

## NOTIFICATION OF DECISION TAKEN – FOR PUBLICATION

**PLEASE NOTE:** THIS FORM MUST BE HAND DELIVERED TO THE DEMOCRATIC SERVICES TEAM WITHIN 1 WORKING DAY OF THE DECISION BEING TAKEN.

**FOR USE WITH ALL PORTFOLIO AND OFFICER KEY DECISIONS**

**Decision taken by:** Cllr Chris Bond, Cabinet Member for Environment

### **Summary of Decision Taken including reasons**

#### **Borough Capital Programme 2014/15 Highway Maintenance and Related Schemes: Programmes of Work**

Approval is given to the items of work and breakdown of funding as shown in table 2 of this report.

Approval is given to the schedules of carriageway schemes contained in Appendix 1 of this report.

Approval is given to the schedules of footway schemes contained in Appendix 2 of this report.

**PLEASE SPECIFY CATEGORY OF DECISION:** Key

If Key, please quote the Forward Plan reference number: KD 3891

### **Any alternative options considered and rejected:**

Please refer to paragraph 5 of the main report.

**Was the decision made in Part 1 or Part 2?** If Part 2 please give the relevant paragraph of the Access to Information Act. **PARTS 1**

**Interests Declared in Respect of the Decision (and by who):**

N/A

**NOTE: This form must be signed and dated by the decision taker(s) – see below:**

The date specified will be taken as the date that the decision was made.

Signed



Cabinet Member for Environment

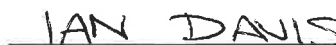


PLEASE PRINT NAME

Signed



Director - Environment



PLEASE PRINT NAME

Date 01/04/2014



## MUNICIPAL YEAR 2013/2014 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment

**REPORT OF:**  
Director – Regeneration &  
Environment

**Agenda – Part: 1**

**KD Num: KD 3891**

**Subject:**  
Borough Capital Programme 2014/15  
Highway Maintenance and Related Schemes:  
Programmes of Work

**Wards: All**

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### 1. EXECUTIVE SUMMARY

This report provides details of schemes to be funded from the Borough Capital Programme 2014/15 for highway maintenance and related schemes and seeks the necessary financial and scheme approvals so that the works can be undertaken.

### 2. RECOMMENDATIONS

- 2.1 Approval is given to the items of work and breakdown of funding as shown in table 2 of this report.
- 2.2 Approval is given to the schedules of carriageway schemes contained in Appendix 1 of this report.
- 2.3 Approval is given to the schedules of footway schemes contained in Appendix 2 of this report.

### 3. BACKGROUND

3.1 Table 1 below sets out the capital funding for 2014/15, which was approved by Full Council on 26<sup>th</sup> February 2014, for highway maintenance, street scene improvements, structures and watercourses.

3.2 Table 1

Item	Allocation
Highways	5,250,000
Streetscene Improvements	2,750,000
Highway Structures allocation	250,000
Watercourses allocation	200,000
<b>Total</b>	<b>8,450,000</b>

3.3 The Cabinet Member for Environment has authority, under delegated powers, to approve the details of work programmes within the overall allocation shown above. This delegated authority report therefore proposes, and seeks approval, to implement specific schemes in accordance with the funding identified against programme items shown in table 2 below.

Table 2

Item	Allocation (£)
Carriageway Renewal/Resurfacing Programme	4,500,000
Footway Replacement Programme	2,570,000
Structures & watercourses	450,000
Highway Drainage Improvements	100,000
Safety fencing improvements	50,000
Verge and Shrub Bed Renewal Programme	100,000
Highway Trees Removal & Replacement Programme	150,000
Renewal of street nameplates	30,000
Minor Highway Improvements Programme	200,000
Ally Gating	100,000
Gateway Improvements	200,000
<b>Total</b>	<b>8,450,000</b>

