



Contact: Democracy@enfield.gov.uk

ENVIRONMENT FORUM

**Monday, 18th September, 2023 at 7.00 pm in the Council Chamber,
Civic Centre, Silver Street, Enfield, EN1 3XA**

Membership:

Cllrs: Nicki Adeleke (Chair), Chris James (Vice Chair), Maria Alexandrou, Hannah Dyson and Nia Stevens

AGENDA – PART 1

1. WELCOME AND APOLOGIES

2. DECLARATIONS OF INTEREST

Members are asked to declare any disclosable pecuniary, other pecuniary or non-pecuniary interests relating to items on the agenda.

3. MINUTES OF PREVIOUS MEETING (Pages 1 - 4)

To receive and agree the minutes of the previous Environment Forum meeting held on Tuesday 13 June 2023.

4. TOWN CENTRES (Pages 5 - 42)

To receive an update on Town Centres.

5. STREET SCENE & PUBLIC ART (Pages 43 - 66)

To receive an update on Street Scene & Public Art.

6. DATE OF NEXT MEETING

To note the date of the next meeting will be Tuesday 5th December 2023.

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MINUTES OF THE MEETING OF THE ENVIRONMENT FORUM HELD ON TUESDAY, 13TH JUNE, 2023

MEMBERS: Councillors: Nicki Adeleke (Chair), Chris James (Vice-Chair), Maria Alexandrou, Hannah Dyson, and Nia Stevens.

Officers: Sarah Cary (Executive Director of Housing, Regeneration and Development), Martin Rattigan (Head of Environmental Protection and Bereavement Services), and Harry Blake-Herbert (Governance Officer).

Also Attending: Lindsay Rawlings (Edmonton Hundred Historical Society), John West (The Enfield Society), Chris Horner (Southgate District Civic Voice), Neil Paddon-Smith (Meadway Conservation Area Study Group), Mustafa Ibrahim (Enfield Town Conservation Area Study Group), Andrew Newman (Clay Hill Study Group), Carol Fisk (Trent Park Conservation Committee), Dave Cockle (Enfield Transport Users Group), and a member of the public.

1. WELCOME AND APOLOGIES

The Chair welcomed everyone to the meeting.

Apologies for absence were received from: Doug Wilkinson (Director of Environment & Street Scene), Dennis Stacey (Bush Hill Park Conservation Area Study Group), Juliet Barnett (Trent Park Conservation Committee) who was substituted by Carol Fisk, Paul Hutchinson (Grange Park Conservation Area Study Group), and Denise Gandhi (Southgate Green Association).

2. MINUTES OF THE PREVIOUS MEETING

AGREED the minutes of the meeting held on Tuesday 25 April 2023 as a correct record.

Members of the Forum asked if there was an update on who owns Mossops Creek; Martin Rattigan agreed to follow up on this.

3. TOPIC DISCUSSION

Members of the Forum discussed a variety of topics they wanted to see considered for the 2023/24 Environment Forum Work Programme.

The Chair asked that members work towards having 2-3 items per meeting.

The use of pesticides/chemicals was discussed as an issue that a member of the Forum would email officers to ask about separately.

ENVIRONMENT FORUM - 13.6.2023

The Forum provided some specific lines of enquiry they would like to receive updates on/ discuss at the meetings, with regards to the items put forward for the work programme, as attached below.

Telecom/mono-poles were described as an issue that the council had little control over, that was dealt with more by the Planning department, that residents could lobby their councillors about, and that Sarah Cary, Executive Director of Housing, Regeneration and Development, would look at and feedback on the potential for working towards having more control over, as part of the Local Plan.

The Chair agreed to circulate the briefing she had received from the Planning team/ department on telecom poles to members of the Forum.

With regards to an 'any other business' item being added to the agenda, the Chair said that she would allow minor announcements at the end of meetings if time permitted, and that if members wanted to give larger updates or had specific issues, relating to items on the agenda that they wanted to see discussed, they should contact her in advance of the meeting to see if such discussions could be arranged.

Members of the Forum asked for the maintenance of a table of actions, for these actions to be followed up with, and to receive updates at meetings when tasks assigned to officers are completed.

4. WORK PLANNING

Members agreed the items that would be put on the Environment Forum 2023/24 Work Programme, as attached below.

Sarah Cary, Executive Director of Housing, Regeneration and Development, agreed to review the items proposed for each meeting to see if they were feasible/ could be better rearranged.

5. DATES OF FUTURE MEETINGS

Members noted the dates of future meetings as shown on the agenda.

The meeting ended at 19:59.

Environment Forum 2023/24 Work Programme:

<p style="text-align: center;">Monday 18 September 2023</p> <ol style="list-style-type: none"> 1. Climate Action Plan and air quality – members asked for updates to include particulates, particularly comparisons between tyres and brakes vs fuel particulates, and hotspot trends for these, as well as feedback on the impact of school zones and LTNs 2. Town Centres – members asked for updates to include Enfield Town and Edmonton Green developments 3. Street Scene & Public Art – members asked for updates/ discussion to include telecom poles and street furniture more generally, the management of verges, the carbon footprint associated with relaying pavements, highways repairs and maintenance, and an update on the design guide/ material being used. 	<p style="text-align: center;">Tuesday 28 November 2023</p> <ol style="list-style-type: none"> 1. Rewilding and Tree Planting – members asked for an update on how the introduction of cattle is progressing, and the maintenance of the newly planted trees 2. Public Transport – members asked for representatives from TFL & GTR to be invited, and for specific feedback on improving interchange between bus and national rail stations; an example was given of the 456 bus being restored to its natural terminus at Cruise Hill Station 3. Local Plan Update
<p style="text-align: center;">Wednesday 10 January 2023</p> <ol style="list-style-type: none"> 1. Fly tipping, recycling, and waste management – members asked for this to include feedback on fly tipping hotspots, how Enfield's fly tipping and recycling rates/ statistics compare to other boroughs, and what is being done to deter fly tipping and increase recycling 2. Cycling/ journeys and places – members asked for this to include updates/ feedback on recent feasibility studies and consultations and schemes/ organisations in the borough that aid adults with cycling 3. Food production and allotments 	<p style="text-align: center;">Tuesday 16 April 2024</p> <ol style="list-style-type: none"> 1. Climate Action updates from community groups 2. Cemeteries and Parks Management – members asked for feedback to include how Enfield's four registered parks/ gardens would be taken off the at-risk register 3. Heritage – members asked for an update on the list, and how they can ask for things to be added to it

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London Borough of Enfield

Report Title	Town Centre Updates
Date of Meeting	18 September 2023
Cabinet Member	Cllr Anyanwu
Executive Director / Director	Brett Leahy
Report Author	Clare Moloney and Andrew Catcheside

Purpose of Report

1. Update on latest activity within the Boroughs primary Town Centres including Enfield Town, Edmonton Green, Angel Edmonton, Palmers Green and Southgate. Town Centre development is led by the Place Shaping Team within the Journeys & Places programme.

Main Considerations for the Panel

Relevance to Council Plan

2. The Journeys & Places programme aims to deliver on the priorities set out in the Council Plan:
 - **Clean and green spaces** – projects include the delivery of improved public realm, including additional greenery and longer-term contribute towards greater levels of sustainable transport.
 - **Safe, healthy and confident communities** – projects help contribute towards creating a safer environment and through increasing transport choices helping enable healthier lifestyles.

