



Environment Committee

13 January 2022

Title

**Highway Network Recovery and
Community Infrastructure Levy
Programme 2022/23**

Report of

Chairman of Environment Committee

Wards

All

Status

Public

Urgent

No

Key

No

Enclosures

*Appendix A - Proposed 2022/23 Network Recovery and
Community Infrastructure Levy programme*

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Summary

This report seeks the Committee's approval for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme (the "Work Programme") totalling £13.106 million to be funded from the agreed NRP Capital allocation of £6.826 million for 2022/23 and Highways and Transportation Community Infrastructure Levy (CIL) allocation of £6.280 million for 2022/23.

The Work Programme has been primarily developed based on a visual condition assessment survey and deterioration modelling. The proposed schemes have been identified and prioritised using an asset management approach across the borough, using whole life costing and good asset management principles to ensure that investment is targeted where it is most needed.

The Work Programme budget was agreed on 6 October 2021 by the Environment Committee, subject to Ward Member engagement. This engagement was completed on 23 December 2021 and the Work Programme is presented to the Committee for approval, as set out in Appendix A.

Officers Recommendations

- 1. That the Committee considers and agrees the capital expenditure of £13.106 million for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) and Highways and Transportation Community Infrastructure Levy (CIL) Work Programme consisting of carriageway and footway renewal works, carriageway and footway patching, flood management and drainage works, signs and lines renewal and other associated works.**
- 2. That the Committee approves, subject to full Council agreeing the final 2022/23 capital programme, the capital expenditure of £13.106 million for the delivery of the 2022/23 NRP and CIL programme consisting of footway patching, flood management and drainage works, signs and lines renewal and other associated works.**
- 3. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 4. That the Executive Director, Environment is authorised to alter the programme of the Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme**
- 5. That subject to the overall costs being contained within agreed budgets, the Executive Director, Environment is instructed 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 the Council's Contract Procedure Rules.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide the appropriate Council authority to instruct the development and delivery of the NRP and CIL Work Programme and agree the proposed investment proportions for the Work Programme for 2022/23.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Work Programme is developed using an independent condition assessment survey company, Xais, who undertake a visual survey of every public highway footway and carriageway in the borough and record the data to a defined national standard. This data is added to that of the defects scores, scoring to indicate the relative position on the operational network hierarchy and location in relation to places of education and worship. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. These principles and guidelines are documented in the Code of Practice 'Well Managed Highway Infrastructure' publication commissioned by the Department for Transport.

- 2.2 In adherence to the aforementioned 'Code of Practice' it is crucial that a risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. With the advancement in data capture and analysis technology, this has enabled us to gain more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. This has meant we have amended the scheme selection approach this year, including the introduction of Artificial Intelligence (AI) technology and imagery for the validation of asset condition. These continual improvements enhance confidence in the data provided and improve how we look to analyse the network condition data.
- 2.3 Engagement with ward councillors was undertaken on the NRP Work Programme as set out in Appendix A of this report. 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 2022/23, in addition flood management and drainage works, signs and lines renewal and other associated works. Relevant information about the work in each location will be provided in advance to residents by letter along with advanced signing. 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 maintaining and improving the network has been considered and rejected in favour of an asset management approach. Previous network management was unsustainable and resulted in 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 8 of the Network Recovery Programme a further independent condition assessment will be commissioned to assist in preparations to develop the forward programme for the Network Recovery 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 Executive Director, 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 – The Barnet Plan 2021-25, states in its strategic priority “Clean, Safe and Well Run” that it will continue to invest in the Network Recovery Programme to ensure roads and pavements can be used for safe, reliable travel in the long term.
- 5.1.2 In particular, the Network Recovery Programme and Community Infrastructure Levy fund 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 Work 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 2022/23 Work Programme aims to minimise 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 At full Council in March 2021, it was agreed that a £19.47 million addition be added to the capital programme to fund the Network Recovery Programme through to the 2023/24 financial year, with this being funded from borrowing. The budget has been split evenly with £6.826 million and £6.37 million being allocated against 2022/23 and 2023/24 respectively.
- 5.2.2 In addition, officers submitted a capital bid for an additional £6.280 million Community Infrastructure Levy (CIL) funding to allocated to supplement the Network Recovery Programme in 2022/23. This capital bid was approved by Policy and Resources Committee at the 9 December 2021 meeting.
- 5.2.3 The total proposed allocation for the Network Recovery Programme works in 2022/23 is £11.816 million, with £5.736 million funded from the Network Recovery Programme and £6.080 million funded from the CIL allocation. The breakdown is shown in the table below:

