

<u>MEETING</u> ENVIRONMENT COMMITTEE
<u>DATE AND TIME</u> TUESDAY 8TH NOVEMBER, 2016 AT 6.30 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	PUBLIC QUESTIONS AND COMMENTS (IF ANY)	3 - 16

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Question Number	Item Number	Raised by	Question Raised	Answer
1.	6&7	Lis Maimaris	<p>1. In a recent article in the Hendon and Finchley Times, Cllr Cohen said that roads in 'appropriate areas' were being chosen for asphalt. We know, in the new policy, that roads in conservation areas and town centres are receiving paving stones, but we have also seen roads off town centre High Roads being paved while others are being tarmacked. Granville Road is off two High Roads. As one Beresford Road resident is quoted in the same paper saying, 'It seems like one rule for one and one rule for another depending which ward you are in.' What is the precise criteria the council is using to decide which roads receive the more attractive and costly paving and which receive the cheaper and far less attractive tarmac on their footpaths?</p>	<p>The July 2016 Environment Committee approved a recommendation to introduce standardised footway construction designs in highway maintenance which are based on best practice and offer best value for money by minimising the cost over the whole life of the footway. Trials have proved that bituminous or asphalt footways offer this as they minimise future maintenance and are associated with lower trip hazards. The July Committee agreed to use more bituminous or asphalt in footway maintenance, especially away from town centres and conservation areas. This new policy came to effect on footway schemes that started as from the 1st of September 2016, works before that date were undertaken on a like for like basis.</p> <p>On the 31st of August we communicated to all Ward Members by email that the default treatment type to be used in future would be asphalt with vehicle crossovers in grey block paving. We also communicated that town centres will be constructed like for like using paving and any schemes within Conservation areas would be consulted on with Ward Members prior to works starting.</p> <p>On the 25th of October we have re-issued to all Ward Members a list of planned works in their</p>

Environment Committee Public Questions and Comments – 08 November 2016

				<p>ward, including the treatment types, that will be used for the remainder of this year's programme</p> <p>Members also receive a monthly works update for their ward with information on works completed and works programmed for the following month</p>
2.	6&7	Josh King	<p>Is it not outlined by the ENVIRONMENT, PLANNING & REGENERATION DIRECTORATE that footways and highways in a Town Centre should be replaced like for like?</p>	<p>Please see answer above.</p>
3.	14	Mary O'Connor	<p>Will the Environment Committee accept that the requirements of pedestrians and cyclists are very different, particularly in relation to path structure, width and design?</p>	<p>The Council accepts that the requirements of pedestrians and cyclists are different and Barnet's long term strategic approach to Transport in the Borough was presented to the July Committee as a paper - Moving around in Barnet a Direction of Travel.</p> <p>Barnet will as far as practically possible follow the London Cycling Design Standards and the Department for Transport Shared Use Routes for Pedestrians and Cyclists which provides guidance for how both pedestrians and cyclists needs can be provided for with shared use footpaths.</p>
4.	6&7	Lis Maimaris	<p>Who is responsible for making an assessment on which roads fall into which paving surface category? (We heard from Re Officers that neither of them are responsible - they are just, in their own words, the 'oily rag.'</p>	<p>The July Environment Committee agreed to use more bituminous or asphalt in footway maintenance, apart from town centres and conservation areas. This new policy came to effect on footway schemes that started as from</p>