- **Thriving children and young people** – projects help improve the borough for future generations and individual project consultations actively seek the input of young people to help shape their design.
- **More and better homes** – projects help create improved connections within and between local neighbourhoods.
- **An economy that works for everyone** – projects contribute towards developing town centres and public places that are vibrant, healthy and inclusive.

Background and Options

3. The Place Shaping Team have continued to deliver a range of activities in our five priority town centres – Enfield Town, Edmonton Green, Angel Edmonton, Palmers Green and Southgate.
- 3.1. This activity is guided by a set of Action Plans which are place specific and capture the strategic direction of each centre and outline the opportunities, challenges, goals and themes for each, along with a vision and set of actions to support their future success.
- 3.2. The Action Plans were first published in 2022 and reviewed at a previous Economic & Regeneration Scrutiny Panel in Feb 2022. The Action Plans are live documents and the Place Shaping team are in the process of a review with a view to publishing revised plans in early 2024.

Activity

- 3.3. The attached presentation, which will be delivered at the Environment Forum, provides an update on the range of activity that is ongoing, including:
 - Enfield Town:
 - Palace Gardens development
 - Liveable Neighbourhood & Enfield Town Arts Trail
 - Curate Enfield Town
 - Edmonton Green:
 - The Green
 - Angel Edmonton
 - Good Growth funded programme: Living Room Library, Angel Yard & Fore Street Murals
 - Fore Street for All
 - Curate Angel Edmonton

- Palmers Green
 - Devonshire Square
 - Arbeit Studios Workspace

 - Southgate
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journeys & places

Update on Town Centres
Environment Forum September 2023

Enfield Town

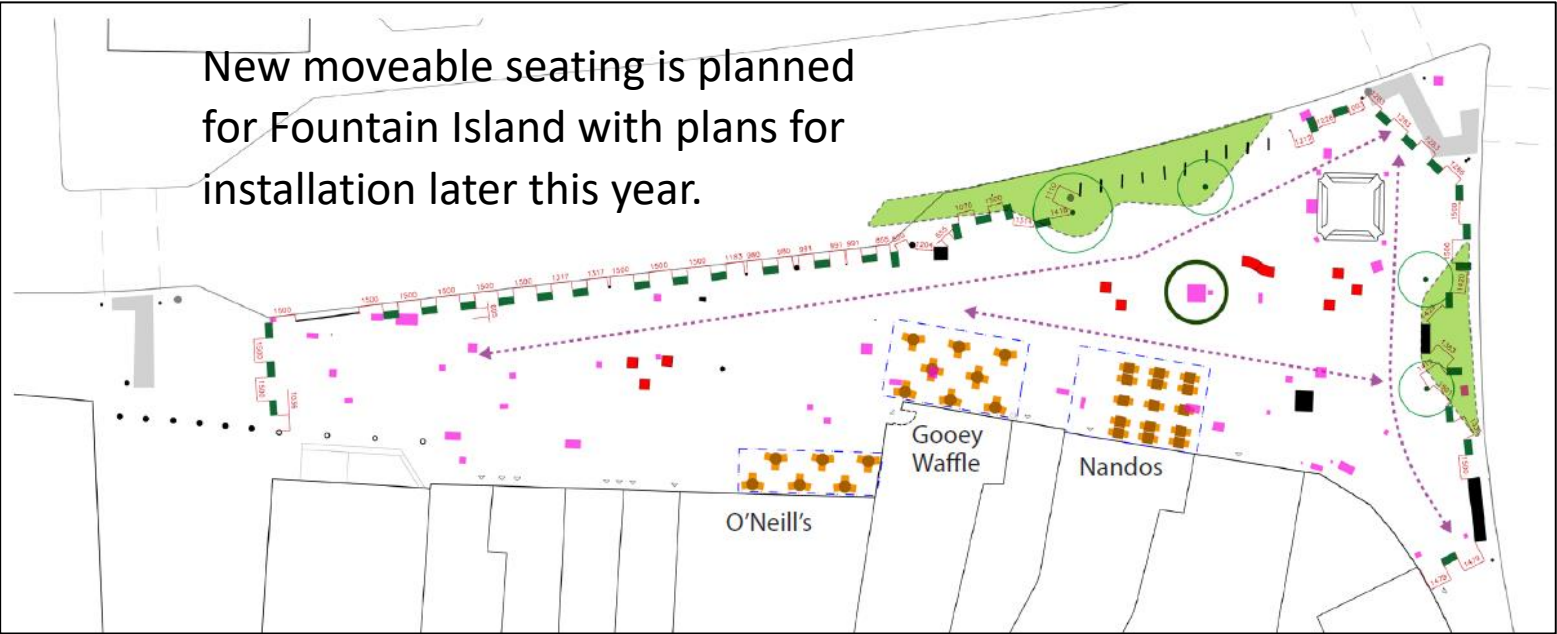
Palace Gardens

- Planning officers are considering proposals to Palace Gardens Square, which is located on the interior of the shopping centre site, between the rear of Pearsons and Marks & Spencer.
- Pearsons are proposing to infill their colonnade space - that faces the square - with expanded retail floorspace so the shop frontage can better engage with the open space.
- The Palace Gardens owner is proposing upgrades to resolve level changes and unify the landscape elements, with improved paving, planting, seating and lighting.
- Both applications have been subject to public consultation and decisions on the applications are anticipated in September/October.

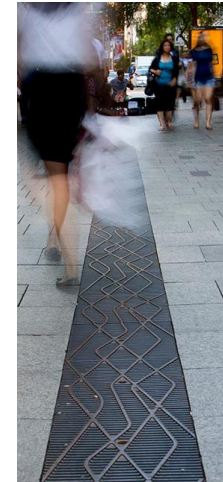
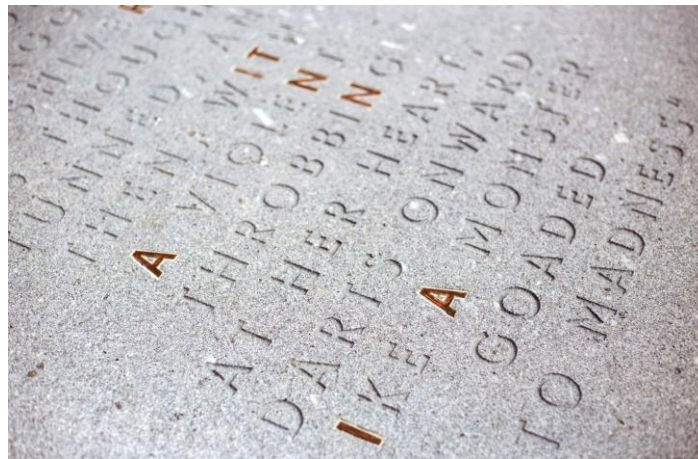
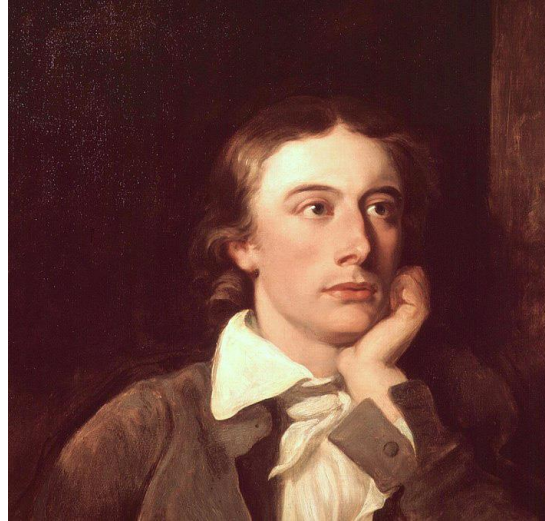
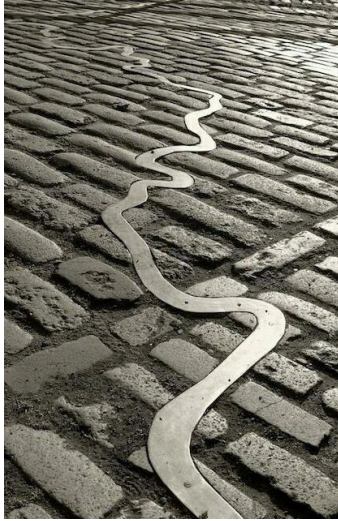


Enfield Town Liveable Neighbourhood

New moveable seating is planned for Fountain Island with plans for installation later this year.



