

AGENDA ITEM: 14 Pages 1 – 14

Meeting	Cabinet Resources Committee
Date	19 July 2010
Subject	Refocusing resources and activity on the maintenance and development of the Borough's highway network
Report of Summary	<p>Cabinet Member for Environment</p> <p>This report sets out a proposed change in the resource allocation of the highways and transportation service that refocuses resources and activity onto the maintenance and development of the boroughs highway network. To this end, it sets out a proposal to implement a Pothole Elimination Programme (PEP) in two phases for all borough roads. Phase 1 to address potholes on principal and main roads (the Resilient Road Network) by 31 July 2010 and Phase 2 subject to resources to address potholes on all other borough roads by 31 October 2010.</p>
Officer Contributors	<p>Zafran Khan – Interim Assistant Director (Environment and Operations)</p> <p>Lynn Bishop – Assistant Director (Environment and Operations)</p> <p>Karen Jones – Business Improvement Officer (Environment and Operations)</p> <p>Jane Shipman – Senior Engineer (Environment and Operations)</p>
Status (public or exempt)	Public
Wards affected	All
Enclosures	<p>Appendix 1 – PEP resilient Network Implementation Programme</p> <p>Appendix 2 – Detailed Roads Programme for Resilient Network</p> <p>Appendix 3 – MTS Goals, Challenges and Outcomes</p>
For decision by	Cabinet Resources Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not applicable
Contact for further information:	Zafran Khan, Interim Assistant Director (Environment and Operations), 020 8359 4320.

1. RECOMMENDATIONS

- 1.1 That the implications of this proposed change in resource allocation for Highways and Transportation Services as set out in this Report be noted.**
- 1.2 That the Pothole Elimination Programme (PEP) Phase 2 be considered and that any approval be subject to the necessary funding for the programme, and the balancing of the Directorate's overall budget for the current year, having been identified.**
- 1.3 That a future meeting of the Cabinet Resources Committee receive a report on how the matters mentioned in 1.2 will be achieved and the implications of any projects/programmes that will not be progressed as a result.**
- 1.4 That, subject as provided for in 1.2 and 1.3, the PEP Phase 2 be approved.**
- 1.5 That the Director of Environment and Operations in conjunction with the Chief Financial Officer be authorised to proceed with Phase 2 if and when the resources are identified, unless specific Committee authority is required for further virement(s).**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Director of Environment and Operations approved on 1 July 2010 by delegated powers (DPR 1117) that revenue and capital funding be re-prioritised to facilitate implementation of PEP Phase 1.
- 2.2 Cabinet, 12 April 2010 (Decision item 12) – endorsed the recommendations of the Business Management Overview and Scrutiny Sub-Committee Task and Finish Group on Road Resurfacing which included a recommendation that the Council introduce a Highways Asset Management approach.
- 2.3 Council, 2 March 2010 (Decision 145) – approved the Council Budget for 2010/11.
- 2.4 Area Environment Sub-Committees, 24 February 2010 – approved programmes of carriageway and footway renewal for their respective areas.
- 2.5 Cabinet, 23 January 2006 (Decision item 5) – approved the Borough's first Local Implementation Plan (LIP) for submission to the London Mayor for approval, and delegated authority to the Cabinet Member to approve further revisions to the LIP when required¹.
- 2.6 Cabinet, 12 December 2005 (Decision item 9) – approved the Customer Focused Parking Policy Review which introduced a rolling programme of reviews of existing Controlled Parking Zones (CPZs).

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Council's Corporate Plan identifies as one of its priorities the need to ensure the Borough's continued success as a prosperous place where people want to live, and at the same time to preserve and enhance the physical environment and create the conditions which support residents' aspirations and promote success. The role of the Council is to create the conditions which maintain and enhance the Borough as a successful London suburb.

¹ The Cabinet Member approved revisions by delegated powers on 22 February 2006 and 9 August 2007.

The activities contained in this report will contribute to this corporate priority and specifically the key performance measure 'to reduce the percentage of Principal and Non-Principal Classified Roads where maintenance is required'.

- 3.2 The changes outlined in this report will have an impact on the on-going development of the Borough's Local Development Framework (LDF) and the development of the new Local Implementation Plan (LIP).