			We have still not heard from anyone from Barnet Council directly about this - or indeed about anything relating to our queries.)	the 1st of September 2016. Other than town centres and conservation areas, the default treatment type to be used in future would be asphalt.
5.	6&7	Josh King	Why was our surface thus not re-surfaced like for like being directly off the High Street, with the local bank money dispenser that is heavily used on our corner? (People actually drive the wrong way down our road to just use this).	See Answer to Q4 above.
6.	14	Mary O'Connor	Given that the latest Walking and Cycling statistics have 89.2% of Barnet residents' walking each month, compared to 7.4% for cycling, will pedestrian paths only be retained to promote the exercise most undertaken by residents? Can you change your policy of changing pedestrian paths to 'shared' (cycling) paths that are built prioritising cyclists but not to London Cycling Design Standards or the Department for Transport Shared Use Routes for Pedestrians and Cyclists procedure and requirements?	The Council is looking to achieve a balance of travel modes whereby various modes compliment and integrate with one another and has no such policy regarding the changing of pedestrian footways to shared use with each pathway is considered on its merits and suitability for shared use. The London Cycling Design Standards and the Department for Transport Shared Use Routes for Pedestrians and Cyclists are guidance documents. The first document notes that a shared use footpath should not normally be narrower than 2 metres but ideally a minimum of 2.2 metres for low use pathways up to 4.5 metres for very high use pathways (section 4.5.7), the second document notes a width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice (section 7.34).

Environment Committee Public Questions and Comments – 08 November 2016

7.	6&7	Lis Maimaris	3. Can I request the full list of all Barnet roads which have received paving stones and which have received asphalt in the last year, showing clearly what paving surface they got, and also which roads going forward for this year have been identified for asphalt and for paving stones - again clearly showing what surface has been chosen for each? I would like this list made available to me and other residents at the meeting.	We are currently in year 2 of the Network Recovery Plan. A list of all schemes introduced in year 1 and a list of those completed to date for year 2 will be made available on the night for others to view. It should be noted that the policy change was only initiated from 1st September
8.	6&7	Josh King	What constitutes the definition of Town centre? Not sure we can be any closer? Residents of the flats on the High Road, use our road to park their cars and pay the council, along with us to do so.	The LB Barnet website lists the 15 Town Centres along with maps of each area.
9.	14	Mary O'Connor	Many areas are important for nature conservation. With so much planned development in our Open Spaces will the Environment Committee undertake evaluations as to whether the planned development is appropriate? If it is to proceed will you place conditions in contracts to ensure that the area is not compromised by the introduction of flora not previously present in the area?	Any developments or improvements in parks and open spaces will be closely managed by the Greenspaces Team ensuring that the works are delivered in line with the specification and standards. The contract monitoring also includes the management of and materials that are brought onto site.
10.	6&7	Josh King	What is the perceived longevity of such a surface? 10a) Is there budget for inevitable, constant	Trials have proved that bituminous footways offer lower whole life costs when compared with paving slabs. Although instillation costs are

			repair? Opposed to long standing slabs, for instance?	<p>broadly similar, the whole life costs include the maintenance cost over the life of the footway as well as any insurance claims against tripping. Paving slabs are easily cracked by vehicles and are more prone to movements by tree roots when compared to asphalt.</p> <p>The Council is responsible for the maintenance of all public highways and the use of flexible asphalt construction in footways will reduce long term expenditure</p> <p>The authority does has a duty of care to ensure that footways are fit for purpose and have allocated a budget to deal with reactive maintenance .</p>
11.	14	Mary O'Connor	Can I request the full list of all Barnet roads which have received paving stones and which have received asphalt in the last year, showing clearly what paving surface they got, and also which roads going forward for this year have been identified for asphalt and for paving stones - again clearly showing what surface has been chosen for each? I would like this list made available to me and other residents at the meeting.	See response to Question 7
12.	6&7	Josh King	Why was the council's letter delivered without due consultation period? Even the highlighted period within the letter was contravened, there was simply not the proper time given to respond. With the over inflated time period to	The Council is responsible for the public highway and, in general, does not consult with the residents on the use of materials in highway maintenance. The decision to use more asphalt in footway maintenance was taken by the July 2016