Enfield Town Arts Trail



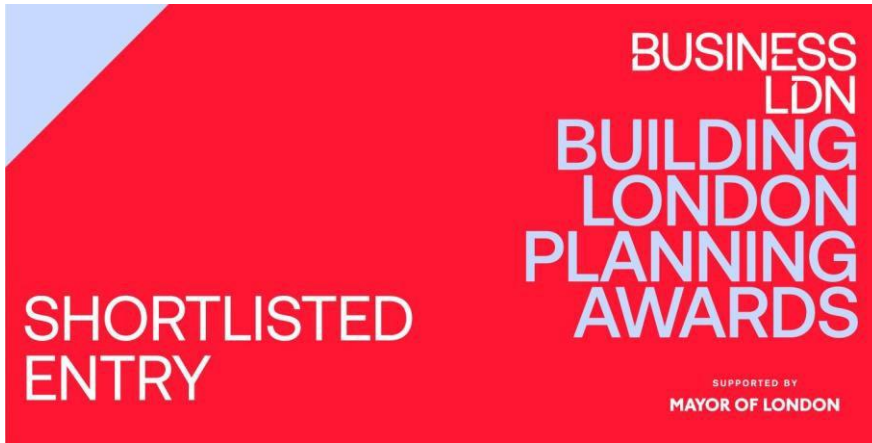
Curate Enfield Town

- A public art project led by local residents
- Will generate a mural for alleyway between Deichman's & M&S in Palace Gardens
- Wider residents & communities have participated in creative sessions & shared their favourite places/memories of Enfield Town, to inform the design of the mural
- Mural expected to be installed by end October 2023

Angel Edmonton

Angel Yard





**‘Highly Commended’
in Best Borough-led
Project category**

Winner of
Fostering a
healthy town
centre

**PLANNING
AWARDS 2023
SHORTLIST**

Living Room Library



The Pineapples
**Creative
Retrofit 2022
winner**

**Fore Street
Living Room
Library,
Enfield**



Fore Street Murals



Fore Street for All

**Fore Street
For All!**

[Opportunities](#)

[Blog](#)

[Events](#)

[Collaborators](#)

[Open call form](#)

[About](#)

[Tickets](#)

#ThursdayLates

**A community first approach
to cultural programming.**

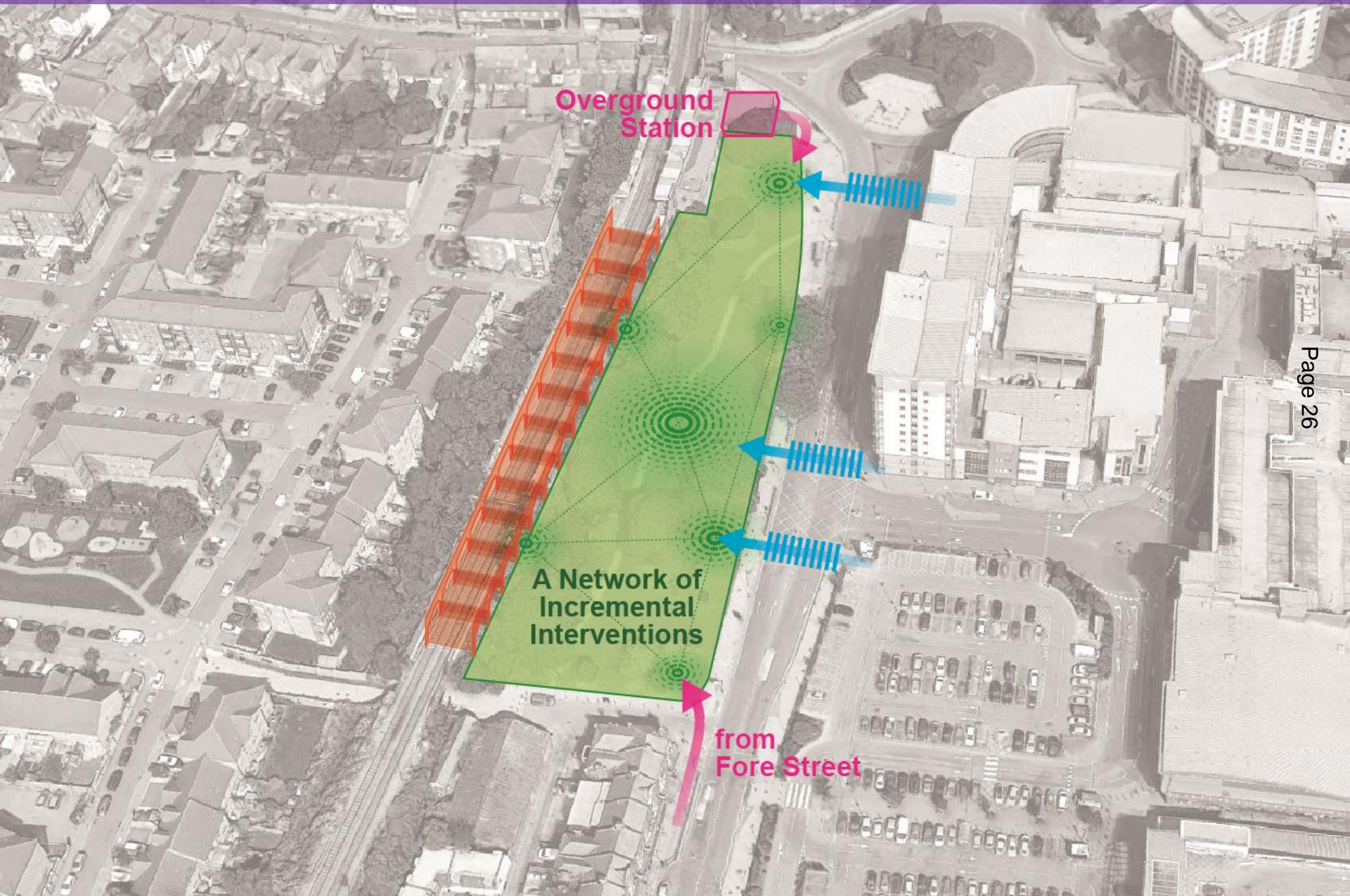
Curate Angel Edmonton



- A public art project led by local residents
- Wider residents & communities have participated in workshops creatively responding to the theme of 'Angel'
- Their ideas will be incorporated in to a sculptural artwork which will provide a public welcome for residents and visitors to Angel Edmonton
- Due to be installed Oct/Nov 2023

