

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. Daniel Anderson, Cabinet Member for Environment & Cllr Dino Lemonides, Cabinet Member for Finance & Efficiency

Summary of Decision Taken including reasons

Borough Capital Programme –

Public Realm Improvements, Bridges & Highway Structures and Flood Prevention

Confirmation of Capital Allocation and Approval of Programmes of Work

That the indicative budgets set by Full Council at its meeting on 28th February 2017, for public realm improvements, bridge & highway structures and flood prevention be approved as confirmed budgets.

That approval is given to the:

- a) items of work and breakdown of funding, as shown in table 2 of this report and explained in paragraphs 4.1 to 4.8;
- b) schedules of carriageway schemes contained in Appendix 1 of this report;
- c) schedules of footway schemes contained in Appendix 2 of this report.
- d) schedules of structures and watercourses schemes contained in Appendix 3 of this report,
- e) placing of orders through any existing relevant term contract, procure alternative term contracts for minor works, or to invite and evaluate tenders/quotations and, where suitable tenders/ quotations are received, to award contracts for the works as appropriate.

That authority be given to the Executive Director for Regeneration & Environment to amend the programme of works and funding allocations within the approved budgets as necessary for operational reasons.

That authority be given to the Head of Highway Services to adjust the approved estimated costs of individual schemes 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 Executive Director for Regeneration & Environment on a quarterly basis.

PLEASE SPECIFY CATEGORY OF DECISION: Key
If Key, please quote the Forward Plan reference number: KD 4454

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. **PART 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

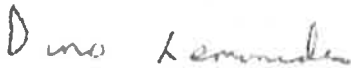


Cabinet Member for Environment

Cllr Daniel Anderson

PLEASE PRINT NAME

Signed



Cabinet Member for Finance & Efficiency

Cllr Dino Lemonides

PLEASE PRINT NAME

Signed



Executive Director - Regeneration & Environment

Ian Davis

PLEASE PRINT NAME

Signed



Executive Director – Finance, Resources & Customer Services

James Rolfe

PLEASE PRINT NAME



Date

04/04/2017

MUNICIPAL YEAR 2016/2017 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Cabinet Member for Finance and
Efficiency
Cabinet Member for Environment

REPORT OF:
Executive Director –
Regeneration &
Environment

Agenda – Part:	KD Num: KD 4454
Subject: Borough Capital Programme – Public Realm Improvements, Bridges & Highway Structures and Flood Prevention Confirmation of Capital Allocation and Approval of Programmes of Work	
Wards: All	

Contact officer and telephone number: Trevor King 0208 379 3456

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1. EXECUTIVE SUMMARY

This report seeks approval of the indicative capital budgets for public realm improvements, highway structures and flood prevention. It provides details of schemes to be funded from these budgets and seeks the necessary financial and scheme approvals so that works can be undertaken.

2. RECOMMENDATIONS

- 2.1 That the indicative budgets set by Full Council at its meeting on 28th February 2017, for public realm improvements, bridge & highway structures and flood prevention be approved as confirmed budgets.

That approval is given to the:

- 2.2 items of work and breakdown of funding, as shown in table 2 of this report and explained in paragraphs 4.1 to 4.8;
- 2.3 schedules of carriageway schemes contained in Appendix 1 of this report;
- 2.4 schedules of footway schemes contained in Appendix 2 of this report.

- 2.5 schedules of structures and watercourses schemes contained in Appendix 3 of this report,
- 2.6 placing of orders through any existing relevant term contract, procure alternative term contracts for minor works, or to invite and evaluate tenders/quotations and, where suitable tenders/ quotations are received, to award contracts for the works as appropriate.
- 2.7 That authority be given to the Executive Director for Regeneration & Environment to amend the programme of works and funding allocations within the approved budgets as necessary for operational reasons.
- 2.8 That authority be given to the Head of Highway Services to adjust the approved estimated costs of individual schemes 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 Executive Director for Regeneration & Environment on a quarterly basis.

BACKGROUND

- 3.1 The budget for 2017/18 and Medium Term Financial Plan was approved by Full Council on 28th February 2017.

An indicative capital budget was set for public realm improvements, bridge & highway structures and flood prevention as shown in table 1 below.