4. RISK MANAGEMENT ISSUES

- 4.1 The Cabinet Member for Environment has requested a complete review of the works and functions of the highways service. To this end he has considered that the PEP is a priority, above other Highways and service functions and has tasked officers with delivering a programme of work to address this by 31 October 2010. This will be undertaken in two phases. The initial phase will be focussed on principal and other main roads (the Winter Maintenance Resilient Road Network) with completion by 31 July 2010 and the second phase will comprise all other borough roads by 31 October 2010. This will divert resources and staff away from other areas of business with associated risks.
- 4.2 Postponing work on activities included in the current LIP risks action by the Mayor to direct the Borough to carry out activities in default and potentially recover costs from the borough for doing the work.
- 4.3 Postponing certain activities that would support implementation of the revised Mayor's Transport Strategy (MTS), risks the borough being unable to submit a new LIP in December 2010 that would be approvable by the London Mayor. The LIP is a Statutory Plan for which the approval of the London Mayor is required and which he may only approve if he considers it to be consistent with and adequate for the purposes of implementing his Transport Strategy.
- 4.4 The Business Management Overview and Scrutiny Sub-Committee Task and Finish Review on Road Resurfacing recommended that the Council introduce a Highways Asset Management approach to achieve best value for investment in the highways infrastructure. This recommendation was agreed by Cabinet on 12 April 2010. Officers will be developing a strategy for managing Highways assets over the next year. This will create a policy framework and robust methodology for dealing with road maintenance issues such as potholes in future through quantifying risks and outcomes of any investment strategy implemented.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 Highway improvements on roads provide benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement across the Borough.
- 5.2 The proposed highway improvements will enhance the borough's reputation as a good place to live and increase confidence and satisfaction towards the Council's functions.
- 5.3 Postponing activity in the areas proposed in this report impacts on all members of the community, but some aspects have particular impact on specific groups.
- 5.4 Traffic management schemes affecting congestion provide benefits for vehicle users, but also to pedestrians. Reducing stationary and slow moving traffic can have air quality benefits particularly for those affected by respiratory health problems. Not carrying out any traffic management schemes could potentially have an impact on the most vulnerable members of the community.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 The current projected costs for Phase 1 of the Pothole Elimination Programme are £660k plus a 5% contingency as summarised in the table below. The funding of Phase 1 has been agreed under the Director of Environment and Operation's delegated powers (DPR 1117) on 1 July 2010 from within existing resources.
- 6.2 The projected costs for phase 1 covers works in 196 roads (approximately 165km of the Borough's network). The second phase of the PEP represents a considerably more extensive element of work and will address all other roads in the Borough, totalling 1,953 roads (approximately 500km of the Borough's network).
- 6.3 The work is being undertaken by the Council's two term highway maintenance contractors Volker Highways and Ringways. This will enable risk issues to be mitigated should one contractor not perform or incur difficulties.
- 6.4 The submissions by the two framework contractors to carry out the PEP work do represent real and meaningful reductions in cost as compared to the standard contract rates. This is good value for money, particularly when taking account of the current economic climate and continuing high levels of annual inflation within the construction sector.
- 6.5 Details summarising the comparisons between existing contract costs and those tendered for the PEP are set out below. It should be noted that the calculation of these figures is complex and in part subjective, as they are based on a variety of rates and some engineering judgement is required to estimate specific local needs on individual roads. Examples include where more extensive temporary traffic management may be required, where different materials may be more appropriate because of local traffic conditions and where repairs might be a little more complex than the norm.

The contractor's staff will also make specific recommendations at some locations to ensure they can meet the terms of their guarantee. All these factors can impact upon the final cost. A contingency of 5% has been included to help mitigate against such issues if they should arise more consistently than predicted.

Work to be Undertaken on Roads		Existing Contract Rates Applied	Preferential Contract Rates applied	Savings	
Phase	Details	Estimated Cost	Estimated Cost	Value	%
Phase 1 Resilient Network	196 Roads, Approx. 165km <i>Including 5% Contingency</i>	£716,000	£660,000 £693,000	£56,000 £23,000	8% 3%
Phase 2 Rest of Borough	1953 Roads, Approx. 500km <i>Including 5% Contingency</i>	£2,622,000	£2,043,000 £2,145,000	£579,000 £477,000	22% 18%
Totals & Estimated Savings <i>Including 5% Contingency</i>		£3,338,000	£2,703,000 £2,838,000	£635,000 £500,000	19% 15%

- 6.6 The cost of Phase 2 is estimated to be £2.043m plus a 5% contingency. These estimates are based on average costs for each pothole and an area measurement for each element of patching where this would be a more cost effective use of funds.