			<p>carry out the works. And the unusual behaviour of effects of closing an entire length/stretch of the "paid for residents" parking in road, to enable a tarmac solution that has not previously seen and thus reasonably expected without due notice or acknowledgement from seen previous repairs of like for like sidewalks/slabs in neighbouring streets. This effect has not been acknowledged, highlighted or advised for at any time.</p>	<p>Environment Committee. Residents are notified of any impending works usually a minimum of two weeks in advance and this includes the offer of temporary permits for vehicles where applicable and which provides sufficient time for residents to arrange alternative parking.</p> <p>The policy of using flexible asphalt construction to footways is not uncommon and used extensively throughout the country..</p>
13.	6&7	Josh King	<p>There is a clear lack of distinction from the roadway of the asphalt pavement - both sides of the road are often used as a short stay car park by local shoppers and thus has a heavy footfall, what is being done about this?</p>	<p>The asphalt footway will be more resistant to vehicle kerb mounting and eliminate trip hazards associated with paving slabs, which break easily when mounted by vehicles.</p> <p>The distinction between the asphalt road and the asphalt footway is provided by the kerbstone.</p>
14.	6&7	Josh King	<p>The eyesore that is the homogenous darkness of the tarmac, which is completely out of place with our period houses and visibly darkens the scene and makes for an ominous surrounding, what is being done about this?</p> <p>8) Why is such a decision made to tarmac such huge swathes of surface completely incongruous with the other adjacent streets? Stands out like a sore thumb.</p>	<p>See response to Question 1.</p>

Environment Committee Public Questions and Comments – 08 November 2016

15.	6&7	Josh King	Why is the quality of finish so poor? It is both undulating (collecting surface water) and not a homogeneous, fully coalesced surface.	The quality of finish is not poor and meets the Council's Specification. Furthermore, the contractor offers a 12 month warrantee for all footway works during which time inspectors will monitor these footways and raise any remedial works required over this period.
16.	6&7	Josh King	Are their concerns over the safety of the public with these potentially dangerously finished surfaces? Particularly during winter months, as evidently the surface is more slippery when frosty/icy weather is present.	All surfaces on the public footway are designed to drain away and not to hold water. The surface of the footway is also designed to have the appropriate "micro and macro texture" to allow safe walking on frosty or icy weather. There is no evidence that asphalt footways are more slippery than paving and are safer than paved footways particularly when damaged by vehicles overriding the footway, tree damage or settlement.
17.	6&7	Josh King	Quality of finish against out property boundaries; a meniscus lip has formed and tarmac squashed up against the walls. Will this will lead to water retention and rising damp? Do the council have a contingency budget?	All footway works are inspected by the inspectors to ensure the correct materials and the quality of finish meets our specification. Furthermore, the contractor offers a 12 month warrantee for all footway works during which the Council's inspectors will monitor these footways over this period. The Council will send an inspector to visit site should the resident have a specific issue requiring rectification.
18.	6&7	Josh King	What specifications do the highway department use for their own works?	All the materials used on the footways are standard materials and are governed by the National Specification for Highway Works.

Environment Committee Public Questions and Comments – 08 November 2016

19.	6&7	Josh King	Who signed off the works on our street and what qualifications do they have.	Highway Engineers supervise the works and ensure these are delivered as per the Specification. All staff are suitably qualified and experienced to undertake the works they are requested to do
20.	6&7	Josh King	Should we ask the institution giving the qualification of the work and if it was reasonable?	As mentioned above, the use of asphalt on the footways is an approved material and is supervised by qualified staff
21.	6&7	Josh King	On behalf of Mr&Mrs Dykes When we did all the work on our flat we had to pay to raise the herb and re-pave as part of our planning consent, which we did. Are they going to refund us the money we paid as they are now ripping it out?	All crossover works are carried out by the Council for the residents benefit, strictly on a rechargeable basis. Once the crossovers are installed, and paid for by the house owners, the future maintenance of crossovers, as the rest of the footways, is the responsibility of the Council. No refund is appropriate here as the Council has provided the relevant crossover works requested by Mr and Mrs Dykes. In addition, the crossover works involve a deeper construction than the footway maintenance works.

