

	<h2>Environment Committee</h2> <h3>14 March 2018</h3>
<p style="text-align: right;"><b>Title</b></p>	<h2>Highways Planned Maintenance Programme 2018/19</h2>
<p style="text-align: right;"><b>Report of</b></p>	<p>Chairman of the Environment Committee</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>All</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A: Proposed Carriageway and Footway Works by Wards for Year 4 of the Network Recovery Programme during 2018/19</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake, <a href="mailto:Jamie.Blake@barnet.gov.uk">Jamie.Blake@barnet.gov.uk</a></p>

<h2>Summary</h2>
<p>This report seeks the Committee’s approval for the delivery of the 2018/19 Highway Planned Maintenance and Network Recovery Plan (NRP) Work Programme (“the Work Programme”) listed in Appendix A, totalling £6.219 million to be funded from the agreed NRP Capital allocation of £50.365 million over 5 years.</p>
<p>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.</p>
<p>The initial Work Programme was agreed on 11 January 2018 by the Environment Committee, subject to Ward Member consultation and engagement. This consultation was completed on 21 February 2018 and some revisions to the Work Programme are now presented to the Committee for approval, as set out in Appendix A.</p>

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 £6.219 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 notes the changes to the Work Programme as a result of Ward Member consultation and engagement, as set out in Appendix A of this report.**
- 3. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 4. That the Strategic Director for Environment is authorised to alter the programme of carriageway and footway renewal works.**
- 5. 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 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.

- 2.2 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.
- 2.3 All ward councillors were invited for consultation in February 2018 on the proposed schemes and as a result of this consultation and engagement the programme was revised. Revisions to the programme originally agreed by Committee on 11 January 2018 are listed in Appendix A. This is the final programme, which will only 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, or where engineering practicalities mean that the proposed treatment type is no longer suitable. 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.
- 2.4 Appendix A lists all the proposed carriageway treatments and footway relay schemes in each ward to be undertaken in 2018/19. 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 notified in advance of residents of the proposed extent of works for each scheme.

### **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 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 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 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 financial year, and this could have a consequential impact on the reactive maintenance spend on the principal road network.

5.2.2 The total Council budget allocation for the Network Recovery Programme works in 2018/19 is £6.219 million funded from borrowing. The breakdown is shown in the table below:

<b>Programme</b>	<b>Allocation</b>
Total works budget	£6.219 million
Carriageway resurfacing	£1.280 million
Carriageway micro asphalt treatment	£1.087 million
Footway schemes	£3.852 million

5.2.3

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.

#### 5.2.4 The following three main treatment types are included in the Appendix A:

Footway Relay: The Environment Committee on 15<sup>th</sup> March 2017 agreed two main footway treatment types with Type 3 being the standard treatment and Type 1 being used for town centres and conservation areas. Type 3 treatment is a mixture of a flexible asphalt footway behind a grey block margin by the kerb line. Type 1 is Artificial Stone Paving (ASP), with flexibility for a grey block margin by the kerb line.

It is acknowledged that there may be exceptional circumstances where the treatment type should be changed - for example in cul-de-sacs which lead off town centres, which would be paved and these may be better completed in paving as a treatment Type 1 or where sections of footway are only partially in a conservation area or town centre and the treatment type may require extending to the nearest junction to separate the treatments.

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 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.

#### 5.2.5 The carriageway and footway estimates given in Appendix A 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.

#### 5.2.6 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 to the Strategic Director for Environment for his authorisation to alter the programme of carriageway and footway renewal works, as and when required.

5.2.7 There are no staffing ICT or property implications.

### **5.3 Social Value**

5.3.1 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.

### **5.4 Legal and Constitutional References**

5.4.1 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.

5.4.2 Highway Maintenance is a statutory duty under the Highways Act 1980.

5.4.3 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.

### **5.5 Risk Management**

5.5.1 The extreme winter weather 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 programmed 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. To address this, the Council has committed to the ongoing use of the Infra-red patching process to address small scale areas of deterioration. This process has been successfully used in the 2017/18 financial year.

### **5.6 Equalities and Diversity**

- 5.6.1 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.
- 5.6.2 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.
- 5.6.3 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.
- 5.6.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- a) Eliminate discrimination, harassment and victimisation and other contact prohibited by the Equality Act 2010.
  - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
  - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. 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.

#### **5.6.5 Corporate Parenting**

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

### **5.7 Consultation and Engagement**

5.7.1 Consultation with local ward councillors was undertaken in February 2018 to finalise the proposed carriageway treatments and footway relay

schemes in each ward, and the revised programme (including where changes are proposed) is included in Appendix A.

