

	<h2>Environment Committee</h2> <h3>21 January 2019</h3>
<p style="text-align: right;">Title</p>	<h2>Highways Planned Maintenance Programme 2019/20</h2>
<p style="text-align: right;">Report of</p>	<p>Chainman of the Environment Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: Proposed Carriageway and Footway Works by Wards for Year 5 of the Network Recovery Programme during 2019/20</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake, Jamie.Blake@barnet.gov.uk</p>

Summary

This report seeks the Committee’s approval for the delivery of the 2019/20 Highway Planned Maintenance and Network Recovery Plan (NRP) Work Programme listed in Appendix A, totalling £6.525 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 2019/20 will be as follows: 55% footway, 40% carriageway and 5% structures, drainage, road markings and other highway assets.

Officer's Recommendations

- 1. That the Committee approves, subject to full council agreeing the final 2019/20 capital programme, the capital expenditure of £6.525 million for the delivery of the 2019/20 Planned Maintenance and Network Recovery Plan work programme consisting of carriageway and footway renewal works as listed in Appendix A of this report, carriageway patching and associated works.**
- 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 2019/20 and agree the proposed investment proportions for the planned maintenance programme for 2019/20.

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 2019/20 and agree the proposed investment proportions for the planned maintenance programme for 2019/20.
- 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, Saber, 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 resurfacing as well as patching as required (both Infrared Rhino patching and machine patching). All ward councillors will be consulted over the proposed schemes and as such the proposed year 5 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 resurfacing, large scale carriageway patching treatments and footway relay schemes in each ward to be proposed undertaken in 2019/20. Where appropriate, the tables show 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 footway and carriageway schemes 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 587 schemes have been completed to date across the four years of the Network Recovery Programme, as set out in the table below. For the Year 4 programme to date we have completed 80% of the combined carriageway resurfacing, carriageway micro asphalt and footway relay schemes.

Programme	Year 1	Year 2	Year 3	Year 4
Carriageway resurfacing	51	42	12	17
Carriageway micro asphalt	43	23	44	33
Carriageway surface dressing	125	-	-	-
Footway relay	83	64	17	33

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 5 of the Network Recovery Programme a further independent condition assessment will be commissioned towards the latter part of the year to assist in preparations to develop Stage 2 of the Network Recover Programme to build on the success of this first phase.
- 4.2 Following the completion of local ward councillor consultation, the Environment Committee will approve the finalised Year 5 programme at the March 2019 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 Council's Corporate Plan 2015 – 2020 states in its strategic objectives that it will work with partners to create the right environment to promote responsible growth, development and success across the borough. We want to ensure that the borough continues to be a place where people aspire to live.
- 5.1.2 In particular, the Network Recovery Programme will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.
- 5.1.3 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.
- 5.1.4 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 2019/20 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 The Council has been advised that carriageway principal road resurfacing funding will not be granted in the 2019/20 year, and this could have a

consequential impact on the reactive maintenance spend on the principal road network.

5.2.3 The current approved capital budget for 2019/20 is £6.375 million and is funded from borrowing. It is anticipated that £150,000 will be slipped in the current financial year to bring the total estimated budget available for 2019/20 to £6.525 million.

5.2.4 The total proposed allocation for the Network Recovery Programme works in 2019/20 is £5.564 million, the breakdown is shown in the table below:

Programme	Allocation
Carriageway resurfacing	£1.827 million
Footway relay	£3.037 million
Carriageway patching	£0.700 million
Total works budget	£5.564 million

5.2.5

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 40%, 55% and 5% respectively.

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

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.

Carriageway patching: This is the remedial patching of the surface layer, using two techniques. The first of these is to continue the Infrared Rhino patching programme and the second is to use machine laid patching for larger areas of surface deterioration.

5.2.7 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.

5.2.8 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.

5.2.9 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 responsibility for all borough-wide or cross-constituency matters related to the street scene.

5.4.2 Full council in December 2014 approved a five-year commissioning plan, including a proposed capital investment allocation of £50.365m towards the Network Recovery Plan. The remaining part of that investment allocation to fund the works proposed by this report is included in the draft 2019/20 capital budget to be presented for final approval by full council.

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

5.4.4 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 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 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.

5.5.2 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.

5.6 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 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 contact 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.

5.6.5 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 will be undertaken in January and February 2019 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.