Environment Committee – 08 November 2016

Public Comment and Ward Members (3 minutes per comment)

Item No	Raised By	Public Comment
14	Mary O'Connor	Ms O'Connor would like to make a Public Comment in relation to item 14.
6	Cllr Arjun Mittra	Member's Item in the name of Alan Schneiderman – Footway Treatments

NRP YEAR 2 COMPLETED FOOTWAY SCHEMES

Schemes that started before September 1st 2016

WARD	STATUS	START DATE	END DATE	SCHEME NAME	EXISTING FW TREATMENT	COMPLETED FW TREATMENT
BRUNSWICK PARK	COMPLETE	09/05/16	13/06/16	F016b CHURCH HILL ROAD	ALL ASPHALT	TYPE 2 ASPHALT
CHILDS HILL	COMPLETE	16/05/16	22/06/16	F106 DERSINGHAM ROAD	ASP/ ASPHALT MARGIN	TYPE 4 ASPHALT WITH BLOCK CROSSOVERS
CHILDS HILL	COMPLETE	16/05/16	08/07/16	F312 GRESHAM GARDENS	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK MARGINS & CROSSOVERS
CHILDS HILL	COMPLETE	06/06/16	17/06/16	F178 RODBOROUGH ROAD	ASP/ ASPHALT MARGIN	AS EXISTING
CHILDS HILL	COMPLETE	06/06/16	05/08/16	F097 HARMAN DRIVE	ASP/ ASPHALT MARGIN	AS EXISTING
CHILDS HILL	COMPLETE	06/06/16	04/08/16	F194 WEST HEATH AVENUE	All PAVING	AS EXISTING
CHILDS HILL	COMPLETE	06/06/16	12/08/16	F170 WEST HEATH ROAD	ALL PAVING	AS EXISTING
CHILDS HILL	COMPLETE	06/06/16	26/08/16	F252 LICHFIELD ROAD	ASP/ ASPHALT MARGIN	AS EXISTING
CHILDS HILL	COMPLETE	04/07/16	05/08/16	F209 HOCROFT AVENUE	ASP/ ASPHALT MARGIN	AS EXISTING
COLINDALE	COMPLETE	16/05/16	11/07/16	F206 MANOR WAY	ALL PAVING	AS EXISTING
COLINDALE	COMPLETE	17/05/16	20/06/16	F205 ORCHARD GATE	ALL PAVING	AS EXISTING
COPPETTS	COMPLETE	04/07/16	05/08/16	F105 COLNEY HATCH LANE	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS
COPPETTS	COMPLETE	25/07/16	15/09/16	F190 FRIERN BARNET LANE	ASP/ ASPHALT MARGIN	AS EXISTING
EAST BARNET	COMPLETE	09/05/16	13/06/16	F016a CHURCH HILL ROAD	ALL ASPHALT	TYPE 2 ASPHALT
EAST FINCHLEY	COMPLETE	22/08/16	29/09/16	F360 KITCHENER ROAD	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS
FINCHLEY CHURCH END	COMPLETE	15/08/16	20/10/16	F155 WINDSOR ROAD	ALL PAVING	AS EXISTING
GARDEN SUBURB	COMPLETE	25/07/16	29/07/16	F096 CHILDS WAY	ALL PAVING	Type 1 & 2
HALE	COMPLETE	23/05/16	09/06/16	F282 FOOTPATH 101	ALL ASPHALT	TYPE 2 ASPHALT
HALE	COMPLETE	08/08/16	29/09/16	F279 LANGLEY PARK	ASP/ RED BLOCK MARGIN	AS EXISTING
OAKLEIGH	COMPLETE	18/04/16	13/06/16	F007 BAWTRY ROAD	ASP	TYPE 4 ASPHALT WITH BLOCK CROSSOVERS