- 5.7.2 Two new schemes were identified for alternative treatment 'micro asphalt surfacing' for an estimated value of £31,084 (one was previously listed as a resurfacing scheme and the other was a reserve scheme that has been brought forward). The overall total cost for micro asphalt programme to be implemented is £1,087,169 comprising 36 schemes.
- 5.7.3 Nine micro asphalt schemes have been deferred to accommodate additional resurfacing schemes in the programme. The carriageway resurfacing programme now comprises 16 schemes with an estimated value £1,281,784.
- 5.7.4 Two additional footway relay schemes have been included in the programme. The value of the footway programme is £2,456,466 comprising 17 schemes.
- 5.7.5 The Ward Member consultation exercise for the Year 4 work programme was completed on 21 January 2018 and no further consultation will be undertaken on scheme proposals within the programme.
- 5.7.6 Residents will receive notification in advance informing them of any forthcoming works. 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.

## 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 11<sup>th</sup> of January 2018 of the Highways Planned Maintenance Programme 2018/19  
<https://barnet.moderngov.co.uk/documents/g9222/Public%20reports%20pack%2011th-Jan-2018%2018.30%20Environment%20Committee.pdf?T=10>
- 6.2 Environment Committee approval of 15<sup>th</sup> of March 2017 of the footway treatment types (Type 1 and Type 3)  
<https://barnet.moderngov.co.uk/documents/g8593/Public%20reports%20pack%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=10>
- 6.3 Environment Committee approval 24<sup>th</sup> 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>
- 6.4 Environment Committee approval 18<sup>th</sup> 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>
- 6.5 Council approval 16<sup>th</sup> 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**

<b>Road name</b>	<b>Postcode</b>	<b>Ward</b>	<b>Estimated Cost £</b>	<b>Changes</b>
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	
Aerodrome Road	NW9	Colindale	£63,099	
Parkhurst Road	N11	Coppetts	£23,733	
Torrington Park	N12	Coppetts	£31,344	
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	
Bedford Road	N2	Hale	£11,635	
The Meads	HA8	Hale	£35,641	
Victoria Road	NW4	Hendon	£6,274	
Lodge Road	NW4	Hendon	£8,568	
Thornton Road	EN5	High Barnet	£13,711	

Road name	Postcode	Ward	Estimated Cost £	Changes
Kings Road	EN5	High Barnet	£14,542	New scheme added
Cavendish Road	EN5	High Barnet	£14,542	New scheme added
Wise Lane	NW7	Mill Hill	£49,410	
Lawrence Street	NW7	Mill Hill	£47,094	
Netherlands Road	EN5	Oakleigh	£33,720	
Gloucester Road	EN5	Oakleigh	£72,908	
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	
Colindeep Gardens	NW9	West Hendon	£6,190	Reserve scheme added
Montrose Crescent	N12	Woodhouse	£15,625	

#### Carriageway Resurfacing – Year 4

Road name	Postcode	Ward	Estimated Cost £	Changes
Holden Road	N12	Totteridge	£174,014	
Potters Road	EN5	High Barnet	£63,644	
Woodfall Avenue	EN5	Underhill	£95,912	
Lichfield Road	NW2	Childs Hill	£18,645	
The Vale	NW2	Childs Hill	£40,311	New scheme added
Cherry Close	NW9	Colindale	£13,923	New scheme added
Hazel Close	NW9	Colindale	£40,489	New scheme added

Road name	Postcode	Ward	Estimated Cost £	Changes
Lawton Road	EN4	East Barnet	£57,456	Scheme Type changed from Micro asphalt to Resurfacing
Westbrook CrescentEN4	EN4	East Barnet	£89,424	New scheme added
Thomas More Way	N2	East Finchley	£40,093	Reserve scheme added
Squires Lane	N3	West Finchley	£101,962	
Green Lane	HA8	Edgware	£138,000	
Briarfield Avenue	N3	Finchley Church End	£81,397	
Eastside	NW11	Golders Green	£82,264	Reserve scheme added
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	NW4	Hendon	£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	Golders Green	£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)**

Road name	Postcode	Ward	Estimated Cost £	Changes
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	£12,536	Scheme size reduced
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	
Northumberland Road	EN5	Oakleigh	£98,777	New scheme added
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	
Granville Road	N12	Woodhouse	£263,886	New scheme added
Langham Road	HA8	Burnt Oak	£44,799	
Clitterhouse Road	NW2	Golders Green	£242,697	