5.7.2 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 24 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 18 November 2014 of the 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 16 December 2014 of the 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 5 of the Network Recovery Programme – 2019/2020

Carriageway Resurfacing – Year 4 (still to be completed)

Road name	Post code	Section	Ward	Estimated cost
Green Lane	HA8	Kings Drive To Loch Crescent	Edgware	£150,000

Carriageway Resurfacing -Year 5 Priority List

Road name	Post code	Section	Ward	Estimated cost
Church Hill Road	EN4	Russell Lane to Parkside Gardens	Brunswick Park	£86,308
Silkstream Road	HA8	Barnfield Road to Gaskarth Road	Burnt Oak	£20,809
Ranulf Road	NW2	Holcroft Road to borough boundary	Childs Hill	£55,486
Clovelly Avenue	NW9	A5150 to End	Colindale	£33,466
Goldsmith Road	N11	Stanford Road to B550	Coppetts	£82,948
East Barnet Road	EN4	Longmore Avenue to Cat Hill (ebtc)	East Barnet	£67,891
Sedgemere Avenue	N2	Manor Park Road to East End Road	East Finchley	£51,630
Broadfields Avenue	HA8	Hale Lane to Edgware Road	Edgware	£84,798
Holly Park	N3	Windermere Avenue to A598	Finchley Church End	£68,775
Meadway	NW11	Lichfield Way to Heathgate	Garden Suburb	£120,759
Woodville Gardens	NW11	A41 to Hamilton Road	Golders Green	£13,138
Fernside Avenue	NW7	The Fairway to Ellesmere Avenue	Hale	£99,094
Prothero Gardens	NW4	A41 to End	Hendon	£66,064
Aprey Gardens	NW4	First Avenue to Victoria Road	Hendon	£34,220
Woodville Road	EN5	Potters Road to Tudor Road	High Barnet	£66,129
Tretawn Gardens	NW7	A5109 to Uphill Grove	Mill Hill	£87,458
Richmond Road	EN5	York Road to Lyonsdown Road	Oakleigh	£57,303
Ridgeview Road	N20	Hayward Road to Woodside Lane	Totteridge	£109,775
Cedar Lawn Avenue	EN5	Mays Lane to Cedar Lawn Avenue	Underhill	£68,921

Road name	Post code	Section	Ward	Estimated cost
Wentworth Avenue	N12	Essex Park to Cornwall Avenue	West Finchley	£106,229
Goldsmith Avenue	NW9	Roman Road to Kingsbury Road	West Hendon	£126,871
Lewes Road	N12	Woodhouse Road to Torrington Grove	Woodhouse	£78,189
Fallow Court Avenue	N12	A1000 to Montrose Crescent	Woodhouse	£90,625
TOTAL YEAR 5 CARRIAGEWAY RESURFACING SCHEME VALUE				£1,676,886
TOTAL CARRIAGEWAY RESURFACING SCHEME VALUE (INCLUDES YEAR 4 SCHEME)				£1,826,886

Carriageway Resurfacing – Year 5 Reserve List

Road name	Post code	Section	Ward	Estimated cost
Hampden Way	N14	Summit Way To End	Brunswick Park	£139,159
Hampden Square	N14	From 05 Clockwise	Brunswick Park	£10,643
Southbourne Avenue	HA8	Greenway The To End	Burnt Oak	£57,305
Montrose Avenue	HA8	Watling Avenue To Burnt Oak Broadway	Burnt Oak	£238,258
Yew Grove	NW2	A5 To Elm Grove	Childs Hill	£25,302
Claremont Road	NW2	The Vale To Brent Terrace	Childs Hill /Golders Green	£22,617
Grahame Park Way	NW9	Bunns Lane To Corner Mead	Colindale	£145,676
Colindale Avenue	NW9	Grahame Park Avenue Rbt To A5 (cotc)	Colindale	£179,416
Colney Hatch Lane	N11	Ribblesdale Avenue North For 59m	Coppetts	£12,365
Colney Hatch Lane	N11	59m North Of Ribblesdale To Halton Close	Coppetts	£5,306
Brookhill Road	EN4	East Barnet Road To Park Road	East Barnet	£91,759
Baring Road	EN5	Castlewood Road To Lawton Road	East Barnet	£36,753
Sylvester Road	N2	A1000 To Tarling Road	East Finchley	£48,454
Leopold Road	N2	A1000 To Leslie Road	East Finchley	£63,820
Glendale Avenue	HA8	Purcells Avenue To End	Edgware	£117,247
Heming Road	HA8	Deansbrook Road To End	Edgware	£60,809