Item Description	Allocation (£000)
Public Realm Improvements	£6,000
Bridges and Highways Structure Maintenance	£250
Flood Prevention	£200
Total	£6,450

Table 1

- 3.2 A sustained level of capital investment is essential to maintain the highway network. Whilst reactive repairs are necessary for dealing with isolated failures, such as potholes, planned intervention with cost-effective preventative maintenance and repairs can lead to savings in the long term by treating deterioration at the appropriate time. A level of

planned preventative maintenance is essential to prevent progressive deterioration of all highway assets, including structures and drainage as well as roads and pavements. The capital programme already supports capitalised reactive repairs to the value of £1.8m, which is a contractual commitment. Therefore a sustained level of capital investment is required to continue with planned maintenance in accordance with sound asset management principles.

- 3.3 A key recommendation of The Potholes Review – Prevention and a Better Cure, published in 2012, is that local highway authorities should adopt the principle that 'prevention is better than cure' in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and minimise the occurrence of potholes in the future.
- 3.4 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. Enfield continues to have a large backlog of roads and pavements requiring extensive maintenance treatment. Analysis by an independent consultant, Metis Ltd, in May 2016, using Enfield's road condition information estimated that an investment in the order of £5.0m is required to maintain Enfield's roads in a steady state condition. It is acknowledged that such an investment is not achievable in the current economic climate and therefore an investment of £2.5m per annum, whilst short of the ideal investment, will contribute to the ongoing maintenance of the road network and slow the increase in the growing backlog which is currently estimated at £7.5m.
- 3.5 The poor condition of the local road network and its increasing funding need is not unique to Enfield and is a problem across the UK. It is imperative that Enfield continues to lobby both Central Government and Transport for London to increase funding to boroughs for local road maintenance.
- 3.6 Nonetheless, the allocation needs to be seen in the context of the substantial reduction in Central Government funding since 2010 that has resulted in significant reductions in services and evidenced in reduced annual highways maintenance budgets. Furthermore, the 2017/18 funding settlement offers no additional money and therefore a greater challenge to provide a sustainable level of funding for planned highways maintenance and achieve recommended asset management levels of service.
- 3.7 The Cabinet Member for Environment has authority, under delegated powers, to approve the details of work programmes within the overall capital budget allocation shown above. This portfolio report therefore proposes, and seeks approval, to implement specific schemes in accordance with the funding identified against programme items shown

in table 2 below and to place orders/award contracts for the works as appropriate.

Item Description	Allocation (£000)
Carriageways- Renewal / Resurfacing Programme	£2,450
Carriageways – Defect Repairs	£455
Footways – Renewal / Resurfacing Programme	£1,300
Footways – Defect Repairs	£1,362
Structures & Watercourses	£550
Verge and Shrub Beds	£40
Highway Trees	£110
Street Nameplates	£13
Minor Highway Improvements	£90
Alley Gating	£80
Total	£6,450

Table 2

- 3.8 The planned maintenance of roads and pavements is prioritised for treatment, based on condition surveys and safety inspection feedback, and are those considered to be at structural failure and would lead to increased reactive maintenance and higher risk of failure without intervention.
- 3.9 The planned maintenance of carriageways and footways will be undertaken in accordance with the principles set out in the Highway Maintenance Plan. The most appropriate treatments will be used in all improvements and maintenance works across all highway assets in accordance with best practice, asset management principles and streetscape guidance.
- 3.10 During 2017/18 it is anticipated that a similar level of statutory utility works to that undertaken in previous years will continue. In addition significant projects associated with Cycle Enfield, Ponders End and other regeneration schemes will commence on site. Effective coordination between all highway and utility works is a crucial aspect of programme delivery.
- 3.11 Progress on scheme delivery and capital expenditure will be reported to the Cabinet Member for Environment on a quarterly basis.