Edmonton Green

The Green



Overground
Station

A Network of
Incremental
Interventions

from
Fore Street

The Green

2023

2024

2025

2026

Launch Phase *Summer '23*

- Community mapping
- Engagement events
- Create “Friends of The Green” group
- Co-Design activities

Pavilion on The Green *Summer '24 & beyond*

- Temporary Pavilion
- Programme of cultural and community events
- Untold Edmonton Festival (Sept '24)

The Green Redevelopment *2026 & beyond* *(supported by S106)*

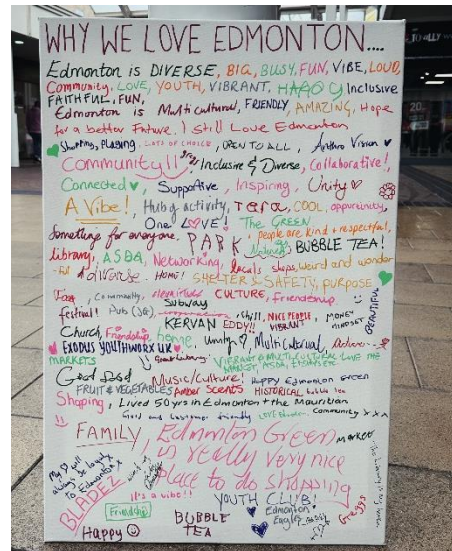
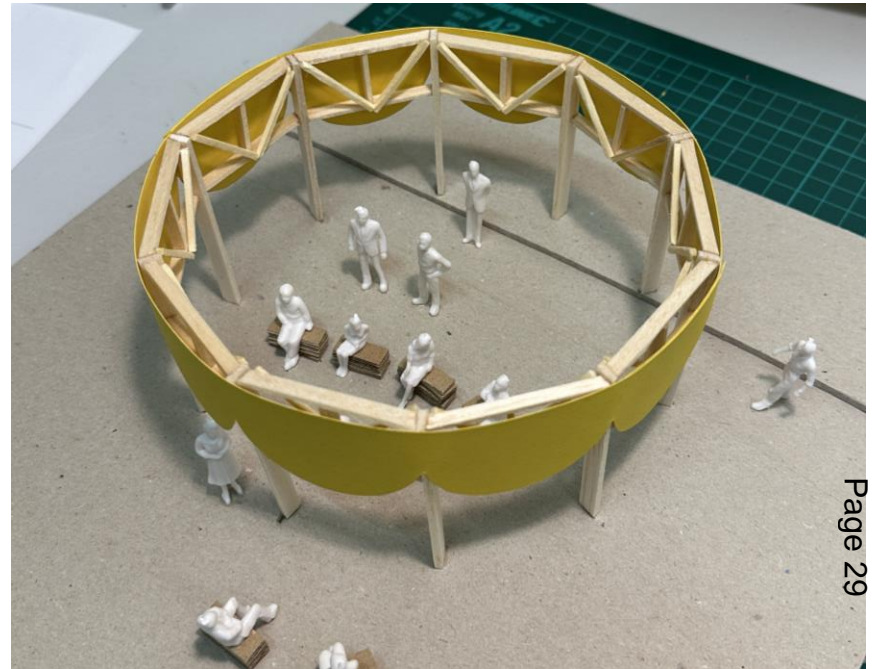
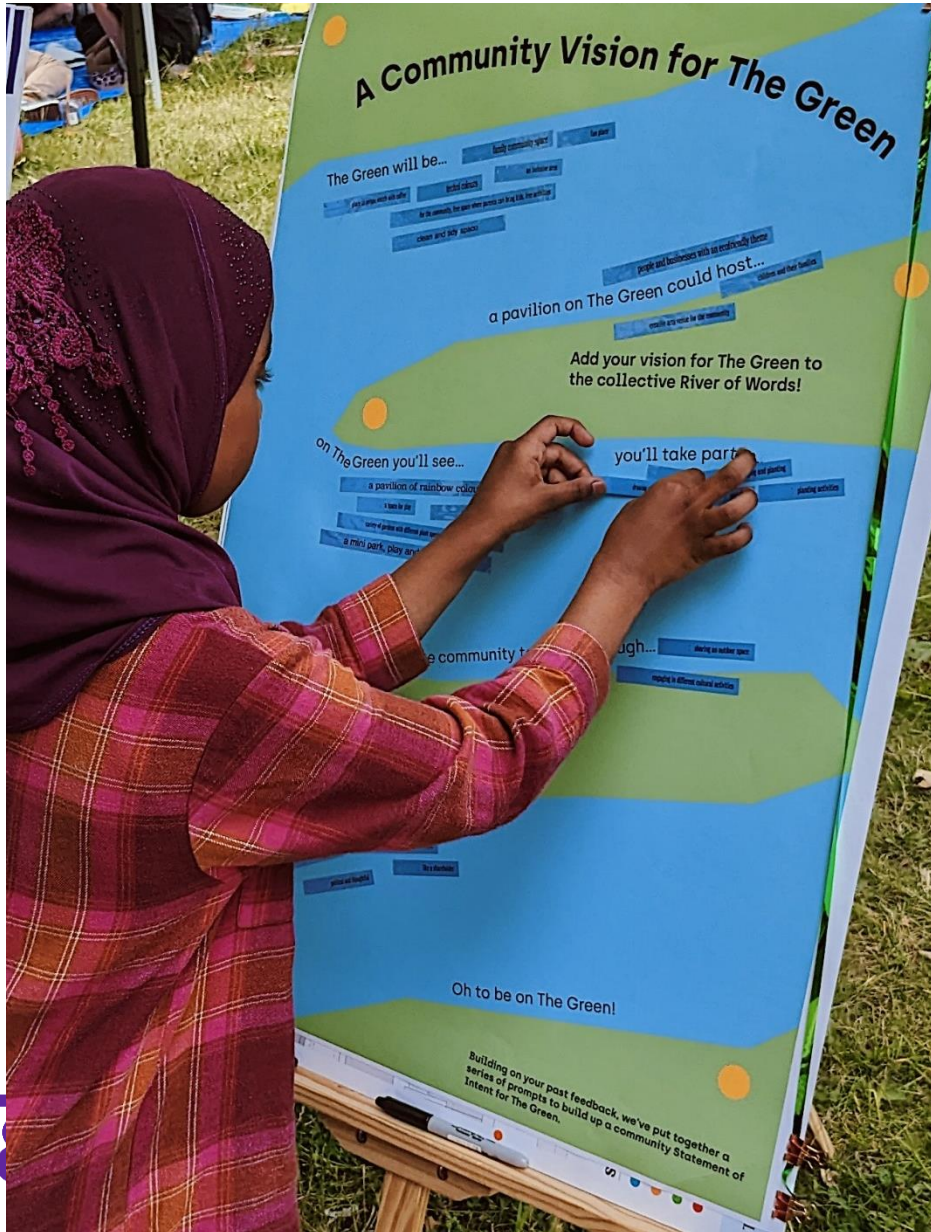
- Improved blue-green infrastructure
- Outdoor communal spaces
- Explore the restoration of Railway Arches