Road name	Post code	Section	Ward	Estimated cost
Dollis Avenue	N3	Hendon Avenue To Dollis Park	Finchley Church End	£121,568
Ashley Lane	NW4	Woodtree Close To End	Finchley Church End	£11,833
Lytton Close	N2	Linden Lea To End	Garden Suburb	£21,421
Southway	N20	Litchfield Way To Thornton Way	Garden Suburb	£49,807
Golders Manor Drive	NW11	Golders Green Road To Western Avenue	Golders Green	£66,819
Leeside Crescent	NW11	Bridge Lane To Temple Gardens	Golders Green	£55,271
Glengall Road	HA8	Kenilworth Road To Aldridge Avenue	Hale	£31,946
Fairmead Crescent	HA8	Kenilworth Road To Parnell Close	Hale	£186,747
Sherwood Road	NW4	Ashley Lane To Downage	Hendon	£92,052
Green Lane	NW4	Brent Street To Bell Lane	Hendon	£96,745
Stapylton Road	EN5	A1081 To Union Street	High Barnet	£97,261
Byng Road	EN5	Wentworth Road To End	High Barnet	£121,298
Bittacy Park Avenue	NW7	Engel Park To End	Mill Hill	£28,537
Ashley Walk	NW7	Devonshire Road To Oakhampton Road	Mill Hill	£69,992
Oakleigh Park South	N20	Myddelton Park To Oakleigh Avenue	Oakleigh	£136,167
St James Avenue	N20	Raleigh Drive To B550	Oakleigh	£77,500
Willow End	N20	Greenway Close To End	Totteridge	£35,765
Northiam	N12	Laurel Way To Southover	Totteridge	£74,494
Garthland Drive	EN5	Elmbank Avenue To Quinta Drive	Underhill	£99,111
Whittings Road	EN5	Quinta Drive To Trinder Road	Underhill	£66,960
Avondale Avenue	N12	Holden Road To Argyle Road	West Finchley	£91,686
Essex Park	N3	Wentworth Avenue To Nether Street	West Finchley	£19,644
Mayfield Gardens	NW4	Shirehall Park To Shirehall Lane	West Hendon	£46,972
Sturgess Avenue	NW4	Park Road To Dallas Road	West Hendon	£133,254
Friern Park	N12	Grove Road To No1	Woodhouse	£44,356
Summers Lane	N12	Woodhouse Road To Sunny Way	Woodhouse	£80,733

Carriageway patching programme – Year 5

Road name	Section	Ward
Brunswick Park Road	Spencer To Brunswick Way	Brunswick Park
Hampden Square	Osidge Lane Roundabout East Entrance To East Entrance	Brunswick Park
Osidge Lane	Osidge Lane Roundabout To The Woodlands	Brunswick Park
Russell Lane	Beresford Avenue To Gallants Farm Road	Brunswick Park
Hampden Square	From 010 Clockwise	Brunswick Park
Osidge Lane	The Woodlands To Manor Drive	Brunswick Park
Lanacre Avenue	Valiant Path To Montrose Avenue	Burnt Oak
Lanacre Avenue	Quakers Course To Valiant Path	Burnt Oak/Colindale
Beechworth Close	West Heath Road To End At Bldg No 3	Childs Hill
North End Road	West Heath Drive To Borough Boundary	Childs Hill/Garden Suburb
Garrick Road	Wilberforce Road To Start Of Splitter Island	Colindale
Hollyfield Avenue	Queens Parade Close To Friern Barnet Road (fbtc)	Coppetts
Glenthorne Road	Friern Barnet Road To Crescent Road	Coppetts
Baring Road	Lawton Road To Park Road	East Barnet
Albert Road	Victoria Road To End	East Barnet
Cedar Avenue	Church Hill Road To Alverstone Avenue	East Barnet
Tarling Road	Oak Lane To End	East Finchley
Brownsell Road	Oak Lane To End At Bldg No 49	East Finchley
Purcells Avenue	Edgwarebury Lane (n And S Of A To Green Lane	Edgware
Sterling Avenue	Green Lane To End	Edgware
Highview Gardens	Crooked Usage To A1	Finchley Church End
Allandale Avenue	A598 To Waverly Grove	Finchley Church End
Willifield Way	No188 To Finchley Road (tftc)	Garden Suburb
Wellgarth Road	Hampstead Way To A502	Garden Suburb
Hampstead Way	A502 To Wellgarth Road	Garden Suburb