Environment Committee Public Questions and Comments – 08 November 2016

TOTTERIDGE	COMPLETE	25/07/16	14/10/16	F121 SOUTHOVER	ALL PAVING	AS EXISTING
WEST FINCHLEY	COMPLETE	26/07/16	16/09/16	F195 NETHER STREET	ALL PAVING	AS EXISTING
WOODHOUSE	COMPLETE	22/06/16	28/10/16	F183 HIGH ROAD N12	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS

Schemes that started after September 1st 2016

WARD	STATUS	START DATE	END DATE	SCHEME NAME	EXISTING FW TREATMENT	COMPLETED FW TREATMENT
BRUNSWICK PARK	COMPLETE	29/09/16	28/10/16	F280 HAMPDEN WAY	ALL PAVING	TYPE 2 ASPHALT
EAST FINCHLEY	COMPLETE	10/10/16	28/10/16	F118 BERESFORD ROAD	ALL PAVING	TYPE 2 ASPHALT

Environment Committee Public Questions and Comments – 08 November 2016

NRP YEAR 2 IN PROGRESS FOOTWAY SCHEMES

Schemes that started before September 1st 2016

WARD	STATUS	START DATE	END DATE	SCHEME NAME	EXISTING FW TREATMENT	PROPOSED FW TREATMENT
GOLDERS GREEN	IN PROGRESS	15/08/16	05/11/16	F342 THE DRIVE	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEVERS & BLOCK MARGIN/TRIM
GOLDERS GREEN	IN PROGRESS	30/08/16	22/12/16	F308 GOLDERS GREEN ROAD	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (PRE SEPT 1st)
HENDON	IN PROGRESS	25/07/16	10/11/06	F165 BELL LANE	ALL PAVING	AS EXISTING (PRE 1st SEPT)
TOTTERIDGE	IN PROGRESS	31/08/16	16/12/16	F119 WALMINGTON FOLD	ALL PAVING	AS EXISTING (PRE SEPT 1st)
TOTTERIDGE	IN PROGRESS	31/08/16	22/11/16	F120 LINKSIDE	ASP/ ASPHALT MARGIN	AS EXISTING (PRE SEPT 1st)

Schemes that started after September 1st 2016

WARD	STATUS	START DATE	END DATE	SCHEME NAME	EXISTING FW TREATMENT	PROPOSED FW TREATMENT
BURNT OAK	DUE	09/01/17	31/03/17	F078 FORTESCUE ROAD	ASP/ ASPHALT MARGIN	AS EXISTING (CONSERVATION AREA)
BURNT OAK	DELAYED	TBC	17/03/17	F075 LITTLEFIELD ROAD	ASP/ ASPHALT MARGIN	TBA due to vehicle parking (CONSERVATION AREA)
BURNT OAK	DELAYED	TBC	31/03/17	F091 BLUNDELL ROAD	ASP/ ASPHALT MARGIN	TBA due to vehicle parking (CONSERVATION AREA)
BURNT OAK	DELAYED	TBC	16/12/16	F242 BLUNDELL ROAD	ASP/ ASPHALT MARGIN	TBA due to vehicle parking (CONSERVATION AREA)
CHILDS HILL	IN PROGRESS	05/09/16	18/11/16	F082 FINCHLEY ROAD CHTC	ALL PAVING	CONCRETE PAVING SLABS (TOWN CENTRE)
CHILDS HILL	DUE	14/11/16	30/01/17	F210a HODFORD ROAD	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEVERS & BLOCK MARGIN/TRIM
CHILDS HILL	DUE	05/12/16	23/12/16	F173 RIDGE ROAD	ASP/ CONCRETE MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEVERS & BLOCK MARGIN/TRIM (FEW CROSSEVERS)
COLINDALE	DUE	06/03/17	10/03/17	F160 RUSHGROVE AVENUE	ALL PAVING/GRASS VERGE	TYPE 3 ASPHALT WITH BLOCK CROSSEVERS & BLOCK MARGIN/TRIM
COPPETTS	DUE	28/11/16	03/02/17	F129 HORSHAM AVENUE	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEVERS & BLOCK MARGIN/TRIM
COPPETTS & WOODHOUSE	DUE	21/11/16	10/02/17	F186 ASHURST ROAD	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEVERS & BLOCK MARGIN/TRIM
EAST BARNET	IN PROGRESS	24/10/16	31/03/17	F189 EAST BARNET ROAD	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE)
EAST BARNET	DUE	16/01/17	03/02/17	F191 LONGMORE AVENUE	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (Opposite side of road was completed in Type 1 in 2015)
EAST FINCHLEY	DUE	31/10/16	17/02/16	F185 HIGH ROAD	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE CORRIDOR)
FINCHLEY CHURCH END	DUE	14/11/16	10/02/17	F085 EAST END ROAD	ASP/ ASPHALT MARGIN	AS EXISTING (CONSERVATION AREA)
FINCHLEY CHURCH END	DUE	14/11/16	24/03/16	F080 REGENTS PARK ROAD	ALL PAVING	AS EXISTING (CONSERVATION AREA)
FINCHLEY CHURCH END	DUE	05/12/16	10/02/17	F126 REGENTS PARK ROAD	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE)