- 6.7 Some funding has been identified, as demonstrated within the table below, however it must be taken into account that there is a potential reduction in the level of resources that could be appropriated from the Special Parking Account (SPA) within the year in the sum of £1.8m.
- 6.8 Given this revenue pressure further work would need to be undertaken to ensure the overall Directorate's financial position is 'balanced', including the SPA before Phase 2 can commence.
- 6.9 The directorate is exploring other avenues to meet the shortfall, of which £740k has been provisionally identified. This is subject, in part, to TfL approval.
- 6.10 Therefore, the Committee are asked to agree in principle to the approach set out in this report and that a further report either by way of delegated powers, or to this Committee, be prepared setting out the detail of how the programme could be funded, the areas of work that will not be progressed as a result, and the overall financial position of the Directorate, having taken account of these changes and other financial pressures upon it.
- 6.11 The funds identified so far within existing budgets for Phase 2 are as follows:

Heading	Funding
Department of Transport grant for impact of severe winter	£176,000
Local Implementation Plan – Borough Funding stream (TfL)	£100,000
Re-allocated S106 funding	£207,780
Re-allocation of capital funding	£461,000
Total confirmed funding available	£944,780
Shortfall	£1,200,220
Further potential funding available - Re-allocation of TfL funding (subject to TfL approval); and possible further Section 106 funding	£740,000
Potential shortfall	£460,220

7. LEGAL ISSUES

- 7.1 None except as mentioned in the report.

8. CONSTITUTIONAL POWERS

- 8.1 The Council's Constitution, in Part 3, Responsibility for Functions, states in paragraph 3.6 the functions of the Cabinet Resources Committee.

9 BACKGROUND INFORMATION

- 9.1 As a consequence of the recent severe winters the borough roads are displaying widespread signs of damage and decay. The most visible manifestation of this is thousands of potholes that have appeared since January of this year. The Council's Highway Service has reacted to this problem to date in two phases:
- It instigated a reactive approach to emergency filling of potholes as soon as practical on January 14, which was the first opportunity after the thaw set in. Gangs were out consistently from that date carrying out temporary filling of potholes. However, the work was hampered by the continuing bad and wet weather which both restricted the amount of potholes that could be addressed and at times the effectiveness of the work. This reactive programme was based on reports received from all sources including the public, Members, officers and the Council's highway inspectors. Over 4,500 potholes were attended up to 8 March 2010 as compared to a normal winter season which generates 1,000 on average in total.

- In early March 2010 a driven visual inspection was undertaken of all Borough roads to assess the extent of the remaining problem, so work programmes could be prioritised and available resources aligned to best effect.
- From 8 March, a revised 'permanent fix' technique to fixing potholes was implemented, this was guaranteed for 12 months by the contractor. However this work was more time consuming and costly to implement so less could be undertaken per day by a gang of workmen and within resources available. This approach has continued to date and work has been prioritised based on customer reports received and outcomes of the visual inspection. Between 8 March and 25 June 2010, the Council's contractors have undertaken permanent repairs to over 3,800 potholes and the Council's in-house reactive crews have undertaken a further 800 permanent repairs to potholes addressing Emergency (6 hour response) or Category 1 (48 hour response) reports from customers.

9.2 The above programme of works was targeted to fix potholes or areas of degradation that were recognised as issues of safety and affected the passage of vehicles on the Borough's roads, but within budget constraints available. It did not address the many hundreds of more minor potholes and damage that was more cosmetic in nature. These were to be addressed through a wider follow up programme of treatments and surfacing, which would require extra resources to deliver.

9.3 A further visual inspection has shown that it will not be possible to complete the wider programme within the resources originally available for highways maintenance. It is therefore proposed that resources be taken from other budgets in order to complete the programme within a reasonable period. The strategy is to be delivered in two phases: Phase 1 – To address potholes on all roads within the Borough's 'Resilient Road Network', this is approximately 165km of the Borough's network (196 roads) which basically comprises all the Borough's principal roads and other main roads. This is indicatively targeted for completion by 31 July 2010.

Phase 2 – To address potholes on all other remaining roads, approximately 500km of the Borough's network (1953 roads), which is indicatively targeted for completion by 31 October 2010.