Programme	NRP Allocation	CIL Allocation
Carriageway resurfacing principal road network	-	£0.575 million
Carriageway	£1.919 million	-

resurfacing unclassified road network		
Footway relay	£1.068 million	£1.865 million
Footway patching	£0.982 million	£0.135 million
Carriageway patching principal road network	£0.637 million	-
Carriageway patching unclassified road network	£0.367 million	-
Carriageway and Footway Brent Cross	-	£0.075 million
Capital works (including flooding & drainage)	-	£2.500 million
Retrospective rubber crumb footway works	£0.268 million	-
Other assets (drainage and structures)	£0.495 million	£0.500 million
Signs and Line Refurbishment		£0.400 million
Heritage Assets		£0.030 million
Total works budget	£5.736 million	£6.080 million
Combined total works budget	£11.816 million	

- 5.2.4 The remaining £1.09 million NRP budget and £0.2 million CIL allocation will be allocated to capital improvements for other highway assets, condition surveys, as well as fees associated with programme delivery.
- 5.2.5 The amount of available funding determines the number of schemes that can be delivered in the financial year. The proposed percentage split of the budget between carriageways, footways, retrospective rubber crumb footway works and others (structures, drainage, signs, road markings) is 51%, 36%, 5% and 9% respectively.
- 5.2.6 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change on completion of the individual scheme designs. The carriageway and footway estimates given in Appendix A are based on the contract rates of the London Highways Maintenance and Projects Framework (HMPF).
- 5.2.7 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 Executive Director, Environment for his authorisation to alter the programme of carriageway and footway renewal works, as and when required.

5.2.8 In accordance with recommendation 5 of this report where specialist contractor requirements are identified these will be authorised to proceed and contracts awarded in accordance with the public procurement rules and the Council's Contract Procedure Rules.

5.2.9 There are no staffing ICT or property implications.

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

5.3.2 On 2 March 2021, Full Council approved the Council's capital programme for the Network Recovery Programme for a further four financial years (2020/21 to 2023/24). The 2022/23 CIL allocation has been included in the coming year's final capital programme, to be agreed by full Council at its forthcoming annual budget setting meeting.

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

5.3.4 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.

5.4 Insight

5.4.1 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

5.5 Social Value

5.5.1 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.

5.6 Risk Management

5.6.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.6.2 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the proposed Work Programme has been developed in accordance with this.

5.7 Equalities and Diversity

5.7.1 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.

5.7.2 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.

5.7.3 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.

5.7.4 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 conduct 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.

5.7.5 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.

5.8 Corporate Parenting

5.8.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

5.9.1 Engagement with local ward councillors was undertaken post the October 2021 Environment Committee in order to brief on the proposed carriageway treatments and

footway relay schemes.

- 5.9.2 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.

6. ENVIRONMENTAL IMPACT

- 6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.

