, 51 per cent male).

Walking is the most commonly used type of transport by females, making up 33 per cent of all trips. This is 5 per cent higher than males. On average, females drive slightly less than males, making up 44 per cent of trips vs 46 per cent with males.

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3.⁷ This pattern however is reversed amongst older adults, with older female Londoners taking fewer weekday trips than older male Londoners, 2.0 compared to 2.2. It is important to recognise that females are more likely than males to be travelling with buggies or caring for frail relatives, and this can affect transport choices.

The delivery of the highway capital programme and continued planned maintenance makes a significant contribution to improving access to the highway and local transport, minimising the occurrence of potholes and other trip hazards. This likely to have a more positive impact on women, who may be more reliant on this infrastructure to be in good conditions, for cycling and walking. Therefore, improvement of surfaces, in particular, will make a positive contribution.

However, access and orientation during maintenance works can be more difficult for parents with prams and buggies or those caring for frail relatives, which is statistically more likely to be women. Therefore, all works on site and temporary measures will meet accessibility guidance, adapted to the specific location, providing temporary crossing points, ramps, barriers with tapping rails etc.

Mitigating actions to be taken

No further mitigating actions identified.

Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

⁷ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

Please provide evidence to explain why this group may be particularly affected.

It is considered that this proposal is unlikely to have a disproportionate impact on the grounds of Sexual Orientation.

Mitigating actions to be taken

N/A

Socio-economic deprivation

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

Please provide evidence to explain why this group may be particularly affected.

In Fairer Enfield 2021-25, our Equality, Diversity and Inclusion Policy, Enfield Council commit to implementing the socio-economic duty. We commit to treating everyone equally regardless of socio-economic status and will work to eliminate discrimination and disadvantage caused by a person's socio-economic status.

People in semi-skilled and unskilled manual occupations, casual workers and those who are unemployed are almost three times as likely as those in managerial, administrative, professional occupations to be without a garden (20% compared with 7%).⁸

The provision of local public open spaces and associated facilities is of greater importance to those lower socio-economically disadvantaged. The continued planned maintenance of parks and playground infrastructure ensures that facilities remain open and operational.

The planned highway maintenance programme will improve the road and footway surfaces, enabling journeys for the whole community. Better surfaces benefit those more reliant on walking, cycling and accessing public transport. It encourages healthier forms of travel.

The flood alleviation and wetland schemes align with the objectives of the Local Flood Risk Management Strategy (2016), Climate Change Action Plan (2021) and Blue & Green Strategy (2021). The southeast of the borough is where most of the flood risk is concentrated and consequently, the areas that have the highest flood risk are also areas of the highest deprivation and highest population density in

⁸

<https://www.ons.gov.uk/economy/environmentalaccounts/articles/oneineightbritishhouseholdshasnogarden/2020-05-14>

Enfield. The cumulative impact of these schemes will help to reduce the impact of flooding in the southeast of the borough

Mitigating actions to be taken.

No further mitigating actions identified.

SECTION 4 – Monitoring and Review

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

Monitoring throughout the programme and where appropriate, further Predictive Equalities Impact Assessments will be carried out for specific schemes to ensure compliance to the Equalities Act 2010.

This will be monitored by the Head of Service for the programme and project engineers for individual schemes.

SECTION 5 – Action Plan for Mitigating Actions.

Identified Issue	Action Required	Lead officer	Timescale/By When	Costs	Review Date/Comments
Construction work near places of worship	Planning of individual schemes to minimise impact and liaison with affected parties.	Project engineer for scheme	In scheme planning stage and when local engagement programmed	-	
Provision of barriers, ramps etc during works	Regular inspection during works and instructions to contractors	Project engineer for scheme and site supervision staff	During scheme delivery	-	