9.4 Officers are aware that areas will continue to degrade over the coming months and the service will rely upon its highway inspectors, other officers and customer reports to pick up additional potholes that might develop.

9.5 Currently, there are two framework contractors available to undertake highway maintenance work within the Borough, Volker Highways and Ringways. Both contractors have been contacted and the PEP work discussed along with the Council's expectations, so that they could make submissions for undertaking the extra work we are offering. The response has been very positive and we have secured preferential rates with up to 8.5% discount. The contractors have also made other concessions over costs of temporary traffic management, permitting of roads and have extended their guarantee for work to 18 months. The contractors have also confirmed that they have the resources available to undertake the PEP work to achieve the Council's target timescales.

9.6 It needs to be recognised that to enable this programme to move forward all available funding that is not committed has been re-focussed to support the PEP. This also includes activity which diverts council resources and/or work away from the maintenance and development of highway maintenance. In the interim only activities which are funded by developers to mitigate the impact of development or work required to meet minimum statutory duties will be undertaken in such areas.

- 9.7 **Footway maintenance work** – One of the outcomes of this approach is that all footway maintenance work that is not already committed or necessary for Health and Safety reasons has been put on hold and this funding is diverted to support the PEP. Barnet has a number of problems associated with footways and an extended programme of footway planned maintenance work will be required in 2011/12 to reciprocate the investment taken away this year.
- 9.8 The highway maintenance programme does not have secured funding for next year at current levels. The capitalised revenue stream of £1.5m which was the subject of a special bid this year is not secured for next year. This will seriously undermine the Council's ability to deliver a meaningful planned highways maintenance programme in 2011/12 and this position will be compounded by continuity of severe winters that are predicted.
- 9.9 **Controlled Parking Zones** – On 5 December 2005, Cabinet agreed to introduce a rolling programme of reviews of existing CPZs to help deal with changes in land-use, and changes in car ownership and use. The aim was to provide an opportunity to pro-actively engage the local community to see whether any changes might be made to CPZs to ensure they continue to provide the benefits that were envisaged when schemes were first implemented. Postponing CPZ reviews and the introduction of new CPZs have the potential to cause dissatisfaction among residents expecting a review. It also risks increased work to deal with issues on a piecemeal basis.
- 9.10 **Traffic Management schemes** – traffic management schemes contribute to a range of outcomes, including congestion reduction, road safety and improving facilities for a range of road users.
- 9.11 Following publication of the revised Mayors Transport Strategy (MTS) in May 2010, the borough must now produce a new LIP setting out how it will implement the strategy in the Borough. Statutory guidance has been issued in this regard which requires the borough to work towards achieving the MTS goals. These are set out at appendix 3.
- 9.12 Carrying out no traffic management schemes into the future will restrict the options available to address some of the goals, and may prevent the development of an approvable LIP. The Borough may then be directed to carry out certain actions, have a LIP produced and potentially implemented on its behalf by the Mayor and have to bear the cost of this. If the Borough is not able to produce an approvable LIP access to TfL funding is likely to be restricted, if it is available at all.
- 9.13 There may be exceptional occasions when circumstances demand a traffic management solution, which it is proposed would be authorised individually by the Cabinet Member.

10. LIST OF BACKGROUND PAPERS

- 10.1 None.

Legal – JO'H
CFO – CM

APPENDIX 1 – PEP Resilient Network Implementation Programme July 2010

<i>Ward</i>	<i>Number of roads to be repaired</i>	<i>Quantity of defective area in square metres (M2)</i>	<i>Contractor</i>	<i>Week Number</i>	<i>Week Dates</i>
Underhill	13	1028	Volkerhighways	Week 1	5 July to 9 July 2010
Garden suburb	22	705	Volkerhighways	Week 1	5 July to 9 July 2010
Brunswick Park	6	392	Volkerhighways	Week 1	5 July to 9 July 2010
Finchley Church End	8	119	Volkerhighways	Week 1	5 July to 9 July 2010
Edgware	9	1463	Ringway	Week 1	5 July to 9 July 2010
Mill Hill	28	819	Ringway	Week 1	5 July to 9 July 2010
West Hendon	6	340	Ringway	Week 1	5 July to 9 July 2010
Childs Hill	8	219	Volkerhighways	Week 2	12 July to 16 July 2010
Woodhouse	5	920	Volkerhighways	Week 2	12 July to 16 July 2010
East Barnet	20	300	Volkerhighways	Week 2	12 July to 16 July 2010
Colindale	6	2462	Ringway	Week 2	12 July to 16 July 2010
Hendon	4	14	Ringway	Week 2	12 July to 16 July 2010
Hale	10	514	Ringway	Week 2	12 July to 16 July 2010
West Finchley Ward / Woodhouse	3	1535	Volkerhighways	Week 3	19 July to 23 July 2010
High Barnet	21	761	Volkerhighways	Week 3	19 July to 23 July 2010
Burnt Oak	9	568	Ringway	Week 3	19 July to 23 July 2010
East Finchley	4	55	Ringway	Week 3	19 July to 23 July 2010
West Finchley Ward	6	35	Ringway	Week 3	19 July to 23 July 2010
Coppetts	4	942	Ringway	Week 3	19 July to 23 July 2010
Oakleigh	8	230	Volkerhighways	Week 4	26 July to 30 July 2010
Golders Green	4	28	Volkerhighways	Week 4	26 July to 30 July 2010