7. BACKGROUND PAPERS

- 7.1 Environment Committee approval of the 2021/22 Network Recovery Programme
<https://barnet.moderngov.co.uk/documents/s66821/Highway%20Network%20Recovery%20Programme%20202223.pdf>

Carriageway Resurfacing – Year 8 Priority List

Road name	Section Length (m)	Ward	Estimated cost
Barnet Road	520	High Barnet	£131,115
St Albans Road	160	High Barnet	£76,288
Barnet Road	140	High Barnet	£48,061
Wood Street	300	High Barnet/Underhill	£94,554
High Street	240	High Barnet/Underhill	£84,048
The Ridgeway	360	Mill Hill	£100,858
Montrose Avenue	320	Burnt Oak	£140,080
Lanacre Avenue	298	Burnt Oak	£83,488
Montrose Avenue	380	Burnt Oak	£166,345
Eversfield Gardens	115	Burnt Oak/Hale	£26,983
Field Mead	180	Colindale	£52,320
Great Strand	140	Colindale	£41,674
Edgwarebury Lane	140	Edgware	£55,402
Winnington Road	360	Garden Suburb	£124,811
Greyhound Hill	331	Hendon	£112,439
Sunny Hill	84	Hendon	£18,827
Meadway	328	High Barnet	£102,230
Stapylton Road	335	High Barnet	£106,758
Sydney Chapman Way	120	High Barnet	£21,852
Milespit Hill	100	Mill Hill	£34,670
Milespit Hill	280	Mill Hill	£97,075
Uphill Road	523	Mill Hill	£144,692
Oakleigh Park South	652	Oakleigh	£242,030
Friern Mount Drive	282	Oakleigh	£52,341
Buckingham Avenue	290	Oakleigh	£92,418
Barnet Gate Lane	160	Underhill	£33,059
Mays Lane	140	Underhill	£34,810
Brent Place	120	Underhill	£33,619

Road name	Section Length (m)	Ward	Estimated cost
Granville Road	190	Woodhouse	£101,138
TOTAL CARRIAGEWAY RESURFACING SCHEME VALUE			£2,453,985

Carriageway Patching Programme – Year 8 Priority List

Road name	Section Length (m)	Ward	Estimated cost
The Hyde	20	Burnt Oak	£5,766
Burnt Oak Broadway	40	Burnt Oak	£13,144
Burnt Oak Broadway	80	Burnt Oak	£26,288
Burnt Oak Broadway	60	Burnt Oak	£19,716
The Hyde	20	Burnt Oak	£5,766
Friern Barnet Lane	76	Coppetts	£22,853
Friern Barnet Road	80	Coppetts	£38,688
Colney Hatch Lane	20	Coppetts	£4,960
East End Road	20	East Finchley/Garden Suburb	£6,262
East End Road	20	Finchley Church End	£3,968
Dollis Road	20	Finchley Church End/Mill Hill	£5,146
Hale Lane	20	Hale	£8,494
Deans Lane	20	Hale	£4,960
Highwood Hill	40	Hale	£11,160
Marsh Lane	40	Hale/Mill Hill	£15,128
Marsh Lane	80	Hale/Mill Hill	£30,256
Brent Street	20	Hendon	£7,192
Brent Street	32	Hendon	£7,936
Queens Road	40	Hendon/West Hendon	£9,920
Queens Road	40	Hendon/West Hendon	£9,920
Queens Road	80	Hendon/West Hendon	£19,840
Queens Road	60	Hendon/West Hendon	£13,392
Barnet Road	60	High Barnet	£14,880
Great North Road	20	High Barnet	£6,262