4. DETAILS OF ALLOCATIONS WITHIN THE CAPITAL PROGRAMME

- 4.1 Carriageways (£2,905,000)** This allocation, albeit reduced from previous years, due to financial constraints as indicated in 3.5 above, allows for the continuation of the Council's planned carriageway renewal/resurfacing programme (£2,450,000) and carriageway defect repairs (£455,000) to maintain and improve the condition of Enfield's roads. Enfield has also received confirmation of £1,160,000 funding from TfL for planned maintenance works on principal roads, part of which will be included in the Cycle Enfield programme. The carriageway schemes identified as being of highest priority for planned maintenance treatment during 2017/18 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, an allocation for partial resurfacing has been included, which allows for appropriate treatments to be undertaken at specific locations or short sections of resurfacing in order to target the worst areas of carriageway where treatment of the whole length of a longer road cannot be justified. This allows a cost effective approach to be taken, based on sound asset management principles, whereby specific defective lengths of carriageways are targeted.
- 4.2 Footway Replacement Programme (£2,662,000).** This allocation enables the continuation of the Council's planned footway renewal programme (£1,300,000) and footway defect repairs (£1,362,000) to maintain and improve the condition of the footways (both principal and non-principal roads), footpaths and rights of way network. Also included within this programme is the provision of dropped kerbs and tactile paving to improve ease of use. The footway schemes identified as being of highest priority for treatment during 2017/18 are listed in Appendix 2 and include further phases to some larger schemes started in previous years such as Browning Road (phase 3), Middleham Road (phase 3), and Bury Street (phase 5) 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.
- 4.3 Structures and Watercourses (£550,000).** This allocation enables the high priority structural repairs to be undertaken and works necessary to prevent flooding. This allocation also includes £100,000 for maintenance of bridges within the Council's parks. The schemes are identified in Appendix 3. In some cases the capital funding of drainage works attracts other contributions towards the total cost of the scheme and without the Council's capital input such funding would not be

possible. Schemes in the 2017/18 programme which have attracted funding are Enfield Town Flood Alleviation Scheme – £20k for detailed design from Defra/EA, Broomfield Park Wetlands – a recent joint bid submitted with Thames21 for £80k from Rivers Trust/Coca-Cola Foundation was successful and Albany Park River Restoration Feasibility Study – £49k from EA. Additional minor schemes which may be undertaken if funding becomes available are - various brickwork repairs, access improvements, painting and feasibility studies, highway drainage and small SuDS measures.

- 4.4 Verge and Shrub Beds (£40,000). This is for the continuation of a renewal programme for verges and shrub beds across the borough.
- 4.5 Highway Trees (£110,000). 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.
- 4.6 Street Nameplates (£13,000). This is a reduced allocation relative to previous years, again because of financial constraints imposed on local government by the loss of Central Government funding, but will allow for some renewal and improvement of the boroughs street nameplates. The demand for this work always exceeds allocation.
- 4.7 Minor Highway Improvements Programme (£90,000). This will be used to implement minor improvements where highway assets are continually being damaged and works are needed to implement schemes which deal with the cause of the problem. The allocation will also be used to improve the street scene through improvements to street furniture, signs and guard railing etc and on other enhancement initiatives.
- 4.8 Alley Gating (£80,000). This will continue with the alleyway gating programme, which enhances community safety.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 As set out in paragraphs 3.2 and 3.3, a sustained level of capital funding is essential to maintain the condition of 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, for which even greater capital funding will be required in the future.
- 5.2 As advised in paragraph 3.5, realistically, sufficient funding for the UK local road network will only be achieved with sustained support from

central government over and above its commitment to the strategic road network.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Confirmation of the capital budget, allocated to the items of work shown in table 2 will allow the Council to continue with its programme of maintaining the condition of its carriageways, footways and associated highway assets.
- 6.2 A sustained level of capital funding is essential to maintain the highway network and avoid potentially more costly maintenance in future years.
- 6.3 Appendices 1, 2 and 3 identify specific schemes associated with the main highway assets that have been prioritised for treatment. 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.

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

7.1 Financial Implications

- 7.1.1 The indicative capital programme as set out in Table 1 was reported to Full Council in February 2017. The indicative schemes were those at the time of preparing the budget where detailed business cases were still required and the funding had not been agreed nor built in to the Medium Term Financial Plan.
- 7.1.2 Approval is sought in this report to convert that indicative budget to an approved budget noting that this will need to be met from borrowing as there is no earmarked funding for these works.
- 7.1.3 The cost of borrowing £6.45m based on a 40 year annuity at 3.5% interest in line with treasury management strategy is £277k which would be contained within the current corporate capital financing budget.