APPENDIX 2 – Detailed Roads Programme for Resilient Network

Week1: 5 – 9 July 2010

Name of Road	District	Ward	Comments
Barnet Road	Barnet	Underhill/Hale	
Elmbank Avenue	Barnet	Underhill	
Bells Hill	Barnet	Underhill	
Chesterfield Road	Barnet	Underhill	
Hillside Gardens	Barnet	Underhill	
Manor Road	Barnet	Underhill	
Underhill	Barnet	Underhill	
Barnet Hill	Barnet	Underhill	
Dollis Valley Way	Barnet	Underhill	
Whitings Road	Barnet	Underhill	
Barnet Lane	Barnet	Underhill/Totteridge	Scheme in committed planned works 2010 -11 programme
Hendon Wood Lane	Nw7	Underhill/Totteridge	
Mays Lane	Barnet	Underhill	
Russell Lane	N20	Brunswick Park	
Parkside Gardens	East Barnet	Brunswick Park	
Brookside South	East Barnet	Brunswick Park	
Osidge Lane	N14	Brunswick Park	
Brunswick Park Road	N11	Brunswick Park	
Oakleigh Road South	N11	Brunswick Park	
Regents Park Road	N3	Finchley Church End	
Hendon Lane	N3	Finchley Church End	
Dollis Road	N3/NW7	Finchley Church End/ West Finchley	
Station Road	N3	Finchley Church End	
Manor View	N3	Finchley Church End	
Gravel Hill	N3	Finchley Church End	
Holders Hill Road	NW4/NW7	Finchley Church End	
Dollis Road	N3/NW7	Finchley Church End/ West Finchley	
Finchley Road	NW2/NW11/ NW3	Garden Suburb	
Willifield Way	NW11	Garden Suburb	
Erskine Hill	NW11	Garden Suburb	
Hampstead Way	NW11	Garden Suburb	
Temple Fortune Hill	NW11	Garden Suburb	
Spaniards Road	NW3	Garden Suburb	
Hampstead Lane	NW3	Garden Suburb	
Kingsley Way	N2	Garden Suburb	
Kingsley Way	N2	Garden Suburb	
Linden Lea	N2	Garden Suburb	
Norrice Lea	N2	Garden Suburb	
Chalton Drive	N2	Garden Suburb	
Holne Chase	N2	Garden Suburb	
Neville Drive	N2	Garden Suburb	
Spencer Drive	N2	Garden Suburb	

Name of Road	District	Ward	Comments
Ossulton Way	N2	Garden Suburb	
Great North Road Cherry Tree Hill SRN	N2	Garden Suburb	
North Square	NW11	Garden Suburb	
Central Square	NW11	Garden Suburb	
Northway	NW11	Garden Suburb	
Meadway	NW11	Garden Suburb	
Hoop Lane	NW11	Garden Suburb	
Bushfield Crescent	Edgware	Edgware	
Broadfields Avenue	Edgware	Edgware	
Glengall Road	Edgware	Edgware	
Edgwarebury Lane	Edgware	Edgware	
Brockley Hill	Stanmore	Edgware	
Spur Road SRN	Edgware	Edgware	
Stonegrove SRN	Edgware	Edgware	
High Street SRN	Edgware	Edgware	
Station Road	HA8	Edgware	