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The Green



The Green



Palmers Green

Devonshire Square



Arbeit Studios: Green Lanes



Curate Palmers Green



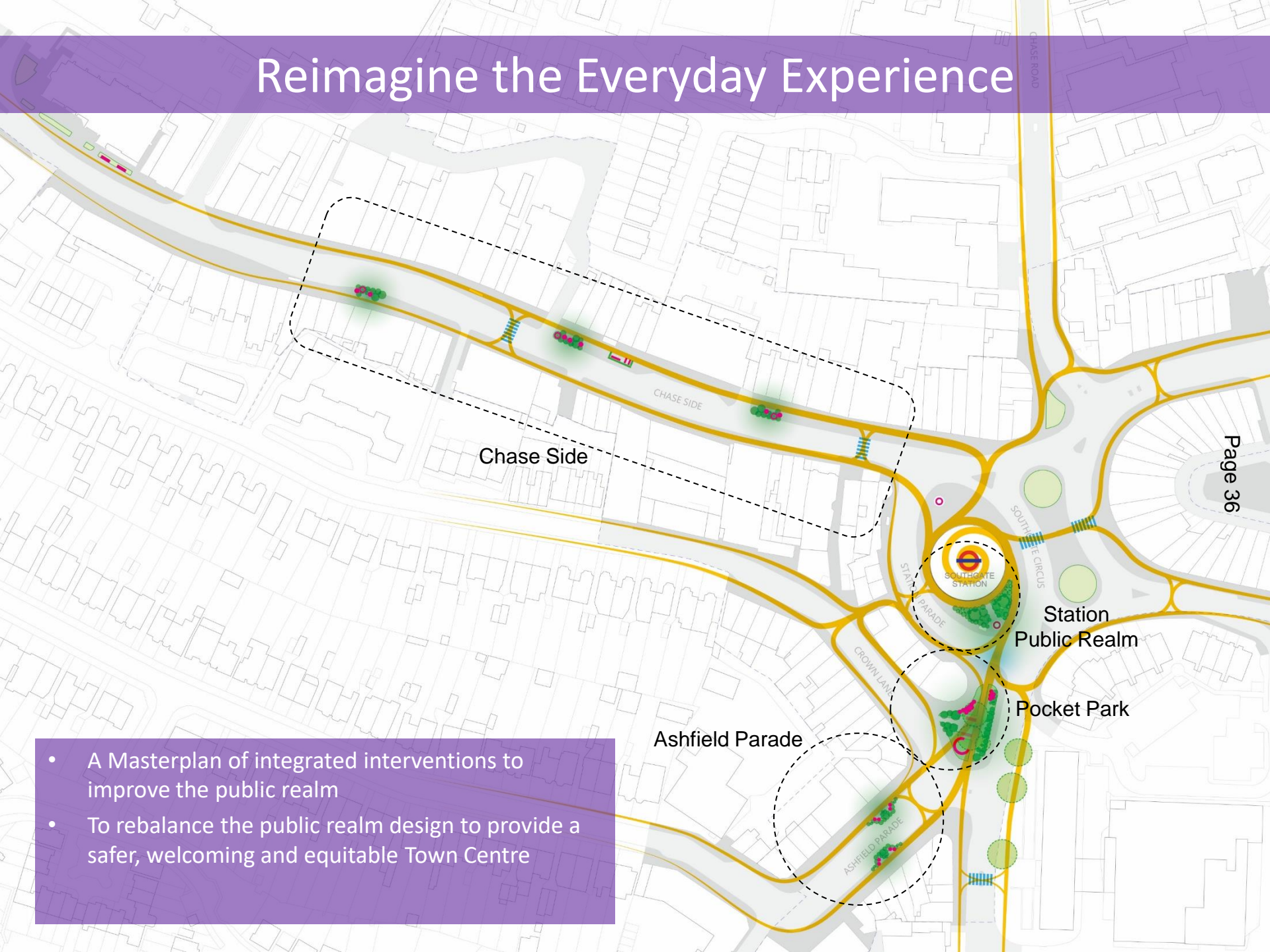
- A public art project led by local residents
- Will generate an arts trail in/around Green Lanes & Aldermans Hill
- Design of murals informed by residents creative responses to the cultural & bio-diversity of Palmers Green
- Arts Trail expected to be installed by end October 2023

Southgate

Southgate @ 90



Reimagine the Everyday Experience



Chase Side

Ashfield Parade

Station
Public Realm

Pocket Park

- A Masterplan of integrated interventions to improve the public realm
- To rebalance the public realm design to provide a safer, welcoming and equitable Town Centre

Ashfield Parade Parklets



- GLA grant to support engagement with local businesses
- Make Ashfield Parade greener, more attractive to families and customers

Ashfield Parade Parklets



Station Pocket Park



- Pocket Park selected as priority site during walkabout in May '22

Station Pocket Park

The outlined proposal comprises of two key actions:



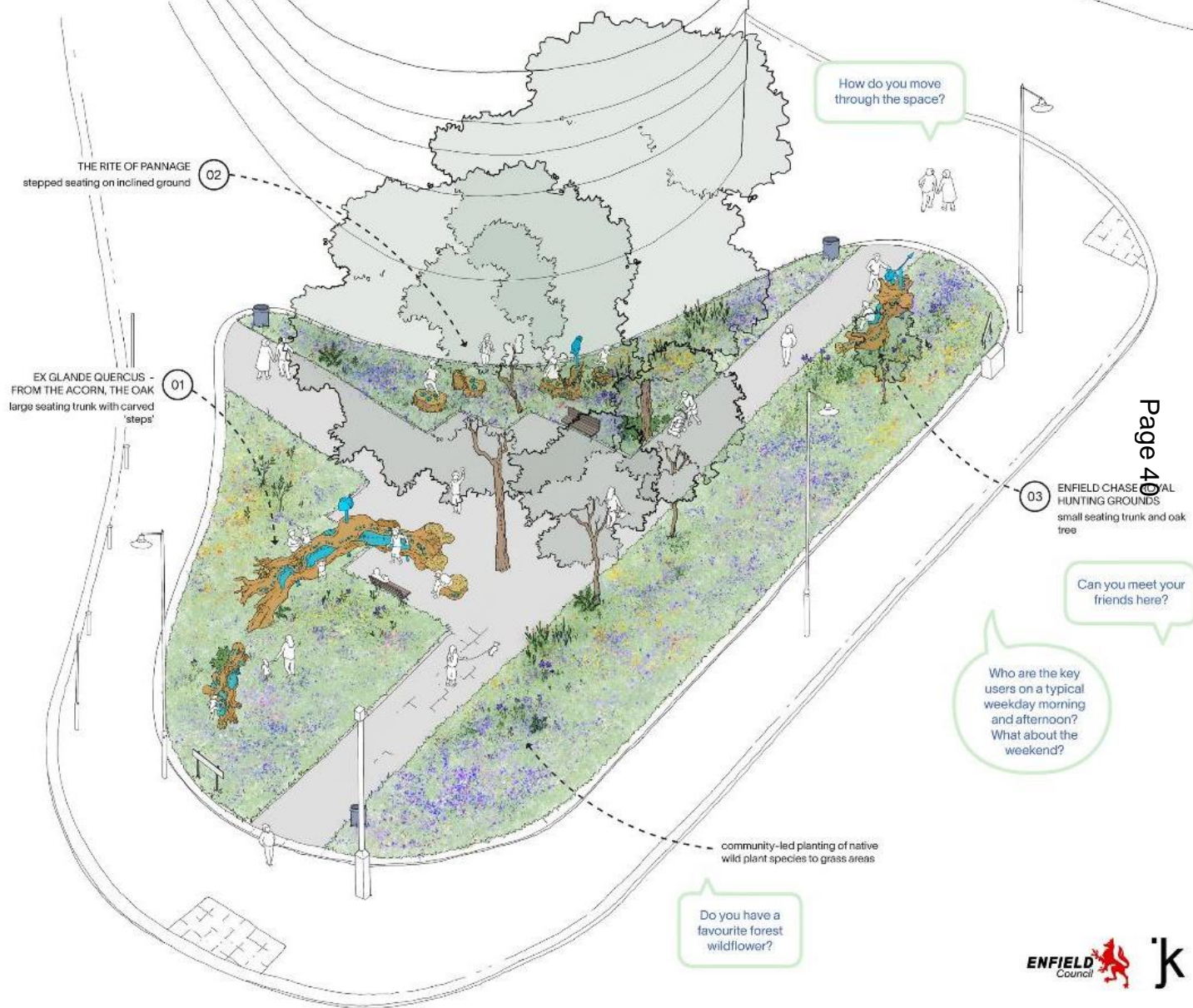
reference: Tree Trunk Bench by Jürgen Bey, Droop Design



