

## MUNICIPAL YEAR 2018/2019 REPORT NO.

### ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

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

**REPORT OF:**  
Director – Environment &  
Operational Services

<b>Agenda – Part:</b>	<b>KD Num: KD 4833</b>
<b>Subject:</b>	
<b>Borough Capital Programme 2019/20 – Highways and Street Scene.</b>	
<b>Approval of Programmes of Work</b>	
<b>Wards: All</b>	

Contact officer and telephone number: Trevor King 0208 379 3456

E mail: [trevor.king@enfield.gov.uk](mailto:trevor.king@enfield.gov.uk)

### 1. EXECUTIVE SUMMARY

This report provides details of schemes to be funded from the Borough Capital Programme 2019/20 for Highways and Street Scene. This comprises of programmes of works for highways, structures and flood prevention. It seeks the necessary financial and scheme approvals so that works can be undertaken.

### 2. RECOMMENDATIONS

That approval is given to the:

- 2.1 items of work and breakdown of funding, as shown in table 1 of this report and explained in paragraphs 4.1 to 4.10;
- 2.2 schedules of carriageway schemes contained in Appendix 1 of this report;
- 2.3 schedules of footway schemes contained in Appendix 2 of this report.

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

## **BACKGROUND**

- 3.1 The Council's Indicative Capital Programme up to and including 2021/2022 includes an ongoing annual budget of £6.45m for highways and street scene.
- 3.2 Cabinet, at its meeting on 13<sup>th</sup> February 2019, received a report which set out the business case for this budget. The business case includes maintenance activities for roads, pavements, bridges and other associated highway assets, public realm improvements, flood management and alley-gating. For 2019/20 it also includes £0.25m to contribute to the Albany Park River Restoration Scheme. Cabinet approved the business case.
- 3.3 At its meeting on 27<sup>th</sup> February 2019, Council confirmed the 2019/2020 capital budget of £6.45m. for 2019/20.
- 3.4 Cabinet also delegated authority to the Cabinet Member for Environment to approve programmes and schemes within the approved allocation for 2019/20.
- 3.5 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. This is reinforced by the recently introduced Well Maintained Highway Infrastructure Assets: A Code of Practice, which all local highway authorities are expected to follow.

- 3.6 This portfolio report proposes, and seeks approval, to implement specific schemes in accordance with the funding identified against programme items shown in table 1 below and to place orders/award contracts for the works as appropriate.

Item Description	Allocation (£000)
Carriageways- Renewal / Resurfacing Programme	£2,285
Carriageways – Defect Repairs	£455
Footways – Renewal / Resurfacing Programme	£1,150
Footways – Defect Repairs	£1,360
Structures & Watercourses	£550
Verge and Shrub Beds	£50
Highway Trees	£125
Street Nameplates	£25
Minor Highway Improvements	£100
Alley Gating	£100
Albany Park River Restoration and Flood Alleviation Scheme	£250
<b>Total</b>	<b>£6,450</b>

*Table 1*

- 3.7 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.
- 3.8 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.
- 3.9 During 2019/20 it is anticipated that a similar level of statutory utility works will be undertaken across the borough with the mains replacement programmes by Thames Water Utilities and Cadent Gas continuing across the borough. In addition significant projects

associated with Cycle Enfield will continue and increased building developments requiring new services and infrastructure upgrades. Effective coordination between all highway and utility works is a crucial aspect of programme delivery.

#### **4. DETAILS OF ALLOCATIONS WITHIN THE CAPITAL PROGRAMME**

- 4.1 Carriageways (£2,740,000): This allocation allows for the continuation of the Council's planned carriageway renewal/resurfacing programme (£2,285,000) and carriageway defect repairs (£455,000) to maintain and improve the condition of Enfield's roads. The carriageway schemes identified as being of highest priority for planned maintenance treatment during 2019/20 are listed in Appendix 1, table 1. Table 2 contains a list of reserve / future schemes which will be substituted for the programmed schemes if, for any reason, a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme. In addition to the main schemes identified in Appendix 1, an allocation for partial resurfacing has been included, which allows for appropriate treatments to be undertaken at specific locations or short sections of resurfacing 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 In the Autumn 2018, DfT announced a cash boost for local authority highway maintenance budgets. Enfield received £778,000. This was 'in-year' funding which had to be spent by 31 March 2019. As a result of programming restrictions and the availability of contractors' resources, approximately £300,000 of Enfield's 2018/19 capital will be carried forward to fund committed carriageway schemes early in the new financial year.
- 4.3 Funding from TfL for planned maintenance works on principal roads was substantially reduced last year and a similar level of funding is anticipated this year. A prioritisation on a scheme by scheme basis will be undertaken London wide for available funding. Enfield has submitted a bid for two schemes as per TfL's guidance and the outcome of the bidding process is awaited.
- 4.4 Footway Replacement Programme (£2,510,000). This allocation enables the continuation of the Council's planned footway renewal programme (£1,150,000) and footway defect repairs (£1,360,000) 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 2019/20 are listed in

Appendix 2, table 1 and include further phases to some larger schemes started in previous years. Appendix 2 also contains in table 2 a list of reserve schemes, which will be substituted for the programmed schemes if, for any reason a scheme needs to be postponed for network management reasons. Additional schemes will also be implemented from the reserve list if scheme outturn costs result in savings within the main programme.

- 4.5 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. Where this is the case it is indicated in Appendix 3, table 3.
- 4.6 Verge and Shrub Beds (£50,000). This is for the continuation of a renewal programme for verges and shrub beds across the borough.
- 4.7 Highway Trees (£125,000). 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.
- 4.8 Street Nameplates (£25,000). This allocation will allow for some renewal and improvement of the boroughs street nameplates.
- 4.9 Minor Highway Improvements Programme (£100,000). 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.
- 4.10 Alley Gating (£100,000). This will allow for completion of commitments to the alleyway gating programme which enhances community safety. There is strong evidence that alley gating reduces burglary and disorder and increases the perception of safety and satisfaction within the area of residence.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 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.
- 5.2 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.
- 5.3 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. Through the London Technical Advisors' Group, Enfield continues to contribute to a London wide 'State of the City' report. Enfield contributed to London Councils' written submission to the Commons Transport Committee Enquiry into Local Roads Funding and Governance and recently gave evidence to the Committee.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 Confirmation of the capital budget, allocated to the items of work shown in table 1 will allow the Council to continue with its programme of maintaining the condition of its carriageways, footways and associated highway assets.
- 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**

The required budget for the 2019-20 highways capital programme is £6.45m to be funded by borrowing. The Council's current average cost of borrowing rate is 3.4%. Total interest cost of this amount of borrowing over a 25year repayment term will be £3.2m. Annual repayment (covering both principal and interest) over a 25year term will

be £387K. Annual maintenance costs from the works to be carried out will be funded from existing revenue budgets.

## **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 schemes which the Council wishes to fund 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 the value of this programme is over £250,000 it is a Key Decision and the Council must comply with the Key Decision procedure set out in its Constitution.
- 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 Director of Law and Governance.
- 7.2.7 Under Section 15 (6) of the Local Government Act 2000, where any function may be discharged by a member of the Cabinet, the member may arrange for discharge of any such function by an officer of the authority. The delegation must be in accordance with the Council's Constitution.
- 7.2.8 The Highways Act 1980 places a duty on the Council as Highway Authority to maintain highway that is maintainable at public expense.

## **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 – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD**

- 9.1 Good homes in well-connected neighbourhoods**
- 9.2 Sustain strong and healthy communities**
- 9.3 Build our local economy to create a thriving place**

Enfield's highway network is probably the largest and most visible community asset for which Enfield is responsible. It is used daily by the majority of people in Enfield and keeping it in good condition is fundamental to the economic, social and environmental well-being of the community. A well managed and maintained highway network is essential to:

- promote new growth and regeneration in the borough;
- to ensure the safety of our highway users, whether vehicular traffic or pedestrian traffic;
- to maintain and improve customer satisfaction with the Council (previous Mori Polls have demonstrated that well maintained highways rank highly in what residents feel is most important to them);
- reduce the potential for complaints and for third party liability claims;
- to shape the character and quality of a local area (eg by greening up areas, planting trees, incorporating sustainable drainage features etc);
- to comply with our legal obligations as set out in the Highways Act where we have a 'duty to maintain' the highway.

These benefits support all three of the Council's priorities listed above

## **10 EQUALITY IMPACT IMPLICATIONS**

- 10.1 It is important to consider the needs of the diverse groups with protected characteristics when designing and delivering services or budgets so people can get fairer opportunities and equal access to services. Each individual 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 mobility, 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.

## **12 HEALTH AND SAFETY IMPLICATIONS**

12.1 Enfield has a duty under s41 of the Highways Act to maintain a safe and usable highway for all users. Having a sustained programme of highway maintenance is an essential part of the overall maintenance strategy. Surveys and prioritisation models ensure that those schemes in greatest need are treated to ensure acceptable levels of safety across all asset groups, where neglect could lead to significant consequences. The consequences of potholes and paving trips are widely reported whereas the potential safety implications associated with the management of trees or bridges can be particularly catastrophic.

## **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 2019/20 (Allocation for Planned Maintenance: £2,285,000)**

**Table 1: Proposed Schemes**

Road Name	Extent (Whole road unless otherwise stated)	Area (m2)	Estimated Cost
Broomfield Avenue N13		2850	£80,000
Station Road N21		3200	£108,000
Woodland Way N21		5000	£275,000
Addison Avenue N14	Half Road	1700	£94,000
Colonels Walk EN2		1230	£35,000
Kingwell Road EN4		1600	£16,000
Lincoln Crescent EN1		2625	£145,000
Park View N21		2000	£110,000
Mitchell Road N13		1500	£83,000
Townsend Avenue N14		2420	£133,000
Tudor Way N14		1700	£77,000
Tintern Gardens N14		760	£42,000
Stockingswater Lane EN3		2150	£61,000
Chandos Avenue N14		2560	£141,000
Falcon Road EN3		1100	£61,000
Bramley Road N14	Westpole Ave to South Lodge Dri	5500	£170,000
Gloucester Road EN2		1750	£96,000
Woodhall Road EN3		5000	£169,000
Waggon Road EN4	Duchy Road to Cockfosters Road	2570	£89,000
Partial Resurfacing			£300,000
<b>TOTAL</b>			<b>£2,285,000</b>

**Table 2: Reserve Schemes 2019/20 / Forward Plan Schemes 2020/21**

Road Name	Extent (Whole road unless otherwise stated)	Area (m <sup>2</sup> )	Estimated Cost
Forty Hill EN1	Old Forge Rd to Maidens Bridge	5700	£57,000
Whitewebbs Road EN1		6300	£63,000
Bourne Hill	Broadwalk to Green Lanes	8500	£85,000
Inverness Avenue EN1		2150	£48,500
Canada Avenue N18		1150	£26,000
Abbotshall Avenue N14		2400	£132,000
Oakwood Avenue N14		1900	£43,000
Hazelwood Crescent N13		380	£21,000
Connaught Gardens N13		4600	£129,500
Tasmania Terrace N18		600	£13,500
Pembroke Avenue EN1		4600	£103,500
Oaklands N21		1600	£88,000
Avondale Road N13		900	£49,500
Ashley Gardens N13		1350	£74,500
Arnos Road N11		2250	£88,000
Wickham Close EN1		750	£41,500
Ringwood Way N21		3450	£97,000
Conway Gardens EN2		1060	£24,000
Bell Lane EN3		5000	£169,000
Cardiff Road EN3		400	£22,000
Hyde Park Gardens N21		540	£12,000
<b>TOTAL</b>			<b>£1,387,000</b>

## Appendix 2

### Footways Programme 2019/20 (Allocation for Planned Maintenance: £1,150,000)

**Table 1 Proposed Schemes**

Road Name	Extent	Area (m2)	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Alma Rd EN3	Napier Rd to front of school gates - West side	410	£41,500.00	Asphalt/Paving	Asphalt
Baker St EN1	Parsonage Lane to VXO - East side	125	£12,700.00	Paving	Asphalt
Blagdens Lane N14	Opposite Lime Tree Park - North side	200	£20,200.00	Paving/Concrete	Asphalt
Bounces Rd N9 - Phase 2	Montagu Rd to No.212 - South side	810	£81,900.00	Paving/asphalt	Asphalt
Brettenham Road N9	Ascot Rd junction to No.10	55	£5,600.00	Paving	Asphalt
Burleigh Gardens N14	Burleigh Parade to Borough Boundary - Both sides	385	£46,200.00	Paving	Asphalt
Bush Hill N21 (Phase 2) Continuation from Ph1 2018/19	Brooklands Court to Ringmer Place - Phase 2 South side	360	£36,400.00	Paving	Asphalt
Crown Lane N14 (Phase 2) Continuation from Ph1 2018/19	No.55 to Chase Way - North side	810	£81,900.00	Paving	Asphalt
Cuba Drive EN3	Brick Lane to No.17- East side	100	£10,100.00	Paving	Asphalt
Cuckoo Hall Lane N9	Hertford Rd to Scarborough Rd - North side	515	£52,100.00	Paving	Asphalt
Eaton Rd EN1	Southbury Rd to Seaford Rd- East side	340	£34,400.00	Paving	Asphalt
Firs Park Avenue N21	No.5 to No.27 South side & No.10 to No.18 North side	350	£35,400.00	Paving/asphalt	Asphalt
Fox Lane N13	Green Lanes to Caversham Rd - Phase 1	715	£72,300.00	Paving	Asphalt
Green Road N14	School entrance to opposite The Fairway - West side	250	£25,300.00	Paving/asphalt	Asphalt
Montagu Gardens N9	Montagu Road to No.53 - Both sides	1100	£111,100.00	Paving	Asphalt
Princess Avenue N13	No.271 to Tottenhall Rd - North side & No.280 to Tottenhall Rd - South side	460	£46,500.00	Paving	Asphalt
Queen Elizabeth Drive N14 (Phase	Raleigh Rd to No.52 - Both sides	900	£90,900.00	Paving	Asphalt