Road name	Section	Ward
Hampstead Way	Meadway To Willifield Way	Garden Suburb
Hampstead Way	Wellgarth Road To Meadway	Garden Suburb
Ashbourne Avenue	Finchley Road To Ashbourne Way (tftc)	Garden Suburb
The Bishops Avenue	Beaumont Close To High Road A1000 (eftc)	Garden Suburb
North End Road	Golders Green Road To West Heath Drive (ggtc)	Garden Suburb
The Bishops Avenue	Lyttelton Road To End	Garden Suburb
Hampstead Lane	Winnington To Spaniards	Garden Suburb
Highfield Avenue	A502 To A41(t)	Golders Green
Cotswold Gardens	Pennine Drive To Pennine Drive S	Golders Green
Cheviot Gardens	Pennine Drive To Cotswold Gardens	Golders Green
Tilling Road	Tilling Road Access Road To Retail Park	Golders Green
Quantock Gardens	Cotswold Gardens To Claremont Road	Golders Green
Deans Lane	Start Of Splitter Heading North East To End Of Splitter	Hale
Bunns Lane	A1 To Grahame Park Way	Hale/Mill Hill
Brent Street	Queens Road To Victoria Road (bstc)	Hendon
Queens Road	Queens Way To St Peters Court	Hendon/West Hendon
Woodville Road	Tudor Road To Latimer Road	High Barnet
Sydney Chapman Way	Great North Road To Hadley Green Road	High Barnet
Salisbury Road	No7 To Stapylton Road	High Barnet
Lawrence Avenue	Tretawn Gardens To Uphill Grove	Mill Hill
Bunns Lane	Page Street To Watford Way	Mill Hill
Pursley Road	Bittacy Rise To Page Street	Mill Hill
Station Approach	York Road To Lyonsdown Road (nbtc)	Oakleigh
Oakleigh Park North	Athenaeum Road To Start Of Splitter Island	Oakleigh
Loring Road	A109 To Myddelton Park	Oakleigh
Woodside Grange Road	Woodside Avenue To Woodside Park Road	Totteridge
Woodside Avenue	Woodside Lane To Woodside Grange Road	Totteridge
Woodside Avenue	Woodside Grange Road To Woodside Park Road	Totteridge

Road name	Section	Ward
Northiam	Southover To Michleham Down	Totteridge
Fitzjohn Avenue	Pub Car Park To Mays Lane	Underhill
Normandy Avenue	High Street To No3 (hbtc)	Underhill
Mays Lane	Barnet Lane To Hammond Close	Underhill
Fitzjohn Avenue	A1000 To Pub Car Park (33m)	Underhill
Mays Lane Service Road	Opp Chesterfield Road - Mays Lane West To East	Underhill
Popes Drive	The Grove To Albert Place	West Finchley
Granville Road	A1000 High Road To Ballards Lane	Woodhouse
Summers Lane	Sunny Way To Woodgrange Avenue	Woodhouse

Footway Relay -Year 5 Priority List

Road name	Post code	Section	Ward	Estimated cost
Monkfrith Way	N14	Brookside Walk to Friars Walk	Brunswick Park	£231,184
Fortescue Road	HA8	Watling Avenue to Cressingham Road	Burnt Oak	£136,833
Basing Hill	NW11	The Ridgeway to Wayside	Childs Hill	£138,092
Rushgrove Avenue	NW9	Colin Deep Lane to Hillfield Avenue	Colindale	£150,867
Ferncroft Avenue	N12	Lyndhurst Avenue to Woodleigh Avenue	Coppetts	£59,700
Hampden Road	N10	Colney Hatch Lane to Sydney Road	Coppetts	£131,396
Westbrook Crescent	EN4	Lawton Road to Lawton Road E	East Barnet	£140,774
Central Avenue	N2	King Street to End	East Finchley	£83,026
Heming Road	HA8	Deansbrook Road to End	Edgware	£97,853
Glengall Road	HA8	Marlborough Avenue to Cramer Road	Edgware/Hale	£36,288
Beechwood Avenue	N3	A406 to A598	Finchley Church End	£173,957
Central Square	NW11	Northway to Southway	Garden Suburb	£43,630
Grampian Gardens	NW2	A41 to End	Golders Green	£49,379

Cotswold Gardens	NW2	Pennine Drive to Pennine Drive S	Golders Green	£259,590
Worcester Crescent	NW7	Hankins Lane to End	Hale	£195,471
Westchester Drive	NW4	B552 to End	Hendon	£70,745
Hall Lane	NW4	A41 to End	Hendon/Mill Hill	£141,684
Rockways	EN5	Rockways Service Rd to W End	High Barnet	£113,108
Green Avenue	NW7	A5109 to Uphill Road	Mill Hill	£95,357
Gloucester Road	EN5	Lyonsdown Road to Station Road	Oakleigh	£175,022
Naylor Road	N20	A5109 to Ridgeview Road	Totteridge	£99,614
Valley View	EN5	Mayhill Road to Leaside	Underhill	£69,085
The Grove	N3	Grove Avenue to Nether Street	West Finchley	£91,852
Endersleigh Gardens	NW4	Richmond Gardens to End	West Hendon	£106,482
Fallow Court Avenue	N12	A1000 to Montrose Crescent	Woodhouse	£145,834
TOTAL YEAR 5 FOOTWAY RELAY SCHEME VALUE				£3,036,823