7.2 Legal Implications

- 7.2.1 Section 111 of the Local Government Act 1972 gives a local authority power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.

- 7.2.2 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 services the Council wishes to provide within this report are in accordance with this power.
- 7.2.3 The Council must ensure compliance with its Constitution. Where required, the Council shall carry out any procurement exercises in accordance with its Contract Procedure Rules and the Public Contracts Regulations 2015 (where procurements are caught by these Regulations) seeking assistance from the Council's Procurement & Commissioning Hub and Legal Services where required.
- 7.2.4 The Council must ensure value for money in accordance with the Best Value principles under the Local Government Act 1999.
- 7.2.5 As this is a Key Decision the Council must comply with the Key Decision procedure.
- 7.2.6 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 Assistant Director of Legal and Governance Services.

7.3 Property Implications

There are no direct property implications arising from the programmes of work set out in this report.

8 KEY RISKS

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.

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 street 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 IMPLICATIONS

- 10.1 Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment is neither relevant nor proportionate for the approval of this report to agree the Borough Capital Programme for 2017/18. However, a retrospective EIA has been undertaken for the whole of Highway Services and a specific EIA for footway renewal works. In addition each individual project within the capital programme will be considered independently and Predictive Equalities Impact Assessments will be carried out where necessary to ensure compliance to the Equalities Act 2010
- 10.2 Planned maintenance also has social and qualitative benefits. Deterioration of facilities for pedestrians and cyclists on local roads is likely to increase the level of risk and some groups may be adversely impacted by a reduction in maintenance that affects visual amenity and environmental quality.

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 classified 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 all its users.

13. PUBLIC HEALTH IMPLICATIONS

There is increasing evidence that the public realm has a profound effect on behaviour and lifestyle influencing how people travel, how much time they wish to spend in the public realm and how they feel about where they live. How these budgets are spent will therefore have a significant effect on the health of the borough.

Background Papers

None

Appendix 1

Carriageways Programme 2017/18 (Allocation for Planned Maintenance: £2,450,000)

Table 1: Proposed Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
East Lodge Lane EN2		8000	£170,000
Orchardmede N21		1500	£50,600
Westpole Avenue EN4		9000	£202,500
The Spinney / Broadfields Ave N21	The Spinney (Whole Length), Broadfields Ave (No. 54 to Wades Hill)	2700	£148,500
Grange Gardens N14		1000	£55,000
Albany Road EN3		2800	£154,000
Perry Gardens N9		240	£13,500
Shakespeare Avenue N11		1280	£29,000
Cameron Close N18		1400	£47,300
Bounces Road N9		7900	£350,500
Hamilton Avenue N9		480	£11,000
Riley Road EN3		1200	£33,000
Coldham Grove EN3		1080	£36,500
Cedar Park Road EN2		2450	£67,500
Elmore Road EN3		1000	£27,500
Dendridge Close EN1		2930	£80,600
Falcon Road EN3		1100	£30,000
Hamilton Road / Chris Andrews Way N9		500	£11,500
Lynbridge Gardens N13		1100	£30,300
Westminster Drive N13		1850	£51,000
Malvern Terrace N9		350	£9,600
Lychet Way EN3		1350	£37,000

Union Road N11		670	£18,500
Hazel Close N13		750	£20,600
Goodwood Avenue EN3		2200	£60,500
Sharon Road EN3		500	£14,000
Partial Resurfacing			£690,000

Table 2: Reserve Schemes

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Woodland way N21		5000	£275,000
Hill Crest N21		1720	£34,600
Brackendale N21		2250	£123,800
Cheyne Walk N21		3900	£107,300
Downes Court N21		1700	£46,800
Kingwell Road EN4		3060	£68,600
Lincoln Crescent EN1		2630	£72,200
Park View N21		1980	£55,000
Slades Gardens EN2		1230	£33,800
Hounsden Road N21		2640	£72,600

Appendix 2

Footways Programme 2017/18 (Allocation for Planned Maintenance: £1,300,000)