Week 2: 12 – 16 July 2010

Name of Road	District	Ward	Comments
Totteridge Common	N20/NW7	Mill Hill/Totteridge	
Totteridge Common	N20/NW7	Mill Hill/Totteridge	
Totteridge Village	N20	Totteridge	
Totteridge Lane	N20	Totteridge	
Longland Drive	N20	Totteridge	Scheme in committed planned works 2010 -11 programme
Woodside Lane	N12	Totteridge/Woodhouse	
Woodside Park Road	N12	Totteridge/Woodhouse	
Holden Road (Part 2 of 2) Woodside lane to Westbury Avenue	N12	Totteridge	
Holden Road (Part 1 of 2) Westbury Avenue to Gainsborough Road	N12	Totteridge	
Northiam	N12	Totteridge	
Southover	N12	Totteridge	
Lullington Garth	N12	Mill Hill/Totteridge	
Brookhill Road	New Barnet	East Barnet	
Church Hill Road	East Barnet	East Barnet	
Cat Hill SRN	East Barnet	East Barnet	
Cat Hill B193	East Barnet	East Barnet	
East Barnet Road jw Brookhill Rd to Longmore Ave	New Barnet	East Barnet	
East Barnet Road B193	New Barnet	East Barnet	
Longmore Avenue	East Barnet	East Barnet	
Woodhouse Road	N12	Woodhouse	
High Road SRN	N12	Woodhouse	

Name of Road	District	Ward	Comments
Woodside Lane	N12	Woodhouse	
Summers Lane	N12	Woodhouse	
Granville Road	N12	Woodhouse	
North End Road	NW11	Childs Hill	
Cricklewood Broadway	NW2	Childs Hill	
Cricklewood Lane	NW2	Childs Hill	
Hoop Lane	NW11	Childs Hill	
The Vale	NW11	Childs Hill	
Rodborough Road	NW11	Childs Hill	
West Heath Avenue	NW11	Childs Hill	
West Heath Road	NW3	Childs Hill	
Glenwood Road	NW7	Hale	
Worcester Crescent	NW7	Hale	
Kenilworth Road	Edgware	Hale	
Selvage Lane	NW7	Hale	
Hale Lane	NW7	Hale	
Hale Lane	Edgware	Hale	
Bunns Lane	NW7	hale	Scheme in committed planned works 2010 -11 programme
Woodcroft Avenue	NW7/ Edgware	Hale	
Lyndhurst Avenue	NW7	Hale	
Deans Lane	Edgware	Hale	
Grahame Park Way	NW7/NW9	Colindale	Scheme in committed planned works 2010 -11 programme
Colindale Avenue	NW9	Colindale	
Aerodrome Road	NW9	Colindale	
Quakers Course	NW9	Colindale	
The Hyde A5	NW9	Colindale/West Hendon/Burnt Oak	
Colindeep Lane	NW4/NW9	Colindale/Hendon/ West Hendon	
Parson Street	NW4	Hendon	
Finchley Lane	NW4	Hendon	
Church Road	NW4	Hendon	
The Burroughs	NW4	Hendon	

Week 3: 19 – 23 July 2010

Name of Road	District	Ward	Comments
High Street A1000	Barnet	High Barnet	
Galley Lane	Barnet	High Barnet	
Salisbury Road	Barnet	High Barnet	
Stapylton Road	Barnet	High Barnet	
Hadley Highstone	Barnet	High Barnet	
Hadley Green	Barnet	High Barnet	
Hadley Highstone	Barnet	High Barnet	
Hadley Common	Barnet	High Barnet	