Introduce new seating carved out of natural oak felled tree trunks, with inscribed quotes and sculptural elements that celebrate the history of the Enfield Chase in three key moments.



Support educational community-led planting workshops to enhance biodiversity of micro-forest and re-introduce native species from ancient woodland.



Chase Side – Engagement & Public Realm



- Create spaces where people can feel at ease in the midst of a heavily congested environment
- Walkabout with businesses and local community groups w/c 18th Sept

Questions



London Borough of Enfield

Report Title	Controls on Telecommunications Equipment
Report to	Environment Forum
Date of Meeting	18 September 2023
Cabinet Member	
Executive Director / Director	Simon Pollock, Executive Director, Environment and Communities; Brett Leahy, Director of Planning & Growth; Doug Wilkinson, Director of Environment & Street Scene
Report Author	Andy Higham: andy.higham@enfield.gov.uk David Taylor: david.b.taylor@enfield.gov.uk
Ward(s) affected	All
Classification	Part 1 Public
Reason for exemption	N/A

Purpose of Report

1. To provide the Environment Forum with information regarding the planning framework and other controls relating to telecommunications equipment.

Main Considerations for the Panel

2. To note that the placement of most telecommunications equipment is permitted development, with the Council only having limited control over the siting and appearance of equipment installed on the highway.

Background and Options

3. The approach of the local planning authority to the assessment and determination of telecommunications development is governed by Government policy as set out in the National Planning Policy Framework and the Council's "development plan" which comprises the Council's local policies and the policies contained in the London Plan.
4. Government advice on this matter is that proposals for telecommunication infrastructure should be supported as such development is identified as essential for economic growth and social well-being. The NPPF therefore requires that planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.
5. The NPPF also advises that the number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum albeit consistent with the needs of consumers, the efficient operation of the network and ensuring the provision of reasonable capacity for future expansion. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged.
6. Where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate.

A) Role of the Local Planning Authority

7. The legal framework for telecommunications development is set by the Government in Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015. This restricts the powers available to the Council to control certain forms of development.

Telecom Poles

8. Telecommunications companies are required to give the Council 28 days' notice of their intention to install a pole but there are no grounds for objection. They are also required to advertise their intention to install a pole in vicinity of the site.

Masts

9. Masts generally receive or transmit radio signals and often take the form of 'monopoles'. These are typically metal poles that support radio antennae which broadcast and receive mobile phone signals. Without these structures, the mobile phone network could not operate. They can also be used to provide mobile broadband. The poles are typically 15 or 20 metres high, though they can be higher. They require "prior approval" from the Local Planning Authority, which is essentially a light touch form of application where the Council cannot consider the principle of the mast

(this has already been granted by the Government) or health concerns but can consider its **siting and appearance**. A decision needs to be made with 56 days or the applicant will benefit from a default permission. For free standing masts above 20 metres, full planning permission is normally required.

10. Should Prior Approval or Planning Permission be granted for a mast, telecommunications companies have the right to install them if they are within the highway and need only gain a street works permit to install the equipment; this cannot be used to relook at siting and appearance as this will have been determined by this stage.

Cabinets

11. Cabinets are also covered by Class A of Part 16 of the Town & Country Planning (General Permitted Development) Order 2015 and are usually permitted development if the ground or base area of the cabinet is less than 1.5 square metres or the cubic content would be less than 90 cubic metres. In the case of a Conservation Area any single development must not exceed 2.5 cubic metres

B) The Assessment of Applications for Telecommunication Development

12. The Planning team recognise that telecommunication equipment can often be of concern to local communities especially as many telecommunication masts are permitted development and only subject to a prior approval process from the Council. In most cases, this means that Council can only consider the **siting and appearance** of the proposed equipment.

13. In terms of our approach to assessment, national planning guidance states:

Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines (ICNIRP) for public exposure.

14. When assessing an application therefore, while the Planning team are aware of the concerns that exist within local communities and will seek to sensitively assess planning applications against this knowledge, there must be a presumption in favour of supporting such proposals unless there is significant harm to visual or residential amenity.
15. The external appearance of proposed telecommunication masts will therefore be a material consideration. While each case will be assessed on its merits, the external treatment / colour will be considered and depending on circumstances, could result in a painted solution involving black / green as an alternative to the standard grey. In the case of the telecommunications mast on The Ridgeway, this was a replacement structure and, on this basis, the external appearance was considered

acceptable. It is acknowledged, painting the external colour green may have enhanced the appearance but the grey was not considered to cause significant harm to justify refusal of the application.

16. It is difficult to provide definitive advice that can be routinely applied across the Borough, but we have recently assigned a planning officer with responsibility for coordinating telecommunication development. The objective is to improve consistency across the Borough and provide a focal point for consultation with telecommunication code system operators.
17. The approach to the issue of risk to health in connection with telecommunication development is also often raised as a significant concern. The weight the Council can give to it is set out in Government advice.
18. This states that where a proposed mobile phone base station meets ICNIRP (International Commission on Non-Ionising Radiation Protection) guidelines for public exposure, it should not be necessary for a local planning authority in processing an application for planning permission or prior approval, to consider the future health aspects and concerns about them.
19. Government advice also states that:

“Local planning authorities should not impose a ban on new electronic communications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of electronic communications development, or insist on minimum distances between new electronic communications development and existing development”
20. Applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:
 - (a) the outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome, technical site or military explosives storage area; and;
 - (b) for an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines on non-ionising radiation protection; or
 - (c) for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met.

D. Role as Highway Authority

21. The Highways Team are consulted as part of the prior approval/ planning process and will look specifically at any issues arising from the proposed siting of the equipment, such as:
- Extent of adopted highway
 - Impact on visibility splays at junctions
 - Impact on pedestrians on the footway, with reference to Inclusive Mobility
 - Known collisions hot spots (should be flagged at the consultation stage)
 - Impact on footway drainage, structural integrity of the highway etc.
 - Proximity to access chambers etc. belonging to other apparatus owners

E. Role as Street Works Authority

22. Part 3 of the [Traffic Management Act 2004](#) and [The Traffic Management Permit Scheme \(England\) Regulations 2007](#) gives local authorities the powers to design and operate a permit scheme to improve the management of work in the street undertaken by highway authorities and utilities companies.
23. A permit scheme has been operating in Enfield since 2010 and requires permission to be obtained for most road and street works, whether they are undertaken by or on behalf of utility companies or highway authorities themselves.
24. We cannot stop a statutory undertaker digging up the road. They have a legal right under the New Roads and Street Works Act, to maintain their existing equipment or to install new equipment.
25. A Street Works Permit is issued to a utility or telecommunications company granting permission to take temporary control of a specific stretch of the highway to carry out their works. The permit ensures that appropriate traffic management measures are in place and that works do not clash with other activities on the highway. Our Street Works inspectors monitor the quality of the road works, ensuring repairs and reinstatements are carried out to an acceptable standard.