Table 1 Proposed Schemes

Road Name	Extent	Area (m ²)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Chatsworth Drive EN1	Southwest corner of No.2 Chatsworth Drive	55	£5,600	Paving	Asphalt
Great Cambridge Rd EN1 - Final Phase,	No.229 to Lincoln Avenue, west side	610	£61,700	Paving	Asphalt
Parsonage Lane EN2	Baker St to Chase Side Ave - south side	645	£65,200	Paving	Asphalt
Sheppard Close EN1	Entire road	300	£30,300	Paving	Asphalt
Woodgrange Gardens EN1 - Phase 1	No.62 to No.84 & No.45 to No.59 - both sides	260	£26,300	Paving	Asphalt
Brigadier Hill EN2	Brigadier Ave to Glenville Ave, east side St Faith's Cl to VXO Vineyard Church, west side & Wetherby Rd to Garage entrance, west side	375	£37,900	Paving	Asphalt
Browning Road EN2	Morley Hill to Lancaster Rd - both side	325	£32,900	Paving	Asphalt
Goldsdow Road EN3	Green St to Goldsdow Close - both side	305	£30,900	Paving	Asphalt
Larmans Rd EN3 - Phase 1	Hertford Rd to Balmoral Rd - south side	521	£52,700	Paving	Asphalt
Raynton Road EN3	No.89/91 to end - north side & VXO at No.80 to end - south side	225	£22,800	Paving	Asphalt
Highview Gardens N11	No.2 to No.22, southwest side	60	£6,100	Paving	Asphalt
Beale Close N13	No.1 to No.16, south side	130	£13,200	Paving	Asphalt
Hazelwood Lane N13	New River to Lynbridge Gardens - north side	90	£9,100	Paving	Asphalt

Oakthorpe Road N13	St Anne's Catholic School entrance to Riverway - north side	355	£35,900	Paving	Asphalt
Avenue Road N14 - Phase 1	Chase Side to Nursery Rd - east side	602	£60,900	Paving	Asphalt
Cowper Gardens N14	No.1 to 48 - both sides	557	£56,300	Paving	Asphalt
Cowper Gardens N14	Side of No.117, east side	48	£4,900	Paving	Asphalt
Crown Lane N14 - Phase 1	Outside 76-78, south side & From tactile paving at junc. to No.55, north side	485	£69,400	Paving	Asphalt
Farmleigh N14 - Phase 1	Old Farm Avenue to No.24 - both sides	485	£49,000	Paving	Asphalt
Barclay Road N18	35/37 to Weir Hall Rd - south side	190	£19,200	Paving	Asphalt
College Gardens EN2	Side No.151 Fore St, north side	45	£4,600	Paving	Asphalt
Empire Avenue N18	No.24 to Devonia Gardens - south side	577	£58,300	Paving	Asphalt
Kendal Gardens N18	Front of No.20/22 Kendal Ave, east side & Side of 20 Kendal Gdns, north side	110	£11,200	Paving	Asphalt
Lyndhurst Road N18	Herne Mews to Reculver Mews - north side	110	£11,200	Paving	Asphalt
Middleham Road N18	Hawes Rd to Dysons Rd - north side	564	£57,000	Paving	Asphalt
Plevna Road N9	End of ramp from St James Rd, east side	19	£2,000	Paving	Asphalt
Victoria Road N9	Park Rd to Silver St -Adjacent to park, west side	708	£71,600	Paving	Asphalt
Windmill Rd N18	Opp. Henly Rd to Telegraph Pole - west side	240	£24,300	Paving	Asphalt
Church Hill N21 - Phase 1	Entrance to Grovelands Park to No.46 - south side	275	£27,800	Paving	Asphalt
Eversley Park Rd N21 - Phase 1	Opp. No.31 to Brookside - east side	186	£18,800	Paving	Asphalt