Road name	Section Length (m)	Ward	Estimated cost
Barnet Road	20	High Barnet	£4,464
Barnet Road	40	High Barnet	£8,928
Barnet Road	40	High Barnet	£12,400
St Albans Road	20	High Barnet	£4,464
Barnet Road	40	High Barnet	£4,464
Barnet Road	20	High Barnet	£4,464
Barnet Road	60	High Barnet	£13,392
Barnet Road	20	High Barnet	£4,464
Barnet Road	20	High Barnet	£4,464
Barnet Hill	60	High Barnet	£33,108
Barnet Road	20	High Barnet/Underhill	£5,766
Hammers Lane	40	Mill Hill	£8,680
The Broadway	80	Mill Hill	£23,560
Hammers Lane	51	Mill Hill	£18,656
The Ridgeway	20	Mill Hill	£6,014
Great North Road	20	Oakleigh	£10,478
Great North Road	40	Oakleigh	£20,956
Dollis Road	20	West Finchley	£6,138
High Road	60	West Finchley/Woodhouse	£14,880
Station Road	80	West Hendon	£16,616
High Road	20	Woodhouse	£10,540
High Road	60	Woodhouse	£31,620
High Road	80	Woodhouse	£42,160
High Road	20	Woodhouse	£4,960
Brookside South	20	Brunswick Park	£6,944
Church Hill Road	20	Brunswick Park	£5,952
Weirdale Avenue	20	Brunswick Park	£3,844
Mandeville Road	20	Brunswick Park	£4,340
Gervase Road	20	Burnt Oak	£5,208
Heywood Avenue	20	Burnt Oak	£5,952

Road name	Section Length (m)	Ward	Estimated cost
Gervase Road	40	Burnt Oak	£10,416
South Mead	20	Colindale	£3,658
Wiggins Mead	20	Colindale	£4,836
Grahame Park Way	20	Colindale	£4,650
Gresham Avenue	40	Coppetts	£13,268
Park Way	80	Coppetts	£19,840
Wetherill Road	40	Coppetts	£12,276
Tarling Road	20	East Finchley	£5,022
Hillside Gardens	20	Edgware	£4,526
Green Lane	20	Edgware	£7,564
Garratt Road	20	Edgware	£4,898
Green Lane	20	Edgware	£5,208
Edgwarebury Lane	31	Edgware	£11,340
Amberden Avenue	40	Finchley Church End	£7,316
Holders Hill Avenue	20	Finchley Church End	£4,712
Norrice Lea	20	Garden Suburb	£6,944
Hampstead Way	20	Garden Suburb	£5,890
Middleway	20	Garden Suburb	£4,092
Golders Manor Drive	20	Golders Green	£6,014
Lyndhurst Avenue	60	Hale	£17,856
St Marys Crescent	20	Hendon	£4,216
Kitts End Road	80	High Barnet	£19,840
Moxon Street	20	High Barnet	£5,642
Camlet Way	20	High Barnet	£3,472
Alston Road	20	High Barnet	£4,650
Frith Lane	60	Mill Hill	£12,834
Millway	20	Mill Hill	£4,960
Lullington Garth	50	Mill Hill	£15,190
Marlborough Gardens	20	Oakleigh	£3,472
Netherlands Road	20	Oakleigh	£4,712

Road name	Section Length (m)	Ward	Estimated cost
Southover	35	Totteridge	£11,393
Northiam	60	Totteridge	£18,414
Fitzjohn Avenue	20	Underhill	£4,526
Mays Lane	20	Underhill	£4,402
Escot Way	60	Underhill	£8,742
Popes Drive	20	West Finchley	£5,580
Nether Street	20	West Finchley	£4,526
Christchurch Avenue	20	West Finchley/Woodhouse	£6,510
Kingsbury Road	20	West Hendon	£4,960
Layfield Road	40	West Hendon	£7,316
Summers Lane	20	Woodhouse	£6,200
Warnham Road	20	Woodhouse	£8,494
TOTAL CARRIAGEWAY PATCHING SCHEME VALUE			£985,685

Footway Resurfacing -Year 8 Priority List

Road name	Section	Ward	Estimated cost
Gratton Terrace	131	Childs Hill	£61,864
Wayside	260	Childs Hill	£194,493
Hadley Grove	226	High Barnet	£105,886
Middle Road	96	East Barnet	£65,952
Gibbs Green	92	Hale	£27,790
Howard Close	97	Childs Hill	£17,560
Edgwarebury Gardens	68	Edgware	£19,514
Oakview Gardens	109	East Finchley	£21,950
Gallants Farm Road	92	Brunswick Park	£37,054
Pentland Close	127	Childs Hill	£41,323
North End Road	61	Childs Hill/Garden Suburb	£18,426
Uphill Grove	438	Mill Hill	£229,332
Deacons Rise	133	Garden Suburb	£33,681