Footway Relay – Year 5 Reserve List

Road name	Post code	Section	Ward	Estimated cost
Uplands Road	EN4	Ferney Road To East Walk	Brunswick Park	£27,129
The Woodlands	N14	Cowper Road To B1453	Brunswick Park	£103,723
Hemswell Drive	NW9	Heywood Avenue To End	Burnt Oak	£59,902
Abbots Road	HA8	Eversfield Gardens To Orange Hill Road	Burnt Oak	£330,513
Gratton Terrace	NW2	Johnston Terrace To Kara Way	Childs Hill	£128,890
The Vale	NW11	Hendon Way To Dunstan Road	Childs Hill	£87,474
Wayside	NW11	Hendon Way To The Vale	Childs Hill	£147,541
The Ridgeway	N11	Greasham Gardens To Wessex Gardens	Childs Hill	£93,912
Woodfield Avenue	NW9	The Hyde A5 To No.1-2 Varley Lodge (cotc)	Colindale	£29,566
Colin Park Road	NW9	Sheaveshill Avenue To Manor Way	Colindale	£117,358
Colney Hatch Lane	N10	Bedford Close To Start Of Splitter	Coppetts	£50,279

Road name	Post code	Section	Ward	Estimated cost
Pembroke Road	N10	Colney Hatch Lane To Hampden Road	Coppetts	£141,668
Northfield Road	EN4	Grove Road To Castlewood Road	East Barnet	£165,712
Lawton Road	EN4	Baring Road To Westbrook Crescent	East Barnet	£90,841
Holders Hill Road	NW4	Thornfield Avenue To Holders Hill Circus Roundabout	Finchley Church End	£51,754
Holders Hill Avenue	NW4	Holders Hill Drive To B552	Finchley Church End	£110,964
Middleton Road	NW11	Finchley Road To Rotherwick Road	Garden Suburb	£74,726
Hampstead Gardens	NW11	Finchley Road To No12 (tftc)	Garden Suburb	£13,406
Whitefield Avenue	NW2	Claremont Road To End	Golders Green	£84,044
Cumbrian Gardens	NW2	Cleveland Gardens To Pennine Drive	Golders Green	£179,256
Selvage Lane	NW7	Hale Lane To Northway Circus Roundabout	Hale	£201,167
Sefton Avenue	NW7	Hale Drive To A5109	Hale	£111,078
Prospect Road	NW2	Woodville Road To Warwick Road	High Barnet	£44,638
Cromer Road	EN5	Potters Road To Boleyn Way	High Barnet	£89,033
Tithe Walk	NW7	Page Street To A1	Mill Hill	£101,737
Brockenhurst Gardens	NW7	Station Road To Broadway House	Mill Hill	£62,160
Lyonsdown Road	EN5	Lyonsdown Road - Left Of Splitter	Oakleigh	£24,145
Oakleigh Gardens	N20	Oakleigh Gardens To Oakleigh Gardens Inc Loop	Oakleigh	£74,931
Southway	N20	Greenway To Coppice Walk	Totteridge	£127,838
St Margarets Avenue	N20	No66 To A5109	Totteridge	£115,880
Ridgeview Road	N20	Hayward Road To Woodside Lane	Totteridge	£176,649
Grasvenor Avenue	EN5	Western Way To Fairfield Way	Underhill	£187,441
The Linkway	EN5	Sherrards Way To Grasvenor Avenue	Underhill	£51,895
Nethercourt Avenue	N3	Chesterfield Road To Courthouse Gardens	West Finchley	£74,165
Howcroft Crescent	N3	Nether Street N To Nether Street	West Finchley	£118,040
Stuart Avenue	NW9	Woolmead Avenue To E End	West Hendon	£73,399
Station Road	NW4	Algernon Road To Slip Road To A41	West Hendon	£253,254

Road name	Post code	Section	Ward	Estimated cost
Eton Avenue	N12	High Road To Fallow Court Garden Spur	Woodhouse	£76,477
Churchfield Avenue	N12	Woodhouse Road To A1000	Woodhouse	£90,303