Name of Road	District	Ward	Comments
Meadway	Barnet	High Barnet	Scheme in committed planned works 2010 -11 programme
Potters Lane	New Barnet	High Barnet	
Plantagenet Road	New Barnet	High Barnet	
Potters Road	New Barnet	High Barnet	
East Barnet Road A110	New Barnet	East Barnet	
Park Road	New Barnet	East Barnet	
Barnet Gate Lane	Barnet	High Barnet/Underhill	
St Albans Road	Barnet	High Barnet	
Quinta Drive	Barnet	High Barnet Ward / Underhill Ward	Scheme in committed planned works 2010 -11 programme
Wellhouse Lane	Barnet	High Barnet/Underhill	
Wood Street	Barnet	High Barnet/Underhill	
Great North Road Pricklers Hill SRN	Barnet	High Barnet/Underhill /Oakleigh	
Station Road	EN5	High Barnet/Oakleigh	
Friern Barnet Road	N11	Coppetts	
Colney Hatch Lane	N10/N11/N12	Coppetts	
Friern Barnet Lane	N11/N12/N20	Coppetts	
Sydney Road	N10	Coppetts	
Long Lane	N2/N3	West Finchley/East Finchley	
Squires Lane	N3	West Finchley/ Woodhouse	
Ballards Lane	N3, N12	West Finchley/ Woodhouse	
East End Road	N3	East Finchley/ Finchley Church End/ Garden Suburb	Scheme in committed planned works 2010 -11 programme
High Road SRN	N2	East Finchley	
Church Lane	N2	East Finchley	
East End Road	N2/N3	East Finchley	Scheme in committed planned works 2010 -11 programme
Watling Avenue	Edgware	Burnt Oak	Scheme in committed planned works 2010 -11 programme
Deansbrook Road Adopted Pre 1987	Edgware	Burnt Oak	
Deansbrook Road (A 5109) Adopted Pre 1879.	Edgware	Burnt Oak	
Orange Hill Road	Edgware	Burnt Oak	
Abbots Road	Edgware	Burnt Oak	
Eversfield Gardens	NW7	Burnt Oak	
Montrose Avenue	Edgware	Burnt Oak	
Lanacre Avenue	NW9	Burnt Oak	
Burnt Oak Broadway SRN	Edgware	Burnt Oak	Scheme in committed planned works 2010 -11 programme

Name of Road	District	Ward	Comments
Nether Street	N3	West Finchley	
Nether Street	N3/N12	West Finchley	Scheme in committed planned works 2010 -11 programme
Argyle Road	N12	West Finchley	
Courthouse Gardens	N3	West Finchley	
Courthouse Road	N12	West Finchley	
Kingsway	N12	West Finchley	

Week 4: 26 – 30 July 2010

Name of Road	District	Ward	Comments
York Road	New Barnet	Oakleigh	
Lyonsdown Road	New Barnet	Oakleigh	
High Road	N20	Oakleigh/Woodhouse/ Totteridge	
Netherlands Road	New Barnet	Oakleigh	
Athenaeum Road	N20	Oakleigh	
Oakleigh Park North	N20	Oakleigh	Scheme in committed planned works 2010 -11 programme
Oakleigh Park South	N20	Oakleigh	
Oakleigh Road North	N20	Oakleigh/Totteridge	
Tilling Road	NW2	Golders Green	
Pennine Drive	NW2	Golders Green	
Tempelhof Avenue	NW2	Golders Green/West Hendon	
Edgware Road SRN	NW2	Golders Green	

APPENDIX 3 – MTS goals, challenges and outcomes

MTS goal – Support economic development and population growth	
MTS Challenges	MTS Outcomes
Supporting sustainable population and employment growth	Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel
Improving transport connectivity	Improving people's access to jobs
	Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow
Delivering an efficient and effective transport system for people and goods	Smoothing traffic flow (managing delay, improving journey time reliability and resilience)
	Improving public transport reliability
	Reducing operating costs
	Bringing and maintaining all assets to a state of good repair
	Enhancing the use of the Thames for people and goods
MTS goal – Enhance the quality of life for all Londoners	
MTS Challenges	MTS Outcomes
Improving journey experience	Improving public transport customer satisfaction
	Improving road user satisfaction (drivers, pedestrians, cyclists)
	Reducing public transport crowding
Enhancing the built and natural environment	Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives
	Protecting and enhancing the natural environment
Improving air quality	Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
Improving noise impacts	Improving perceptions and reducing impacts of noise
Improving health impacts	Facilitating an increase in walking and cycling
MTS goal – Improve the safety and security of all Londoners	
MTS Challenges	MTS Outcomes
Reducing crime, fear of crime and antisocial behaviour	Reducing crime rates (and improving perceptions of personal safety and security)
Improving road safety	Reducing the numbers of road traffic casualties
Improving public transport safety	Reducing casualties on public transport networks
MTS goal – Improve transport opportunities for all Londoners	
MTS Challenges	MTS Outcomes
Improving accessibility	Improving the physical accessibility of the transport system
	Improving access to services
Supporting regeneration and tackling deprivation	Supporting wider regeneration
MTS goal – Reduce transport's contribution to climate change, and improve its resilience	
MTS Challenges	MTS Outcomes
Reducing CO2 emissions	Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025
Adapting for climate change	Maintaining the reliability of transport networks