Road name	Section	Ward	Estimated cost
Pank Avenue	118	Oakleigh	£29,200
Gloucester Road	288	Oakleigh	£194,100
Stonegrove	80	Edgware	£28,193
Buckingham Avenue	103	Oakleigh	£36,299
Holders Hill Road	210	Finchley Church End	£250,718
Netherlands Road	78	Oakleigh	£23,561
Barnet Lane	159	Underhill	£48,029
Green Lane	61	Edgware	£18,426
Tudor Road	78	High Barnet	£302,634
York Road	71	Oakleigh	£21,447
Hampden Way	72	Brunswick Park	£21,749
Shurland Avenue	66	East Barnet	£19,937
Blakeney Close	63	Totteridge	£23,259
Simmons Way	274	Oakleigh	£88,507
Cricklewood Broadway	111	Childs Hill	£33,530
Heywood Avenue	133	Burnt Oak	£40,175
The Hyde	111	Burnt Oak	£33,530
Templars Avenue	109	Childs Hill	£76,122
Moss Hall Grove	383	West Finchley	£127,262
Grasvenor Avenue	96	Underhill	£28,999
Abbey View	146	Mill Hill	£44,102
York Way	175	Oakleigh	£58,823
Kingsley Way	122	Garden Suburb	£20,692
Friary Road	198	Coppetts/Oakleigh/Woodhouse	£59,810
Ravenscroft Avenue	241	Childs Hill/Golders Green	£145,598
Bittacy Close	65	Mill Hill	£19,635
Elizabeth Close	67	High Barnet	£21,145
Coppice Walk	251	Totteridge	£81,559
Athenaeum Road	60	Oakleigh	£20,541
Greenacre Close	80	High Barnet	£35,946

Road name	Section	Ward	Estimated cost
Oakleigh Park North	124	Oakleigh	£50,446
St Matthias Close	62	Colindale	£18,849
Norfolk Road	263	High Barnet	£83,371
TOTAL FOOTWAY RELAY SCHEME VALUE			£2,981,018

Footway Patching -Year 8 Priority List

Road name	Section	Ward	Estimated cost
Johnston Terrace	43	Childs Hill	£10,824.17
East Crescent	15	Coppetts	£3,775.88
Athenaeum Road	40	Oakleigh	£12,082.80
Old Rectory Gardens	24	Edgware	£6,041.40
Edrick Walk	19	Hale	£4,782.78
Midland Terrace	57	Childs Hill	£14,348.33
Needham Terrace	52	Childs Hill	£13,089.70
Campion Terrace	54	Childs Hill	£13,593.15
Colney Hatch Lane	11	Coppetts	£2,768.98
Broadway Mews	23	Coppetts	£5,789.68
Saffron Close	31	Golders Green	£7,803.48
Jade Close	22	Golders Green	£5,537.95
The Firs	33	Oakleigh	£8,306.93
Russell Gardens	30	Oakleigh	£7,551.75
Saffron Close	39	Golders Green	£9,817.28
Colney Hatch Lane	39	Coppetts	£9,817.28
Clitterhouse Crescent	55	Golders Green	£13,844.88
Alexander Close	47	East Barnet	£11,831.08
The Highlands	55	High Barnet	£13,844.88
Saffron Close	48	Golders Green	£12,082.80
Middle Road	19	East Barnet	£4,782.78
Purley Avenue	40	Childs Hill	£10,069.00