### Carriageway Micro Asphalt – Year 4 Reserve List

Roadname	Postcode	Ward	Estimated cost
Carlisle Place	N11	Brunswick Park	£7,872
Monkfrith Way	N14	Brunswick Park	£7,256
Park Croft	HA8	Burnt Oak	£4,590
Edwin Road	HA8	Burnt Oak	£12,314
Lyndale	NW2	Childs Hill	£14,793
Crewys Road	NW2	Childs Hill	£33,387
Nant Road	NW2	Childs Hill	£19,737
Manor Way	NW9	Colindale	£17,392
Annesley Avenue	NW9	Colindale	£15,847
Hampden Road	N10	Coppetts	£33,162
Poplar Grove	N11	Coppetts	£47,755
Somaford Grove	EN4	East Barnet	£3,785
Mount Road	EN4	East Barnet	£14,651
King Street	N2	East Finchley	£13,512
New Trinity Road	N2	East Finchley	£9,159
Lynford Gardens	HA8	Edgware	£14,056
Old Rectory Gardens	HA8	Edgware	£12,398
Church Crescent	N3	Finchley Church End	£38,549
Holden Hill Crescent	NW4	Finchley Church End	£23,957
Creswick Walk	NW11	Garden Suburb	£9,849
Church Mount	N2	Garden Suburb	£31,998

Clitterhouse Road	NW2	Golders Green	£46,291
West Way	HA8	Hale	£28,560
Gold Hill	HA8	Hale	£3,912
Albert Road	NW4	Hendon	£20,858
Sunny Hill	NW4	Hendon	£15,718
Hadley Green Road	EN5	High Barnet	£20,120
Leicester Road	EN5	High Barnet	£58,939
Abercorn Road	NW7	Mill Hill	£33,014
Ashley Walk	NW7	Mill Hill	£28,426
Station Approach	EN5	Oakleigh	£16,024
Lyonsdown Road	EN5	Oakleigh	£13,918
Walmington Fold	N12	Totteridge	£32,721
Northiam	N12	Totteridge	£27,013
Willow Drive	EN5	Underhill	£7,986
Brett Road	EN5	Underhill	£15,150
Birkbeck Road	N12	West Finchley	£13,056
Oakdene Park	N3	West Finchley	£18,190
Stanley Road	NW9	West Hendon	£3,761
Woodside Grove	N12	Woodhouse	£13,066
Bramber Road	N12	Woodhouse	£27,636

### Carriageway Resurfacing – Year 4 Reserve List

Road name	Post Code	Ward	Estimate Cost
Hampden Way	N14	Brunswick Park	£192,171
Church Hill Road	EN4	Brunswick Park	£119,186
Montrose Avenue	HA8	Burnt Oak	£404,339
Lanacre Avenue	NW9	Burnt Oak	£104,579
Yew Grove	NW2	Childs Hill	£30,311
The Vale	NW2	Childs Hill	£91,437
Grahame Park Way	NW9	Colindale	£40,968
Colindale Avenue	NW9	Colindale	£78,165
Wetherill Road	N10	Coppetts	£63,270
Hemington Avenue	N11	Coppetts	£57,447
Henry Road	EN4	East Barnet	£60,026
East Barnet Road	EN4	East Barnet	£81,329
Leopold Road	N2	East Finchley	£76,452
Kings Drive	HA8	Edgware	£111,745
Mowbray Road	HA8	Edgware	£125,624
Kinloss Gardens	N3	Finchley Church End	£43,882
The Avenue N3	N3	Finchley Church End	£28,747
Meadway	NW11	Garden Suburb	£59,539
The Bishops Avenue	N2	Garden Suburb	£462,392
Wentworth Road	NW11	Golders Green	£114,446



Woodstock Avenue	NW11	Golders Green	£141,890
Grahame Park Way	NW7	Hale	£61,281
Fairmead Crescent	HA8	Hale	£223,709
Green Lane	NW4	Hendon	£115,894
Prothero Gardens	NW4	Hendon	£79,140
Byng Road	EN5	High Barnet	£145,307
Stapylton Road	EN5	High Barnet	£116,512
Tretawn Gardens	NW7	Mill Hill	£104,769
Weymouth Avenue	NW7	Mill Hill	£57,162
Oakleigh Park South	N20	Oakleigh	£163,118
Lyonsdown Road	EN5	Oakleigh	£125,920
Ridgeview Road	N20	Totteridge	£131,502
Northiam	N12	Totteridge	£89,238
Mays Lane	EN5	Underhill	£159,524
Normandy Avenue	EN5	Underhill	£159,047
Westbury Road	N12	West Finchley	£55,473
Albert Place	N3	West Finchley	£22,752
Prince Charles Drive	NW4	West Hendon	£158,248
Allington Road	NW4	West Hendon	£25,058
Summers Lane	N12	Woodhouse	£30,621
Woodgrange Avenue	N12	Woodhouse	£114,946

### Footways – Year 4 Reserve List

Road name	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