- 3.4 The planned maintenance of carriageways and footways will be undertaken in accordance with the principles set out in the Highway Maintenance Plan.
- 3.5 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. Enfield's road network has generally not deteriorated due to a sustained capital investment over the last seven years, but it still has a number of carriageways which are life expired and in need of treatment. Therefore until such backlog can be treated, the principle of worst first will form a significant element of the Council's scheme prioritisation.
- 3.6 During 2014/15 it is anticipated that a high level of statutory utility works will continue, with major utility programmes such as Thames Water's mains replacement and lead service pipe replacement programmes, as well as National Grid's gas main replacement programme. Effective coordination between all highway and utility works is a crucial aspect of programme delivery and is achieved through close liaison with, and regular coordination by, the Council's Network Management Team.
- 3.7 Progress on expenditure of these individual allocations and major schemes associated with them will be reported to the Cabinet Member for Environment on a quarterly basis.

#### **4. DETAILS OF ALLOCATIONS WITHIN THE HIGHWAY MAINTENANCE PROGRAMME**

- 4.1 Carriageway Renewal/Resurfacing Programme (£4,500,000). This allocation enables the continuation of the Council's programme to improve the condition of the Non-Principal road network. (Enfield mainly relies on funding from TfL for renewal/resurfacing of Principal roads). The carriageway schemes identified as being of highest priority for treatment during 2014/15 are listed in Appendix 1, table 1. The Appendix 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. In addition to the main schemes identified in Appendix 1, appropriate treatments will be undertaken at specific locations or short sections of resurfacing in order to target the worst areas of carriageway where treatment of the whole length of a longer road cannot be justified. This allows a cost effective approach to be taken, based on sound asset management principles, whereby specific defective lengths of carriageways are targeted. Progress on carriageway schemes will be reported to the Cabinet Member for Environment on a quarterly basis.
- 4.2 Appendix A includes carriageways where their deterioration has been accelerated due to bus operations. Therefore requests will be made this year for funding from TfL for carriageway works on bus routes and at bus

stop locations. If this request is successful then additional schemes will be accommodated within the budget.

- 4.3 Footway Replacement Programme (£2,570,000). This will be used for the treatment of sections of footway on both principal and non-principal roads. The footway schemes identified as being of highest priority for treatment during 2014/15 are listed in Appendix 2, table 1 and include further phases to some larger scheme started in previous years such as Brimsdown Avenue (phase 4), Galliard Road (phase 2) and Nightingale Road (phase 2). In addition to the schemes listed in Appendix 2, further schemes will be included as identified and also schemes coordinated with carriageway schemes and traffic schemes where significant footway disturbance is anticipated. Cabinet Member approval to further schemes will be sought as part of the quarterly reporting on progress.
- 4.4 Included within the footways allocation in 2014/15 is provision of dropped kerbs and rights of way allocations which were separate allocations in previous years. This will bring under the footways allocation all elements of footway and footpath planned maintenance and improvements. The programme of kerb lowering at crossing points to allow for easier access by people with mobility difficulties will still be continued as demand for dropped kerbs is expected to continue and always outstrips the available funding. Improvements to the borough's rights of way and permissive paths will focus on keeping the network safe and improving signing.
- 4.5 Structures and Watercourses (£450,000). The following schemes will be implemented from this allocation: -
- i) Lacey Close – structural repair of retaining wall to Salmons Brook (£100,000)
  - ii) Improvements to signage at low bridges (£35,000)
  - iii) The provision of vehicle incursion measures at Deadmans bridge (£30,000)
  - iv) Rays Avenue culvert access provision (£15,000)
  - v) Bourne Hill footbridge parapet repairs (£20,000)
  - vi) Improve inspection and maintenance access at various sites including Castleigh Court, Aldbury Mews and Meridian Way / Salmons Brook overflow (£40,000)
  - vii) Renewal of joint sealant on structures and other structural maintenance where identified (£10,000)
  - viii) Phase 4 of flood alleviation works to over 5km of highway drainage on Mollison Avenue and Meridian Way (£55,000)