Environment Committee Public Questions and Comments – 08 November 2016

FINCHLEY CHURCH END	DUE	30/01/17	24/02/17	F131 DOLLIS PARK	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE)
FINCHLEY CHURCH END	DUE	13/03/17	24/02/17	F005 ASHLEY LANE	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
GOLDERS GREEN	IN PROGRESS	17/10/16	13/01/17	F171 CRANBOURNE GARDENS	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
GOLDERS GREEN	DUE	14/11/16	03/03/17	F083b GOLDERS GREEN ROAD	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE)
GOLDERS GREEN	DUE	09/01/17	22/03/17	F169 EASTSIDE ROAD	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
HENDON	DUE	27/02/17	31/03/17	F226 BRENT STREET	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE)
OAKLEIGH	DUE	09/01/17	17/02/17	F193 OAKLEIGH ROAD NORTH	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (SHOPPING AREA)
OAKLEIGH	DUE	20/02/17	31/03/17	F204 OAKLEIGH ROAD NORTH	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
OAKLEIGH	DUE	27/02/17	31/03/17	F145a NORTHUMBERLAND ROAD	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
TOTTERIDGE	DUE	16/01/17	24/03/17	F182 HIGH ROAD N20	ALL PAVING	AS EXISTING (LINKED TO TOWN CENTRE)
TOTTERIDGE & WEST FINCHLEY	IN PROGRESS	17/10/16	09/12/16	F115 HOLDEN ROAD	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
WEST FINCHLEY	DUE	13/02/17	31/03/17	F092 ALEXANDRA GROVE	ASP/ CONCRETE/RED BLOCKS	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM for majority & AS EXISTING AT Conservation Section (SMALL SECTION IN CONSERVATION AREA)
TOTTERIDGE & WEST FINCHLEY	IN PROGRESS	17/10/16	09/02/16	F115 HOLDEN ROAD	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
WEST HENDON	DUE	09/01/17	17/03/17	F214 VIVIAN AVENUE	ASP/ ASPHALT MARGIN	TYPE 1 CONCRETE PAVING SLABS (80% of Existing has been replaced with Paving Slabs)
WEST HENDON	DELAYED	09/01/17	31/03/17	F084 WEST HENDON BROADWAY	ALL PAVING	TYPE 1 CONCRETE PAVING SLABS (TOWN CENTRE)
WOODHOUSE	DEFERRED	TBC	TBC	F271 GRANVILLE ROAD	ALL PAVING	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM
COPPETTS & WOODHOUSE	DUE	21/11/16	10/02/17	F186 ASHURST ROAD	ASP/ ASPHALT MARGIN	TYPE 3 ASPHALT WITH BLOCK CROSSEOVERS & BLOCK MARGIN/TRIM

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