Road name	Section	Ward	Estimated cost
Purbeck Drive	20	Golders Green	£5,034.50
Sheridan Walk	58	Garden Suburb	£14,600.05
Elvington Lane	58	Burnt Oak	£14,600.05
The Close	31	East Barnet	£7,803.48
Bridge Lane	17	Golders Green	£5,135.19
Park Grove	80	Edgware	£24,165.60
Northfield Road	83	East Barnet	£25,071.81
East Crescent	21	Coppetts	£5,286.23
Totteridge Lane	67	Totteridge	£20,238.69
Gallants Farm Road	72	Brunswick Park	£21,749.04
Hendon Wood Lane (access road)	98	High Barnet	£29,602.86
Miles Way	15	Oakleigh	£3,775.88
North End Road	95	Childs Hill/Garden Suburb	£28,696.65
Netherlands Road	77	Oakleigh	£23,259.39
Stapylton Road	61	High Barnet	£18,426.27
Middle Road	26	East Barnet	£6,544.85
Borthwick Road	19	West Hendon	£4,782.78
Fallow Court Avenue	30	Woodhouse	£7,551.75
EDGWAREBURY LANE RBW (1st Section)	69	Edgware	£20,842.83
Claremont Road	157	Golders Green	£47,424.99
Dishforth Lane	28	Burnt Oak	£7,048.30
The Hyde	73	Burnt Oak	£22,051.11
Hyde Close	22	High Barnet	£5,537.95
Margaret Road	60	East Barnet	£18,124.20
Green Lane	92	Edgware	£27,790.44
Hermitage Lane	22	Childs Hill	£5,537.95
Hillcrest Avenue	138	Edgware	£25,011.40
Brunswick Park Road	13	Brunswick Park	£3,272.43
Carlton Close	15	Edgware	£3,775.88

Road name	Section	Ward	Estimated cost
Gallants Farm Road	71	Brunswick Park	£21,446.97
Edgwarebury Gardens	86	Edgware	£25,978.02
Station Road	164	West Hendon	£49,539.48
EDGWAREBURY LANE RBW (1st Section)	93	Edgware	£28,092.51
Foscote Road	69	West Hendon	£20,842.83
Grahame Park Way	61	Colindale	£18,426.27
Ridgeway Avenue	86	East Barnet	£25,978.02
Barnet Lane	170	Totteridge	£51,351.90
Barnet Road	112	High Barnet	£33,831.84
Church Way	99	Oakleigh	£29,904.93
Ridge Road	18	Childs Hill	£4,531.05
Coes Alley	28	High Barnet	£7,048.30
Purbeck Drive	23	Golders Green	£5,789.68
Newlyn Road	54	Underhill	£13,593.15
Quakers Course	56	Colindale	£16,915.92
Sherrock Gardens	31	Hendon	£9,364.17
Grove Gardens	52	West Hendon	£13,089.70
TOTAL FOOTWAY RELAY SCHEME VALUE			£1,030,854

Brent Cross -Year 8 Priority List

Road name	Section	Ward	Estimated cost
Campion Terrace (CW Patching)	40	Childs Hill	£13,440
Cheviot Gate (FW Repairs)	31	Golders Green	£12,687
Clitterhouse Road (CW Patching)	20	Golders Green	£11,900
Queens Road (CW Patching)	40	Hendon/West Hendon	£26,565

Flooding and Drainage -Year 8 Priority List

Activity	Estimated cost

Activity	Estimated cost
Drainage Infrastructure Policy, Survey and Mapping	£400,000
Drainage Open Water Course Infrastructure refurbishment and replacement	£600,000
Drainage Gully Infrastructure replacements	£350,000
Flood Risk Gully enhanced cleansing	£225,000
Flood Risk Gully mapping – Gully to Thames Water surface water sewer	£375,000
Flooding Schemes Support, CDA and FCERM programmes	£300,000
Water Course policy, management, and restoration including Sustainable Drainage Management	£100,000
AI Gully Sensitisation	£100,000
Development and Introduction of Land Drainage Byelaws	£50,000