Relevance to Council Plans and Strategies

The provision of telecommunications equipment provides essential infrastructure that helps the Council meet its priority for **an economy that works for everyone**.

Report Author: Andy Higham/David Taylor
Head of Development Management/Head of Highways, Traffic & Parking
david.b.taylor@enfield.gov.uk
020 8132 0277

Background Papers

No background papers have been used in preparation of this report.



London Borough of Enfield

Report Title	Highway Services - Carbon footprint associated with relaying pavements, highways repairs and maintenance, and an update on the design guide/ material being used.
Report to	Environment Forum
Date of Meeting	18.9.2023
Cabinet Member	Cllr Jewell – Cabinet Member for Environment
Executive Director / Director	Doug Wilkinson – Director of Environment
Report Author	John Grimes, Head of Highway Operations David Taylor, Head of Highways, Traffic and Transport and Parking Services
Ward(s) affected	All
Classification	Part 1 Public
Reason for exemption	For information and discussion

Purpose of Report

1. This paper is for information and discussion as part of the Environment Forum's work programme.

Main Considerations for the Panel

2. This report is for noting.

Background and Options

Scheme Prioritisation

3. Schemes for inclusion within the capital carriageway and footway renewal programme will be considered using information from the following sources: -
 - Condition survey data;
 - Visual condition assessments from the highway inspectors and engineers, based on local knowledge; and
 - Complaints and requests from residents and Members.
4. During a year, numerous locations will be identified from the above sources and officers will then conduct visual surveys to evaluate these sites. Condition (surface and structure), future life expectancy and network importance will be the key factors in prioritising both carriageways and footways for treatment.
5. Planned maintenance priorities need to ensure the most effective use of budgets and the most cost effective treatment at the right time for whole life asset management and improved customer satisfaction. Planned intervention can lead to savings in the long term by treating deterioration early. Adverse winter weather can result in some roads deteriorating to a greater extent than others and therefore it may be necessary to amend the proposed programme throughout the year.
6. In addition to identified full carriageway schemes, partial resurfacing of carriageways will also be undertaken in order to treat specific areas of carriageway, where treatment of the whole length of a longer road cannot be justified.
7. Footways are assessed and treated on an individual section basis, not a whole road basis, in order to maximise the value from the limited funding available by targeting sections of footways which are in the worst condition.
8. The current policy for the treatment of footways is to replace existing paved footways with bituminous asphalt surface (topping), except in shopping areas and conservation areas, where a character appraisal will be considered prior to any works being carried out. This current policy was introduced in the summer of 2003.
9. Enfield currently utilises a range of carriageway treatments to ensure that we are achieving the best value from the budgets available while also considering whole life costs and the carbon footprint of the products used.
10. We resurface, recycle, surface treat and surface dress our carriageways as part of our ongoing planned maintenance of the highway network.

These treatments aim to maintain the network in an acceptable condition for the travelling public.

Resurfacing

11. We resurface our roads when the road surface has reached the end of its serviceable life. This means areas of the surface layer are no longer bonded to the base and are pulling up, where numerous cracks or potholes have appeared and have been repaired and where depressions have occurred in the surface.
12. Before we resurface, we evaluate what is the best value for money material to utilise as the new surface course while considering the whole life costings and whole life carbon. We have recently adopted a common approach of using low temperature asphalts on the majority of our work, which can reduce carbon usage by up to 15%. As per industry standards, asphalts used in the surface course contain 10% recycled material while asphalts in lower layers contain 20% recycled material. Once proven that the quality and durability of the product isn't affected as the recycled element is increased, we will adopt these materials reducing the need for virgin materials, further lowering the carbon footprint of these works.
13. Examples of innovation we are trailing are, we have used a rubber modified asphalt that incorporates recycled tyres in the mix in Lavender Hill, recycled plastics in the road surface in Green Dragon Lane, recycled steel slag (Blast furnace waste from the steel works industry) also at Lavender Hill. Where advance testing of the road surface highlights the presence of contaminated materials, cold mix asphalt or foam mix has been used in Oaklands. This is where the contaminated material is taken away from site, mixed and sprayed with a 'foamed' bitumen then returned to site and installed lower down in the road construction with a new surface laid on top. This technique is more cost effective than taking the material away to a contaminated waste site and alongside in-situ recycling, is a method preferred by the environment agency utilising almost 100% recycled material.

Before



After



Before



After



Recycling

14. This is where we use the existing road structure and materials as the base to the roads' new foundation. This process is used when tar is found in the surfacing materials and rather than remove this at a considerable expense to a contaminated waste site, the existing road layers are combined using a pulverisation process and then cementitious powders are added to create a bound foundation layer. On completion of the formation a new surface course is then laid over this.
15. This process can reduce CO2 emissions by approx. 40% over traditional resurfacing /reconstruction techniques and increases the recycled content of the construction by over 70%, due to very limited amounts of new material being used.

Before



During

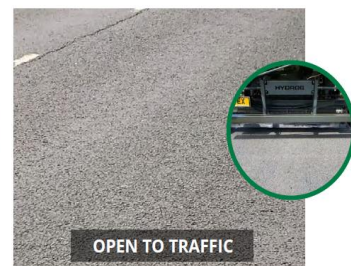


After



Surface treatments

16. This type of treatment works to prevent cracks coming through at the micro level which, in time, cause defects and potholes to form on the surface. The surface of the road is treated with a cold spray emulsion which replaces some of the asphalt properties that have oxidised off through ageing, traffic volumes and weather.
17. “Reclamite” is a penetrative bitumen rejuvenator – the only one with an industry (BBA HAPS) certificate in the UK. This product has been used in the UK since 2012 by many authorities and Enfield were the first London Borough including TfL to use treatment, recognising the benefits to the lifecycle of the carriageway and long term budgets.
18. This process is ideally carried out before the road surface shows any major signs of degradation, at probably 6 to 8 years after initial surfacing, and can further extend the life of the surface by up to 5 years per application.
19. It has a reduced carbon footprint by at least 80% compared to traditional resurfacing and can lead to a 40% whole life cost reduction.



Orpington Road N13

20. The pink area is where the treatment has just been applied and the mottled black/pink area is where the product is starting to break/soak into the existing surface.



Surface Dressing

21. Another treatment we can use is to surface dress our roads. This entails patching any localised defective areas and then spraying a bond coat with a stone dressing over the top of the surface. This then ensures that the road is protected from water ingress, there is an increased skid resistance, and the appearance of the surface is now a continuous one. This type of process is suited to rural roads where there is less turning movement on the surface and more linear travel is experienced.