- ix) Contribution toward construction of SUDs system at Firs Farm (£80,000) – works part funded by EA grant and TRFDC Local Levy
  - x) Montagu Road culvert flow improvement (£65,000) – Work to be done in conjunction with EA Salmons Brook FAS
- 4.6 Highway Drainage Improvements (£100,000). This will be used for improvements to the highway ditch drainage along The Ridgeway and Whitewebbs Lane and to resolve other highway drainage problems.
  - 4.7 Safety fencing (£50,000). This will be used for the provision of a safety barrier on Mollison Avenue at its junction with Nags head Road.
  - 4.8 Verge and Shrub Bed Renewal Programme (£100,000). This is for the continuation of a renewal programme for verges and shrub beds across the borough.
  - 4.9 Highway Tree Removal & Replacement Programme (£150,000). This will allow the continuation of a tree management programme 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.
  - 4.10 Renewal of street nameplates (£30,000). This is an annual allocation for the renewal and improvement of the boroughs street nameplates.
  - 4.11 Minor Highway Improvements Programme (£200,000). This will be used to implement minor highway improvements, for example, where highway assets are continually being damaged and works are needed to implement improvement schemes which deal with the cause of the problem. These works may include verge protection and improvement schemes. The allocation will also be used to continue the programme of streetscene improvements on an area basis, incorporating the rationalisation and de-cluttering of street furniture, signs and guard railing etc.
  - 4.12 Ally Gating (£100,000). This will continue with the alleyway gating programme, which enhances community safety.
  - 4.13 Gateways (£200,000). This allocation is for specific scheme to enhance the gateways to the borough and other strategic locations. Specific measures will be discussed and approved by the Cabinet Member for Environment.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

### **5.1 Carriageways**

Various techniques and alternatives for full carriageway re-construction, partial re-construction, and re-surfacing will be considered as part of the

planning and development of schemes within the programme of work. These will draw on national best practice and innovation, whilst taking into account the extent, nature and severity of deterioration and the form of the existing highway construction.

## **5.2 Footways**

The most appropriate treatment to bring footways back to a reasonable standard will be used, including the more extensive use of bituminous macadam and making use of existing footway foundations where sound.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed allocations for the items of work shown in table 2 will allow the Council to continue with its programme of improving the condition of its carriageways, footways and associated highway assets.
- 6.2 Delays in proceeding with this programme will lead to the deterioration of these assets, which could jeopardize the Council in defending personal injury and accident claims. It will also lead to an increased level of public dissatisfaction.
- 6.3 Appendices 1 and 2 identify specific carriageway and footway schemes that have been prioritized for treatment during the 2014/15 financial year. These schemes have been identified as having the highest urgency for treatment or where it is considered that intervention this year will prevent further and more costly deterioration in future years. Appendix 1 also includes reserve roads, which are also a priority for treatment, and will be used to substitute the main programmed carriageway schemes if necessary.
- 6.4 The treatment of specific sections of footways is the most cost effective way to deal with planned footway maintenance, thereby targeting sections of footway which are in the worst condition. In addition to the carriageway schemes listed in Appendix 1, targeted sections of carriageways will also be treated in order to address localized failure.

## **7. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS**

### **7.1 Financial Implications**

- 7.1.1 Capital budgets for 2014/15 Highway work programme have been approved at Full Council on 26th February 2014. Paragraph 3.2 and Paragraph 3.3 of this report contains proposals for the approval of allocations to specific work programmes. Section 4 of this report details the 2014/15 proposed schemes.



- 7.1.2 Expenditure against available budget will be monitored regularly and reported to Cabinet; as part of the quarterly Environment Department Capital Monitoring Returns.

## **7.2 Legal Implications**

- 7.2.1 The Council is the Highway Authority and has a duty under section 41 of the Highways Act 1980 to maintain the highways for which it is responsible and at an appropriate standard. In the event of any claim for breach of that duty it is a defence under the Act that the Council took all reasonable care in discharging its duty. A well-planned and sufficiently funded programme assists in demonstrating that the Council has discharged its duty.
- 7.2.2 As Highway Authority, the Council is empowered to carry out highway improvements under the Highways Act 1980. It may also implement appropriate road safety improvements (including improvements to facilitate traffic flow) by virtue of s39 of Road Traffic Act 1988.
- 7.2.3 The Council must ensure that any required procurement under the programme of spend must be carried out in accordance with the Council's Constitution, in particular Contract Procedure Rules and ensure that legal agreements are put in place in a form approved by the Assistant Director of Legal Services.
- 7.2.4 The recommendations contained within this report are in accordance with the Council's powers and duties.

## **7.3 PROPERTY IMPLICATIONS**

- 7.3.1 The report contains welcome measures that will maintain and improve Council highways and related assets. There are specific programmes included that will potentially save future maintenance costs.
- 7.3.2 The tree removal and replacement programme should help address matters where tree roots cause damage not only to property, both Council and private, reducing the cost of repairs and claims against the Council.
- 7.3.3 Works to the water courses may help alleviate any future flooding and disruption and also reducing any damage that may be caused.
- 7.3.4 With the expansion of the 'Ally Gating' scheme it is expected that the cost of removing litter and fly tipping will be reduced.

## **8. KEY RISKS**

- 8.1 Having a properly planned and sustained programme of highway maintenance works is essential in reducing the council's risk of related personal injury and accident claims, and in providing a defence if and when claims are submitted.

- 8.2 Opportunities to significantly raise public perceptions of carriageway and footway improvements have been identified in the report.

## **9. IMPACT ON COUNCIL PRIORITIES**

### **9.1 Fairness for All**

The continued planned maintenance of the council's carriageways, footways and associated assets, including minor highway improvements, provision of dropped kerbs and street scene improvements, will improve the road and footway network for all, particularly those with mobility and those with sight difficulties.

### **9.2 Growth and Sustainability**

The continuous planned maintenance of the Council's highway network is essential to support transport and mobility for the borough's growth and sustainability. Planned maintenance at appropriate intervention levels based on sound asset management practices is far more sustainable and cost effective in the long term.

### **9.3 Strong Communities**

The maintenance of the council's highway network, including minor highway improvements and scene improvements, will improve the quality of the streetscape and its contribution to the public realm, thus developing better places and a better environment for residents, businesses and local communities.

## **10. EQUALITY IMPACT ASSESSMENT**

Corporate advice has been sought in regard to equalities and an agreement has been reached that for the approval of highway maintenance schemes, an equalities impact assessment/analysis is neither relevant nor proportionate. However, a retrospective EIA has been undertaken for the whole of Highway Services and a specific EIA for footway renewal works.

## **11. PERFORMANCE MANAGEMENT IMPLICATIONS**

- 11.1 The delivery of these works will be managed from inception to completion in accordance with the Council's processes for programme and project management. The contractor's delivery will be managed through appropriate contract monitoring and management arrangements.
- 11.2 Performance and progress in delivering this programme will be reported to the Director and Cabinet Member on a quarterly basis.
- 11.3 There are no national KPIs for the condition of Non-Principal Roads or footways. The condition of Principal Roads and other Classified Roads is reported to government through the National Indicator set.

## **12. HEALTH AND SAFETY IMPLICATIONS**

The programmes of work described within this report will improve the safety of the highway network for its users.

## **13. PUBLIC HEALTH IMPLICATIONS**

All works will be undertaken in accordance with the Contractor's quality submission and health and safety policy, having due regard for the health and wellbeing of road users, particularly during construction activities (dust, noise etc) and temporary traffic management arrangements.

### **Background Papers**

None.

## APPENDIX 1

### Carriageways - Non Principal Road Renewal Programme 2014/15 (Allocation: £4,500,000)

**Table 1: Proposed Schemes**

Road Name	Extent (Entire Road unless otherwise specified)	Area (m <sup>2</sup> )	Estimated Cost
Elvendon Road N11		1855	£74,200
Hardwicke Road N13		1360	£54,400
Princes Avenue N13	Green Lanes to Fairbrook Road	2080	£83,200
Tottenham Rd N13	Wolves Lane to Green Lanes	3970	£138,950
Edenbridge Road EN1		5240	£183,400
Hoe Lane EN1	Garnault Rd to A10	3450	£58,650
Manor Farm Road & Capel Road EN1		3700	£62,900
Bournewell Close EN4		920	£18,400
Coverack Close N14		780	£15,600
Morley Avenue N18		1820	£72,800
Thornton Road N18		375	£15,000
Montagu Road N9 / N18	Pegamoid Rd to Clavering Industrial Estate	9415	£282,450
Carterhatch Road EN3	The Sunn Rd to 297	3540	£88,500
Allendale Road EN3		1745	£43,625
Manly Dixon Drive EN3		1130	£22,600
Village Road EN1	London Rd to Private Rd	2460	£86,100
Bazile Road N21		1365	£54,600
Green Moor Link N21		1855	£158,000
Eversley Park Road N21		1360	£179,200
Curthwaite Gardens EN2		2080	£28,560
Holtwhites Hill EN2	Lavender Hill to Railway Bridge	3970	£110,000
Netherby Gardens EN2		5240	£22,950
Doncaster Road N9		3450	£58,800
Ripon Road N9		3700	£44,000
Rossdale Drive N9		920	£28,000
Sandhurst Road N9		780	£87,400
Cumberland Road N9		1820	£85,400
St Marys Road N9		375	£122,250
Arnold Gardens N13		9415	£37,600
Barrow Close N13		3540	£54,400

Riverway N13	The Grove to Lodge Drive	1745	£89,600
Lodge Drive N13	Riverway to The Grove	1130	£38,000
Southfield Road EN3	89 to Hertford Rd	2460	£81,600
Nelson Road EN3		1365	£23,600
Harman Road EN1		3950	£37,200
Southbury Avenue EN1		5120	£48,250
Baird Road EN1	Roundabout with Crown Rd	1680	£90,450
Grant Close N14		4400	£21,800
Orchid Road N14		1350	£35,000
Belmont Avenue N13		1470	£46,400
Langside Crescent N14		1100	£89,600
Raith Avenue N14		700	£64,800
Ridler Road EN1		4370	£42,000
Aylands Road EN3		2135	£74,000
Elsinge Road EN1	Turkey St to Cocker Road	4890	£33,625
Grove Road West EN3		940	£30,000
Larmans Road EN3		1360	£100,600
Alston Road N18		2240	£58,000
Laburnam Grove N21		950	£84,400
Vicars Moor Lane N21		2040	£111,125
Total			£3,571,985

**Table 2: Reserve Carriageway Schemes**

<b>Road Name</b>	<b>Location</b>
Westbury Road N11	
Wellington Road EN1	Bury St to Park Ave)
Addison Avenue N14	
Belgrave Gardens N14	
Kent Drive EN4	
Lancaster Avenue EN4	No.7 to Duchy Rd
Argyle Road N18	
Cameron Close N18	
Fraser Road N9	
Hydethorpe Avenue N9	
Northumberland Gardens N9	
Sunnyside Road N9	East, North & South
Oatlands Road EN3	Hertford Rd to Lombard Ave
Westmoor Rd EN3	Carterhatch Rd to Vista Ave
Beaconsfield Road EN3	
Bush Hill N21	
Green Dragon Lane N21	Viga Rd to Worlds End Lane
Landra Gardens N21	
The Chine N21	Old Park Ridings to the Grangeway
Walsingham Road/ Uvedale Road EN2	
Vera Avenue N21	
Cheddington Road N18	
Deansway N9	
Lion Road N9	
Lopen Road N18	
Bewcastle Gardens EN2	
Brantwood Gardens EN2	
Bycullah Avenue EN2	
Clifton Gardens EN2	
Merryhills Drive EN2	
Old Park View EN2	
Old Park Road South EN2	
Charlton Road N9	
Elmcroft Avenue N9	
Hill Rise N9	Galliard Rd to Elmcroft Rd
Penfold Close N9	

Churchbury Close EN1	Opposite houses, north side	225	£22,500
Inverness Avenue EN2 (Streetscene Improvements)	Entire road, both sides	1640	£164,000
Hertford Rd EN3	Unity Rd to St George's Church Hall, west side	810	£81,000
Mapleton Crescent EN3	Hoe Lane to No.42 & 61, both sides	915	£91,500
Barclay Road N18	Weir Hall Rd to Weir Hall Ave, north side	470	£47,000
Bourne Hill N13	Pedestrian area above rail bridge	500	£50,000
Farm Road N21	Opposite No.8 to No.34, south side	155	£15,500
Ford's Grove/Green Lanes/Farm Rd N21	Junction of Ford's Grove/Green Lanes/Farm Rd	378	£37,800
Hoppers Road N21 (Phase 2)	Fernleigh Rd to College Rd , both sides	1000	£100,000
Whittington Road N22	Borough boundary to No.168/195, both sides, Palmerston Rd to Marlborough Rd, south side & Palmerston Rd to Collings Close, north side	1055	£105,500
Dropped Kerbs			£45,000
Rights of Way			£25,000
Total			£2,209,500





Mayfield Crescent N9	
Chiswick Road N9	Balham Road to Kingston Road
Nash Road N9	
Croyland Road N9	
Eastbournia Avenue N9	
St Malos Avenue N9	
Crestbrook Avenue N13	
Wauther Close N13	
The Crest N13	
Osbourne Road N13	
Northfield Road EN3	
Cowland Avenue EN3	The Ride to 31
Falcon Road EN3	
Autumn Close EN1	
Charles Street EN1	
James Street EN1	
Conway Road N13 / N14	
Ladderswood Way N11	
Hawthorne Avenue N13	
Broomfield Lane N13	Railway Bridge to Powys Lane
Fyfield Road EN1	
Heene Road EN2	
Inverness Avenue EN1	
Peartree Road EN1	
St Andrews Road EN1	
Dewgrass Grove EN8	Rear of 125-145 Bullsmoor Lane
Keswick Drive EN3	
Middleham Road N18	
Arundel Gardens N21	
Downes Court N21	
Hoppers Road N21/ N13	
Queens Avenue N21	
Woodlands Way N21	
Derwent Road N13	

## APPENDIX 2

### Footways Programme 2014/15 (Allocation: £2,570,000)

**Table 1: Proposed Schemes**

Road Name	Extent	Area (m <sup>2</sup> )	Estimated Cost
Oak Lane N11	Entire road, both sides	315	£31,500
Moffat Road N13	Bowes Rd to Pymmes Mews, both sides	167	£16,700
Longleat Road EN1	Entire road, both sides	490	£49,000
Ford's Grove N21	Opposite No.20 to No.32, north side	92	£9,200
Church Street N9	Aldbury Mews to Little Bury St, North side	710	£71,000
Little Bury Street N9	Entire road, both sides	1585	£158,500
Angel Close N18	Footway along the side of flats	280	£28,000
Brimsdown Avenue EN3 (Phase 4)	Leys Rd East to Bell Lane, both sides	1613	£161,300
Oatlands Road EN3	Entire road, both sides	1265	£126,500
Salisbury Road EN3	Entire road, both sides	871	£87,100
Church Lane N9	Entire road, west Side	680	£68,000
Slades Gardens EN2	Entire road, both sides	643	£64,300
The Grove EN2	Chase Ridings to Uplands Park Rd, south side and No.24 to 32 - north side.	396	£39,600
Uplands Park Road EN2	Chase Ridings to Vulcan Gate, both sides	736	£73,600
Bury Street N9	Junction with Winchester Rd, east side	310	£31,000
Bury Street N9	Winifred Terrace to Edward Close, north Side	233	£23,300
Galliard Road N9 (Phase 2)	Adjacent to football pitches, east side	360	£36,000
Nightingale Road N9 (Phase 2)	Scarborough Rd to Shirley Grove, both sides	1681	£168,100
Penfold Rd N9	Entire road, both sides	540	£54,000
Hertford Rd N9	Croyland Rd to Bury St, west side	390	£39,000
Newdales Close N9	Balham Rd to No.29 - north side & Balham Rd to Dorman Place, south side	250	£25,000
Southbury Road EN1	Clydach Rd to Bryn-Y-Mawr Rd, north side	430	£43,000
Carterhatch Lane EN1	Bridgenhall Rd to Layard Rd, north side	210	£21,000