Eversley Park Rd N21 - Phase 2	Brookside to Houndsden Rd - east side	510	£51,600	Paving	Asphalt
Green Dragon Lane N21 - Phase 1	Eversley Park Rd to Eversley Crescent - southwest side	525	£53,100	Paving/Asphalt	Asphalt
Meadowbank N21	North side	70	£7,100	Paving	Asphalt
Queens Avenue N21	Farm Rd to No.2 - both sides	398	£40,200	Paving	Asphalt
Bury St N9 - Phase 5	Lawn Close to flats - northeast side	275	£27,800	Paving	Asphalt
Dartford Avenue N9	Sandhurst Rd to Mottingham Rd - southwest side	631	£63,800	Paving	Asphalt
Deansway N9	No.1A to No.25, south side	245	£24,800	Paving/Asphalt	Asphalt
Haselbury Road N9	Haselbury Lane to No.184/186 - east side	320	£32,400	Paving/Asphalt	Asphalt
Stowe Gardens N9	Front of No.2 Stowe Gdns, north side & Front of No.72 Latymer Rd, south side	70	£7,100	Paving	Asphalt
Dropped kerbs	Various locations		£15,000		

Table 2 Reserve Schemes

Road	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Baker St EN1	Parsonage Lane to VXO - east side	125	£12,700	Paving	Asphalt
Myddelton Avenue EN1	Forty Hill cycle lane to No.20 - northeast side	193	£19,500	Paving	Asphalt
Parsonage Lane EN2	Nunn's Rd to Monastery Gardens - north side	976	£98,600	Paving	Asphalt
Southbury Road EN1	Coleman Parade, west side	220	£26,400	Paving	Asphalt
Carterhatch Lane EN1	Entrance Enfield Rangers to Moorfield Rd - north side	472	£47,700	Paving	Asphalt

Larmans Rd EN3 - Phase 2	Hertford Rd to Balmoral Rd - north side	430	£43,500	Paving	Asphalt
Grove Road N11	Outside and opposite Christ Church	167	£16,900	Paving	Asphalt
Avenue Road N14 - Phase 2	Chase Side to Trent Gardens - west side	520	£52,600	Paving	Asphalt
Crown Lane N14 - Phase 2	No.74 to Chase Way - south side	960	£97,000	Paving	Asphalt
Crown Lane N14 - Phase 3	No.55 to Chase Way - north side	802	£81,100	Paving	Asphalt
Farmleigh N14 - Phase 2	No.24 to Avenue Rd - both sides	374	£37,800	Paving	Asphalt
Green Road N14	Opp. Trent Gardens to School entrance, northwest side Trent Gardens to The Fairway, southeast side	880	£88,900	Paving	Asphalt
Middleham Road N18	Hawes Rd to Dysons Rd - south side	496	£50,100	Paving	Asphalt
Church Hill N21 - Phase 2	From No.48 to Denleigh Rd - south side	344	£34,800	Paving	Asphalt
Eversley Park Rd N21 - Phase 3	Winchmore Hill Rd to Opp. Brookside - west side	293	£29,600	Paving	Asphalt
Green Dragon Lane N21 - Phase 2	Eversley Crescent to Wades Hill - southwest side	680	£68,700	Paving/Asphalt	Asphalt
Bury St N9 - Phase 6	Belmont Ave to Findon Rd - north side	200	£20,200	Paving	Asphalt

Appendix 3

Structures and Watercourses Programme 2017/18 (Allocation for Planned Maintenance: £550,000)

Table 1 Proposed Schemes

Scheme	Estimated Cost
Structures	
Brookside Bridge LBE 073 Scour works	£29,000
Bourne Hill Footbridge feasibility LBE 914	£25,000
Houndsden Road Footbridge LBE 841 replacement and remedial works	£71,000
Arnold Avenue Footbridge LBE 081 replacement	£58,000
Cattlegate Road North and South Parapet rebuild	£28,000
Railway bridges surfacing	£25,000
General Vegetation clearance work	£14,000
Replacement footbridge Hillyfield's	£20,000
Replace collapsed brick arch in Tent Park	£18,000
Replace rotten footbridge Streamside Close	£18,000
Hazelwood Park Bridge Painting and remedial repairs	£10,000
General remedial repairs	£9,000
Parks Bridge Inspections	£25,000
Watercourses and Flood Prevention	
Enfield Town Flood Alleviation scheme	£60,000
Gough Park Flood Alleviation scheme	£30,000
Prince of Wales Wetlands	£70,000
Broomfield Wetlands feasibility study	£10,000
Firs Farm Wetlands (enhanced drainage measures and contingency)	£20,000
Albany Park River Restoration feasibility	£10,000