Whitewebbs Lane- Before



After



Stagg Hill – Before



Stagg Hill – During



Stagg Hill – After



Footway Works

22. A bituminous asphalt provides a continuous, even surface compared to paving slabs where broken, missing or rocking slabs can create trip hazards for pedestrians. Enfield has been using bituminous asphalt on the reconstruction of residential footways within the Borough, except for certain circumstances i.e. Town Centres and some conservation areas, since 2003 when the policy was first adopted.
23. This bituminous surface along with a structural foundation ensures that if vehicle overrun occurs damage is negated or minimised with the surface remaining intact and minimal, if any, repair being required.
24. Many original paving slabs laid in the borough were laid on a minimal foundation, and some being constructed as far back as the early 1930's when a lot of the residential areas were developed. This has meant over time, with larger, heavier vehicles over running the paving, damage and cracks have appeared in the paving. Now with even more traffic on our roads and vehicles over running the footway, damage to the paving stones has continued to happen, challenging our limited repair budgets.
25. At present there is limited industry information on the actual carbon values for footway works however when looking at a comparison on the surface products laid on the same sub-base the value of carbon for asphalt is approximately 13kg/CO₂e/m² and for paving manufacture is 17kg/CO₂e/m². This means for every m² laid there is at least a 4kg/CO₂e saving when using an asphalt surface.

Before



After



Reactive works.

26. Enfield has developed an asset management hierarchy for our highways which considers use and functionality to determine frequency of safety inspections and maintenance strategies. This means some roads get inspected at a greater frequency than others, our Principal Road network is inspected every month, compared to a small cul-de-sac which may be inspected once per year. In addition to our routine inspections, we will inspect locations that have been identified by the public, councillor, or other council officers when these are raised.

27. Enfield has a highway safety inspection regime to comply with our duty to maintain highways in accordance with Section 41 of the Highways Act

1980, and to provide a defence under Section 58 of the Act (see Section 1.2).

28. Highway defects are managed based on risk. Any potential defect for which the investigatory level is reached or exceeded is identified as a risk that needs to be investigated further. Our main investigatory levels are, for the carriageway (roads) a 40mm vertical face and for the footway or cycleway a 25mm misalignment or vertical face.
29. Once a defect has been identified, the inspector will then assign a response repair timeframe for the resolution of this defect. Response times can vary depending upon the risk that this defect poses, they can be from 2 hours to 28 days, all based upon risk level and network need.
30. When issuing repairs to the highway network, we will replace existing surfaces generally in line with our policies but will always take a considered approach, such as on the footway and carriageway with a like for like approach to provide uniformity and compliance with reinstatement specifications and standards.
31. In some instances, on the footway, we are unable to replace paving stones due to the presence of tree roots, which we do not want to damage, so we will utilise asphalt to locally fill the void created to prevent any safety issues.
32. In the carriageway we have experimented with an infra-red heated reinstatement system, which heats the area around a defect and then additional material is added to fill the defect. We found that this method reduced the volume of new material required to fill the pothole/defect however it took more time to complete causing longer network inconvenience while the works are carried out.

Before



After



Before



After



33. We have recently trialled a crack filling product in Willow Road which utilises recycled tyres into the mix, which is a mastic asphalt, similar to a hot roofing product, with aggregate added for grip. We will be reviewing its success over the coming months. It's too early to determine whether this will be successful.

Willow Road, Enfield

Before



After



34. We continue to experiment and innovate wherever possible to reduce the use of virgin aggregates and to reduce our carbon use. With the use of bitumen as the primary product of road asphalts we will work with our suppliers to find alternative methods and materials for highway work.

Relevance to Council Plans and Strategies

35. Highways Services contributes directly to the council's objectives set out in the council Plan.

Report Author:

John Grimes Head of Highway Operations

David Taylor – Head of Highways, Traffic and Parking

Appendices

Background Papers

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London Borough of Enfield

Report Title	Verge maintenance
Report to	Environment Forum
Date of Meeting	18 th September 2023
Cabinet Member	Councillor Anyanwu
Executive Director / Director	Simon Pollock, Exec Director, and Cheryl Heedon, interim director of Parks, Leisure, and Culture
Report Author	Marcus Harvey
Ward(s) affected	All
Classification	<i>Part 1 Public</i>

Purpose of Report

1. Provide an update on the verge maintenance and associated tasks completed by the Parks and Open Spaces service. The report provides detail on the 'as-is' of the service and future environmental options for verge maintenance.

Main Considerations for the Panel

2. Grass cutting periods are increasing in duration, with winters and autumn being warmer, grass growth occurs at an increased frequency. The issue presented by an extended period of growth at either the opening or closure of the grass cutting schedule, is that while the grass is growing the ground fails to provide a suitable surface for machinery and the undertaking of the grass cutting process.

The summer months of 2023 have been significantly impacted by rain, yet at times continually warm providing an ideal growing environment for all aspects of maintenance. Like the extended periods of grass growth, this presents challenges for the operational team.

The increased grass growth creates a scenario where the grass is maintained and the arisings (clipping's) caused by the activity are left, this can lead to poor aesthetics and can also lead to change in nutrient content potentially impacting on future growth rates and appearance.

Background and Options

3. Verge maintenance for the borough returned to an in-house provision in 2021 from external provision. This decision provide growth to the Parks and Open Spaces service and provided local employment.

The maintenance operates on postcode and route optimisation, aligning with the other Park Operations services performing front-line tasks. Pymmes Park depot serving the eastern corridor and Trent Park serving the western corridor. In 2022, Trent Park depot was subject to three separate burglaries, resulting in the western corridor service operating from Pymmes for the duration of the 2022 grass cutting season. This displacement created extended travel times, which had a direct impact on work schedules. This has since been resolved and in May 2023, and we returned to operate from both depot locations.

There are several tasks linked to verge maintenance which include general litter collection, grass cutting, and edging. Equally, verges can contain shrubs and hedges, which are specified for two maintenance visits per year. Shrub / hedge maintenance is limited by the nesting season via legislation within the Countryside act, March – September. During this period unless there are Health and Safety issues, such as impeded sight lines, we are unable to cut back.

Rural roads are included in the maintenance programme for the highways (verge), due to the nature of speed limits, they require traffic management controls, ensuring public and staff safety. This maintenance predominantly

includes both hedge and ditch maintenance, again completed outside of nesting season. These works are performed collaboratively with colleagues in street scene, allowing for both a deep litter clearance and gully maintenance.

The overall area for highway verges within the borough is circa 465 linear kilometres. Industry practice is not to collect grass cuttings from location of activity, this requires alternative machinery, and generates waste.

Options are being considered regarding the introduction of areas of our highway maintenance verges into the broader rewilding / biodiversity network. Lambeth Council has successfully undertaken this approach known as 'Bee roads' introducing pollinators and improved biodiversity. Initial thoughts navigate around the arterial roads into the borough & roads which lead into the broader rewilding projects.

Aligning schedules with colleagues in street scene, to allow for any arisings due to increased growth rates are included in the path / road sweeping activities, where possible to assist in appearance.

The service is currently undertaking a feasibility study with Natural England in relation to land management and income generation from external funding to support best practice. The stewardship operates based on parcels of land, their characteristics, and the best method of maintenance. A section of the feasibility study is to review highway hedge maintenance, and look at alternative methods such as layering hedges, to allow for a developed hedgerow with a reduced maintenance schedule.

Relevance to Council Plans and Strategies

4. The above maintenance aligns to the clean and green commitment identified within the Council Plan.

The maintenance aligns with the commitment identified within the Council's Blue and Green infrastructure strategy, providing accessible and good standard green assets and open space

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Background Papers

(Note: Please list here all the documents which have been relied on in the preparation of this report, but which are not appended to it)

Departmental reference number, if relevant: