

	Environment Committee 11 January 2018
Title	Highways Planned Maintenance Programme 2018/19
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Proposed Carriageway and Footway Works by Wards for Year 4 of the Network Recovery Programme during 2018/19
Officer Contact Details	Jamie Blake, Jamie.Blake@barnet.gov.uk

Summary

This report seeks the Committee's approval for the delivery of the 2018/19 Highway Planned Maintenance and Network Recovery Plan (NRP) Work Programme listed in Appendix A, totalling £8 million to be funded from the agreed NRP Capital allocation of £50.365 million over 5 years.

The work programme has been primarily developed based on condition assessment survey data and deterioration modelling. The proposed schemes have been identified and prioritised to give a spread of schemes across the borough, using whole life costing and good asset management principles to ensure that investment is targeted where it is most needed.

The investment split for 2018/19 will be as follows: 55% footway, 35% carriageway and 10% structures, drainage, road markings and other highway assets.

Officer's Recommendations

- 1. That the Committee approves the capital expenditure of £8 million for the delivery of the 2018/19 Planned Maintenance and Network Recovery Plan work programme consisting of carriageway and footway renewal works as listed in Appendix A of this report.**
- 2. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 3. That the Strategic Director for Environment is authorised to alter the programme of carriageway and footway renewal works, should the community object to a scheme being implemented.**
- 4. That subject to the overall costs being contained within agreed budgets, the Strategic Director for Environment is authorised to instruct Re to implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and or the Council's Contract Procedure Rules as appropriate.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide the appropriate Council authority to instruct Re, approve the planned maintenance programme for 2018/19 and agree the proposed investment proportions for the planned maintenance programme for 2018/19.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This report is needed to provide the appropriate Council authority to instruct Re, approve the planned maintenance programme for 2018/19 and agree the proposed investment proportions for the planned maintenance programme for 2018/19.
- 2.2 The Highways Act 1980 (HA 1980) sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense and almost all claims against authorities relating to highway functions arise from an alleged breach of this section. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Authority also has a duty to ensure a safe passage for the highway user through the effective implementation of the

legislation available to it, principally the HA 1980, and in particular Section 41, of the Act.

- 2.4 Planned highway maintenance is generally funded by Capital Funding. Capital allocations are also made by Central Government through the Local Implementation Plan ("LIP") process taking into account factors such as road lengths, classification, traffic figures and road condition data derived from the condition indicators, UK Pavement Management System (UKPMS), National Road Maintenance Condition Survey (NRMCS) and condition surveys. Revenue allocations funding, which covers mostly reactive maintenance, is generally provided from a combination of local council tax and other Government Revenue Support Grants. Funding is further sought from Private Developers, secured as planning obligations under S106 of the Town and Country Planning Act 1990. It is important to ensure that realistic benefit is obtained for highway maintenance from contributions in respect of new developments.
- 2.5 The programme proposed in this report was developed using an independent condition assessment survey company, Highway Surveyors, who undertook a survey of every footway and carriageway in the borough and recorded the data to a defined national standard of all footways and carriageways within the borough. This data was added to that of the defects scores, scores from the highway safety inspectors with the local knowledge they have from walking the streets regularly as part of their routine inspection, and by applying guidance on Network Recovery Plan whole life cost principles resulted in the list of those footways and carriageways to be in the worst condition, as set out in Appendix A.
- 2.6 Schemes have been prioritised based on their known condition. In order to achieve best value for the investment, the proposed carriageway treatments include micro asphalt with patching as required, as well as a resurfacing programme. All ward councillors will be consulted over the proposed schemes and as such the proposed year 4 schemes lists may be subject to review and possible change, to incorporate their comments where appropriate. The final programme will also be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict with that proposed and result in abortive works. Any schemes which are unable to be progressed or delayed due to the above will be replaced in the programme with those next on the priority list.
- 2.7 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a statutory three-month Notice to Utility companies of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 36

months after the works have been implemented. However, Utility companies can still carry out emergency and service connection works by just notifying the Highway Authority. The Notice will be published in the London Gazette and sent to all the utility companies for co-ordination.

- 2.8 The Traffic Management Act 2004 introduced a new hierarchy of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities, but for which Transport for London (TfL) has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs, if the proposed maintenance works are likely to affect traffic operations on a strategic road in its own area. The Council aims to implement all the schemes safely, with minimum traffic congestion and TfL will be provided with the necessary information within the stipulated timescales. The contractor will have in place a Health and Safety Plan for implementing these schemes safely.
- 2.9 Appendix A lists all the proposed carriageway treatments and footway relay schemes in each ward to be undertaken in 2018/19. Where appropriate, the table shows the section of the street that will be treated. Relevant information about the work in each location will be provided in advance to residents by letter along with advanced signing. In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter. Local ward councillors will be given ward packs of the proposed schemes showing treatment types for both footways and carriageways in their ward. Post ward Member consultation local ward councillors will be provided with a finalised ward pack setting out the carriageway treatments and footway relay schemes in each ward. Local ward councillors will be notified in advance of residents of the proposed extent of works for each scheme.

2.10 Network Recovery Programme progress to date

2.10.1 A total of 504 schemes have been completed to date across the three years of the Network Recovery Programme, as set out in the table below. For the Year 3 programme to date we have completed all of the carriageway resurfacing and carriageway micro asphalt schemes and we are due to complete another 27 footway schemes by the end of the financial year.

Programme	Year 1	Year 2	Year 3
Carriageway resurfacing	51	42	12
Carriageway micro asphalt	43	23	44
Carriageway surface dressing	125	-	-
Footway (completed)	83	64	17
Footway (to be completed)	-	-	27

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option of undertaking planned maintenance based on the previous approach of “worst first” has been considered and rejected because this is an unsustainable approach associated with expensive short term reactive repairs.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, officers will consult with local ward councillors to finalise the proposed carriageway treatments and footway relay schemes in each ward, and then plan and implement the approved planned maintenance schemes by raising relevant orders with the Council’s term contractor or specialist contractors if there are financial benefits in doing so. As part of year 4 of the Network Recovery Programme a further independent condition assessment will be commissioned towards the latter part of the year to assist in preparation of the year 5 programme.
- 4.2 Following the completion of local ward councillor consultation, the Environment Committee will approve the finalised Year 4 programme at the March 2018 Committee meeting. This finalised programme will be taken forward to implementation, and if an instance arises where the community objects to a scheme being implemented, the Strategic Director for Environment can take a decision to alter the programme under delegated powers.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

- 5.1.1 The proposed planned maintenance programme will contribute directly to two of the three Corporate Objectives of the Council's 2013 - 16 Corporate Plan by:
- Promoting responsible growth, development and success across the borough; and
 - Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.
- 5.1.2 The proposed planned maintenance programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.
- 5.1.3 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2018/19 programme aims to stop short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Funding is being sought from all possible sources to address the on-going deterioration of non-principal local roads, to improve the condition of footway and eliminate the backlog of repairs. An examination of the Planned Maintenance Budgets over the last 10 years shows a gradual reduction of the level of investment over recent years. This reduction of planned maintenance, the result of the tough economic climate, has contributed to the planned maintenance backlog. In addition, as funding reduces, the ability to provide a satisfactory level of investment in the road network decreases and this in turn generates increasing levels of reactive cost and works.
- 5.2.2 A £1.883 million bid for carriageway resurfacing works on the Borough's principal roads was included in the Local Implementation Plan (LIP) 2018/19 bid submitted to Transport for London (TfL). The Council has been advised that carriageway principal road resurfacing funding will not be granted in the 2018/19 year, and this could have a consequential impact on the reactive maintenance spend on the principal road network.
- 5.2.3 The total Council budget allocation for the Network Recovery Programme works in 2018/19 is £6.034 million from borrowing, from a total allocation of £8 million, with the breakdown shown in the table below:

5.2.4

Programme	Allocation
Total works budget	£6.034 million,
Carriageway resurfacing	£2.112 million
Footway schemes Year 3	£1.395 million
Footway schemes Year 4	£1.923 million

- 5.2.5 Due to budgetary constraints in Year 3 it has been necessary complete the Year 3 (2017/18) footway programme to the value of £1.395 million from the Year 4 Investment in Roads and Pavements NRP, leaving a remaining budget of £1.923 million for Year 4 footway schemes.

5.2.6

The amount of available funding will determine the number of schemes that can be delivered in the year. Where the number of schemes exceed this, they will be prioritised, if any of programmed schemes are not delivered. The proposed percentage split of the budget between footways, carriageways and others (structures, drainage, signs, road markings) is 35%, 55% and 10% respectively.

- 5.2.7 The following two main treatment types are included in the Appendix A:

Micro Asphalt: Involves overlaying a thin surface layer of 15-30 mm and may involve removing or planing some of the old surface, particularly at the channels. Some carriageway patching may be required before this treatment is applied, but essentially this treatment is applicable where the road surface is still sound. In addition to sealing the carriageway and providing a new running surface this treatment can also restore some of the shape of the road. This treatment is not really applicable to heavily trafficked roads. A typical life expectancy is 10 years plus.

Carriageway Resurfacing: This requires the removal and replacement of the surface layer with hot rolled asphalt, dense bitumen macadam or stone mastic asphalt, and the specific treatment will be decided by the highway officers. The treatment depth is between 30 and 40 mm, but it can be more if the underlying layer also needs replacing. A typical life expectancy is 15-20 years.

Other treatments may also be proposed such as carriageway patching, joint sealing and use of reflective membranes where considered necessary by experienced highway officers.

- 5.2.8 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change following local ward councillor consultation and completion of the individual scheme designs. The estimates are based on the contract rates of the London Highways Alliance Contract (LoHAC), which the Council adopted to use as a means to deliver all the highway maintenance works. A cost comparison exercise has confirmed that the LoHAC rates offer a saving of some 15% compared

to the previous highways term contracts.

5.2.9 Some of the proposed schemes may not be delivered due to future utility or development works as previously stated. Updates of any changes or variations to the highway schemes scheduled in Appendix A will be reported back to this Committee, as and when required.

5.2.10 There are no staffing ICT or property implications.

Social Value

5.2.11 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management including agreement of the London Transport Strategy Local Implementation Plan. These are contained in the main body of the report.

5.3.2 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.3.3 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4 Risk Management

5.4.1 The extreme weather encountered over previous winters has resulted in a rapid deterioration of the core fabric of many patched and heavily deteriorated carriageways. The whole life condition of these carriageways is susceptible to further reduction by increased frequency of future extremes of weather unless timely intervention is carried out by a planned programme of appropriate highway maintenance treatments. The reactive attention to defects or filling of pot-holes has been technically proven to be only a short-term and a superficial remedy to highway damage.

5.4.2 Based on the 2011 condition surveys, the current highway maintenance

backlog has been estimated to be £97.3 million. The funding required to address this backlog, based on traditional maintenance treatments, has been assessed to be £20 million per year over a 5 year period. Given the current economic climate this is clearly unsustainable and there is therefore the risk that continuing deterioration of the highway will substantially increase the backlog and/or result in closure of roads. In order to reduce this risk Re officers are proposing the use of preventative type treatments which cost considerably less than the traditional maintenance treatments and are cost effective in extending the life of the highway.

5.5 Equalities and Diversity

- 5.5.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.
- 5.5.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- 5.5.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Forums, Leader listens and Chief Executive Walkabouts, etc. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.
- 5.5.4 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
 - a) Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
 - b) Advance equality of opportunity between people from different groups.
 - c) Foster good relations between people from different groups.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going

process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

5.5.5 Corporate Parenting

5.7.1 This section of the report does not apply to this report.

5.6 Consultation and Engagement

5.6.1 Consultation with local ward councillors will be undertaken in January and February 2018 to finalise the proposed carriageway treatments and footway relay schemes in each ward. All requests for highways maintenance received in the last year are logged and have been considered in preparing the lists of Appendix A. Residents will receive notification in advance informing them of any forthcoming maintenance works.

5.6.2 The Council's Communications Team will be engaged to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance as a "good news story". Customer satisfaction surveys have also taken place during year 4 of the Network Recovery Programme and the results circulated in the media coverage listed above.

5.8 Insight

5.8.1 This section of the report does not apply to this report.

6. BACKGROUND PAPERS

6.1 Environment Committee approval 24th of July 2014 of Draft Network Recovery Plan
<https://barnet.moderngov.co.uk/documents/g7879/Public%20reports%20pack%2024th-Jul-2014%2019.00%20Environment%20Committee.pdf?T=10>

6.2 Environment Committee approval 18th of November 2014 of five year Commissioning Plan
<https://barnet.moderngov.co.uk/documents/g7880/Public%20reports%20pack%2018th-Nov-2014%2019.00%20Environment%20Committee.pdf?T=10>

6.3 Council approval 16th December 2014 of five year capital allocation of £50.365m
<https://barnet.moderngov.co.uk/documents/g7816/Public%20reports%20pack%2016th-Dec-2014%2019.00%20Council.pdf?T=10>

Appendix A: Proposed Carriageway and Footway Works by Wards for Year 4 of the Network Recovery Programme - 2018/2019

Carriageway Micro Asphalt – Year 4

Roadname	Postcode	Ward	Estimated cost
Brookside South	EN4	Brunswick Park	£46,140
The Woodlands	N14	Brunswick Park	£44,869
Market Lane	HA8	Burnt Oak	£8,759
Greenway Gardens	HA8	Burnt Oak	£19,386
Rockhall Way	NW2	Childs Hill	£6,924
Crewys Road	NW2	Childs Hill	£33,387.46
Aerodrome Road	NW9	Colindale	£63,099
Grahame Park Way	NW9	Colindale	£59,163
Parkhurst Road	N11	Coppetts	£23,733
Torrington Park	N12	Coppetts	£31,344
Lawton Road	EN4	East Barnet	£22,927
Victoria Road	EN4	East Barnet	£25,697
Church Lane	N2	East Finchley	£51,355
Summerlee Avenue	N2	East Finchley	£30,464
Green Lane	HA8	Edgware	£46,684
Fernhurst Gardens	HA8	Edgware	£14,839
Manor View	N3	Finchley Church End	£25,135
Lyndhurst Gardens	N3	Finchley Church End	£45,662
Kingsley Way	N2	Garden Suburb	£29,268
Wildwood Road	NW11	Garden Suburb	£17,120
Claremont Road	NW2	Golders Green	£37,141
Tilling Road	NW2	Golders Green	£17,600
Bedford Road	N2	Hale	£11,635
The Meads	HA8	Hale	£35,641
Victoria Road	NW4	Hendon	£6,274
Lodge Road	NW4	Hendon	£8,568
The Crescent	EN5	High Barnet	£15,862
Thornton Road	EN5	High Barnet	£13,711
Wise Lane	NW7	Mill Hill	£49,410
Lawrence Street	NW7	Mill Hill	£47,094
Netherlands Road	EN5	Oakleigh	£33,720
Gloucester Road	EN5	Oakleigh	£33,153
Michleham Down	N12	Totteridge	£45,689
Woodside Park Road	N12	Totteridge	£22,601
Leeside	EN5	Underhill	£34,031
Grasvenor Avenue	EN5	Underhill	£47,307
Eversleigh Road	N3	West Finchley	£25,767
Long Lane	EN5	West Finchley	£54,160
Shirehall Park	NW4	West Hendon	£4,200
Borthwick Road	NW9	West Hendon	£3,591
Mayfield Avenue	N12	Woodhouse	£51,080
Montrose Crescent	N12	Woodhouse	£15,625

Carriageway Micro Asphalt – Year 4 Reserve List

Roadname	Postcode	Ward	Estimated cost
Carlisle Place	N11	Brunswick Park	£7,871.98
Monkfrith Way	N14	Brunswick Park	£7,256.34
Park Croft	HA8	Burnt Oak	£4,590.22
Edwin Road	HA8	Burnt Oak	£12,313.81
Lyndale	NW2	Childs Hill	£14,792.51
Crewys Road	NW2	Childs Hill	£33,387.46
Nant Road	NW2	Childs Hill	£19,737.20
Manor Way	NW9	Colindale	£17,392.48
Annesley Avenue	NW9	Colindale	£15,846.58
Hampden Road	N10	Coppetts	£33,161.89
Poplar Grove	N11	Coppetts	£47,755.12
Somaford Grove	EN4	East Barnet	£3,784.62
Mount Road	EN4	East Barnet	£14,650.90
King Street	N2	East Finchley	£13,512.03
New Trinity Road	N2	East Finchley	£9,159.25
Lynford Gardens	HA8	Edgware	£14,056.45
Old Rectory Gardens	HA8	Edgware	£12,397.76
Church Crescent	N3	Finchley Church End	£38,549.23
Holders Hill Crescent	NW4	Finchley Church End	£23,956.85
Creswick Walk	NW11	Garden Suburb	£9,848.67
Church Mount	N2	Garden Suburb	£31,997.58
Clitterhouse Road	NW2	Golders Green	£46,290.62
Eastside Road	NW11	Golders Green	£21,971.68
West Way	HA8	Hale	£28,559.79
Gold Hill	HA8	Hale	£3,911.82
Albert Road	NW4	Hendon	£20,858.26
Sunny Hill	NW4	Hendon	£15,717.68
Hadley Green Road	EN5	High Barnet	£20,119.65
Leicester Road	EN5	High Barnet	£58,938.54
Abercorn Road	NW7	Mill Hill	£33,014.34
Ashley Walk	NW7	Mill Hill	£28,425.81
Station Approach	EN5	Oakleigh	£16,023.81
Lyonsdown Road	EN5	Oakleigh	£13,918.22
Walmington Fold	N12	Totteridge	£32,720.93
Northiam	N12	Totteridge	£27,013.04
Willow Drive	EN5	Underhill	£7,986.46
Brett Road	EN5	Underhill	£15,150.37
Birkbeck Road	N12	West Finchley	£13,055.81
Oakdene Park	N3	West Finchley	£18,189.60
Colindeep Gardens	NW4	West Hendon	£6,387.98
Stanley Road	NW9	West Hendon	£3,760.88
Woodside Grove	N12	Woodhouse	£13,065.98
Bramber Road	N12	Woodhouse	£27,636.32

Carriageway Resurfacing – Year 3 (still to be completed)

Roadname	Postcode	Ward	Estimated cost
Greenfield Gardens	NW11	Childs Hill	£152,807.25

Carriageway Resurfacing – Year 4

Roadname	Postcode	Ward	Estimated cost
Holden Road		Totteridge	£174,014
Potters Road	EN5	High Barnet	£63,644
Woodfall Avenue	EN5	Underhill	£95,912
Lichfield Road	NW2	Childs Hill	£18,645
Squires Lane	N3	West Finchley	£101,962
Gloucester Road	EN5	Oakleigh	£130,292
Green Lane	HA8	Edgware	£138,000
Granville Road	N12	Woodhouse	£152,771
Briarfield Avenue	N3	Finchley Church End	£81,397
First Avenue	NW4	Hendon	£38,177
Erskine Hill	NW11	Garden Suburb	£140,705
Pembroke Road	N10	Coppetts	£105,461

Footways – Year 3 (still to be completed)

Roadname	Postcode	Ward	Estimated cost
Alexandra Road	N10	Coppetts	£95,296
Barnfield Road	HA8	Burnt Oak	£24,888
Burnt Oak Broadway	HA8	Burnt Oak	£80,000
Chandos Avenue	N20	Oakleigh	£16,253
Cherry Tree Road	N2	East Finchley	£47,680
Church End	NW4	Hendon	£66,844
East Barnet Road	EN4	East Barnet	£30,913
Finchley Road	NW11	Garden Suburb	£97,728
Green Road	N20	Totteridge	£41,777
Hermitage Lane	NW2	Childs Hill	£131,584
Highfield Avenue	NW11	Golders Green	£209,792
Holden Road	N12	Totteridge	£265,920
Hutton Grove	N12	West Finchley	£129,792
Lyndale Avenue	NW2	Childs Hill	£52,000
Second Avenue	NW4	Hendon	£35,584
Union Street	EN5	High Barnet	£69,568

Footways – Year 4 Priority List (in priority order)

Roadname	Postcode	Ward	Estimated cost
Dunstan Road	NW11	Childs Hill	£275,595
Hampstead Heights	N2	East Finchley	£126,245
Cheyne Walk	NW4	West Hendon	£178,847
Trinity Avenue	N2	East Finchley	£37,426
Dorchester Gardens	NW11	Garden Suburb	£32,293
Friern Barnet Lane	N20	Coppetts	£43,379
Linthorpe Road	EN4	East Barnet	£168,624
Longland Drive	N20	Totteridge	£334,812
Sydney Road	N10	Coppetts	£168,423
Holmwood Grove	NW7	Hale	£60,185
Highcroft Gardens	NW11	Golders Green	£113,883
Sherrards Way	EN5	Underhill	£207,085
Beaufort Drive	NW11	Garden Suburb	£84,400
Langham Road	HA8	Burnt Oak	£44,799
Clitterhouse Road	NW2	Golders Green	£242,697

Footways – Year 4 Reserve List

Roadname	Postcode	Ward	Estimated cost
Hampden Way	N14	Brunswick Park	£331,542
Southbourne Avenue	NW9	Burnt Oak	£122,037
Llanvanor Road	NW2	Childs Hill	£93,623
Silkfield Road	NW9	Colindale	£87,587
Woodfield Avenue	NW9	Colindale	£87,460
Friern Barnet Lane	N11	Coppetts	£50,945
Lawton Road	EN4	East Barnet	£68,703
Talbot Avenue	N2	East Finchley	£34,950
Church Lane	N2	East Finchley	£214,454
Park Grove	HA8	Edgware	£105,730
Gravel Hill	N3	Finchley Church End	£74,305
Haslemere Gardens	N3	Finchley Church End	£125,254
Blandford Close	N2	Garden Suburb	£35,857
Clitterhouse Crescent	NW2	Golders Green	£168,129
Grange Hill	HA8	Hale	£75,067
Hall Lane	NW4	Hendon	£183,607
Highlands Road	EN5	High Barnet	£92,886
Warwick Road	EN5	High Barnet	£39,096
Glenmere Avenue	NW7	Mill Hill	£116,597
Simmons Way	N20	Oakleigh	£121,204
Northumberland Road	EN5	Oakleigh	£98,778
Northiam	N12	Totteridge	£140,338
West Hill Way	N20	Totteridge	£125,635
Hillside Gardens	EN5	Underhill	£290,696
Westbury Road	N12	West Finchley	£101,522
Graham Road	NW4	West Hendon	£46,895
Shirehall Lane	NW4	West Hendon	£299,669
Fallow Court Avenue	N12	Woodhouse	£149,052
Addington Drive	N12	Woodhouse	£91,045