2) Continuation from Ph1 2018/19					
Ridge Rd/Halstead Road N21	Junction of Ridge Rd and Halstead Rd	400	£40,400.00	Paving	Asphalt
Station Road N21	No.8 to Hazelgreen Close and Broadway Mews to No.5	290	£29,300.00	Paving	Asphalt
The Close N14	Whole Road	920	£93,000.00	Paving	Asphalt
The Ridgeway Enfield EN2	Lavender Hill to Opposite Fairview Road	635	£64,200.00	Paving	Asphalt
Tottenham Rd N13	No.160 to No.198 - South side	450	£45,500.00	Paving	Asphalt
Woodstock Crescent N9	No.17a to No.21a	80	£8,100.00	Paving/asphalt	Asphalt
Clifford Road N9	Whole Rd	495	£50,000.00	Paving/asphalt	Asphalt
Dropped kerbs	Various locations		£15,000		
<b>Total</b>			<b>£1,150,000</b>		

**Table 2 Reserve Schemes**

Road	Extent	Area (m <sup>2</sup> )	Estimated Cost	Existing Surface Treatment	Proposed Surface Treatment
Bush Hill N21 - Phase 3	Ringmer Place to Quakers Walk - South side	275	£27,800.00	Paving	Asphalt
Green Dragon Lane N21	No.2 to No.56 - Phase 1	655	£66,200.00	Paving	Asphalt
Green Dragon Lane N21	Green lanes to Myddelton Gardens - Phase 2	560	£56,600.00	Paving	Asphalt
Queen Elizabeth Drive N14	No.52 to No.80 - Both sides - Phase 3	730	£73,800.00	Paving	Asphalt
Queen Elizabeth Drive N14	No.80 to No.106 - Both sides - Phase 4	880	£88,900.00	Paving	Asphalt
Station Road N21	No.3 to Kings Avenue & Hazelgreen Close to Radcliffe Rd - Phase 2	695	£70,200.00	Paving	Asphalt
Station Road N21	Radcliffe Road to Ringwood Way - Phase 3	400	£40,400.00	Paving	Asphalt
Windsor Road EN3	Larmans Rd to end - Phase 1 West side	710	£71,800.00	Paving	Asphalt
Windsor Road EN3	Larmans Rd to end - Phase 2 East side	585	£59,100.00	Paving	Asphalt

## Appendix 3

**Structures and Watercourses Programme 2019/20**  
**(Allocation for Planned Maintenance: Structures £350,000 incl £100,000 for Parks Bridges; Watercourses £200,000)**

**Table 1 Highway Structures**

Scheme	Estimated Cost	Comments
<b>Structures (General Structures)</b>		
Conduit Lane LBE 147 Eight Span Road Bridge	£60,000	New Bridge joints to align with resurfacing works.
Conduit Lane LBE 147 Eight Span Road Bridge	£25,0000	Painting of Steelwork over abutments and resolve drainage issues.
Mollison Avenue LBE 136 Bridging Structure	£60,0000	New Asphaltic plug joints and central reserve Modifications to align with carriageway surfacing works.
Bridge maintenance	£105,000	General bridge maintenance
<b>Structures (Parks Bridges)</b>		
Millfield House LBE 863 footbridge	£20,000	Painting and new deck boards.
Grovelands Park LBE 832 Footbridge	£3,000	Minor concrete repairs and Surfacing.
Maidens Bridge LBE 829 Footbridge	£5,000	Replacement deck boards.
Waggon Road LBE 900 Footbridge	£50,000	New footbridge.
Parks Bridge Inspections	£27,000	Bridge inspections.
<b>Watercourses and Flood Prevention</b>		
Moore Brook Strategic SuDS	£50,000	Required to support the London Strategic SuDS Pilot (£100k of TRFCC funding)
Enfield Town Strategic SuDS	£50,000	Required to support the London Strategic SuDS Pilot (£100k of

		TRFCC funding)
Salmons Brook NFM	£20,000	Required to support the SBNFM project (£52k TRFCC funding)
Glenbrook Wetlands	£20,000	Creation of additional cell and improved access
SuDS for Schools	£10,000	Alma School or another school good SuDS potential
Broomfield Park Wetlands	£20,000	Planting, required to complete this £165k project
Monken Hadley Common FAS	£10,000	Required to support £100k Thames Water investment
Bullsmoor Lane FAS	£10,000	Review feasibility of proposed flood works
Enfield Town FAS	£10,000	Review feasibility of proposed FAS at Grammar School