

# **London Borough of Barnet Local highways maintenance transparency report**

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# Local highways maintenance transparency report

## Our highway network

The London Borough of Barnet highway network is the largest, most valuable, and most visible community asset and is probably the most used of all our services, used by nearly all residents daily. It is vital to the economic, social, and environmental well-being of our community.

Lengths of highway, footways and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	Cycleways
75km	56km	592km	723km	1290km	41km	27km

Barnet's highway network was reassessed in 2023/24 financial year in relation to asset valuation, length and utilisation as follows:

- Asset valuation at £1.9 Billion – up from previous valuation of £1.6 Billion.
- Carriageway length of 723 km – increase of 4% from the previous assessment making it one of the largest networks in London. Made up of 96 km Principal Roads and 627 km Unclassified (primarily residential roads).
- Footway length (including footpaths) of 1,290 km.
- Barnet's principal roads carry the highest traffic volumes in all London at 50,000 average daily vehicle movements.
- Barnet's principal roads carry the highest volume of HGVs in all London at 1,000 average daily vehicle movements.
- Barnet Highways own, manage, and maintain 78 Highway structures; 72 of which are classed as road bridges.
  - These structures include road bridges, pedestrian footbridges, culverts, subways and retaining walls.
  - The Gross Replacement Cost (GRC) for these assets is valued at £56.7m.

Compared to the previous understanding of the network (pre 2023/24), Barnet-maintained highways have increased significantly by over 90km (13%).

Discounting footpaths, Barnet's carriageway network (723km) alone has grown approximately 30km (4%) and is one of the largest in London.

The asset valuation undertaken is aligned to the methodologies provided in The Transport Code and The Transport Guidance, using the CIPFA Valuation Toolkit (the Toolkit) and supporting material to calculate the value of Barnet's carriageway and footway assets.

## Highways maintenance spending figures

Highway maintenance spending					
Year	Capital allocated by DfT	Capital spend *	Revenue spend	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	£1,198,000	£26,186,000	£3,232,660	89%	11%
2024/25	£368,000	£27,024,000	£3,478,000	89%	11%
2023/24	£256,000	£20,213,000	£3,094,000	87%	13%
2022/23	N/A	£12,474,481	£4,018,000	76%	24%
2021/22	N/A	£11,544,000	£3,068,446	79%	21%
2020/21	N/A	£10,308,000	£2,062,000	83%	17%

\*Capital spend set out in the column above includes the full capital allocation to Highways for the year including LiP, approved Road Safety Schemes and Highways Planned Maintenance.

### Reactive maintenance spend profile for 2025/26

Approximately 50% of the reactive budget is spent on pothole repairs or more extensive patching of the carriageway. Of the remaining 50%, the majority of this is spent on footway patching, with less than 5% spent on other items such as bollards and pedestrian guard railing.

Estimate of number of potholes filled				
2021/22	2022/22	2022/23	2023/24	2024/25
3320	2835	3668	4694	4611

### Planned maintenance spend profile for 2025/26

No	Planned Maintenance	£,000	£,000	£,000	£,000	Budget Total £,000
1	Carriageways	Principal Road Resurfacing	Principal Road Patching	Unclassified Road resurfacing	Unclassified Road Patching	
		£4,751	£309	£3,685	£255	£9,000

2	Footways	Resurfacing	Patching			
		£2,244	£1,156			<b>£3,400</b>
3	Drainage Maintenance	Drainage Improvement Works	Flood Scheme Support, SuDs drainage programme and trash screens	Enhanced Gully Maintenance	Policy, Surveying and Mapping	
		£400	£450	£100	£50	<b>£1,000</b>
4	Highways Structures	Bespoke Structure Improvements	Inspection Maintenance			
		£800	£200			<b>£1,000</b>
5	Other Highways Assets	Additional Rubber Crumb Programme	Signs and Lines	Heritage and Other Assets		
		£200	£200	£100		<b>£500</b>
6	Funds to be allocated aligned to the Annual Independent Condition Survey	Funds to be allocated				
	DfT local highways maintenance allocation	£1,198				<b>£1,198</b>
	'Our plan for Barnet' allocation	£250				<b>£250</b>
	CIL allocation urgent reactive works	£600				<b>£600</b>
						<b>£16,948</b>

Approved 2025/26 CIL and Additional Funding Allocation to Highways Maintenance Programme

The London Borough of Barnet (Barnet) adopted a new [Highway Infrastructure Asset Management Plan in 2022](#), setting out the Council's strategic approach to managing its highway network. As well as this document, Barnet also has a [Long Term Transport Strategy \(2020 to 2041\)](#) (currently under review) and corporate plan through the [Our Plan for Barnet \(2023 to 2026\)](#).

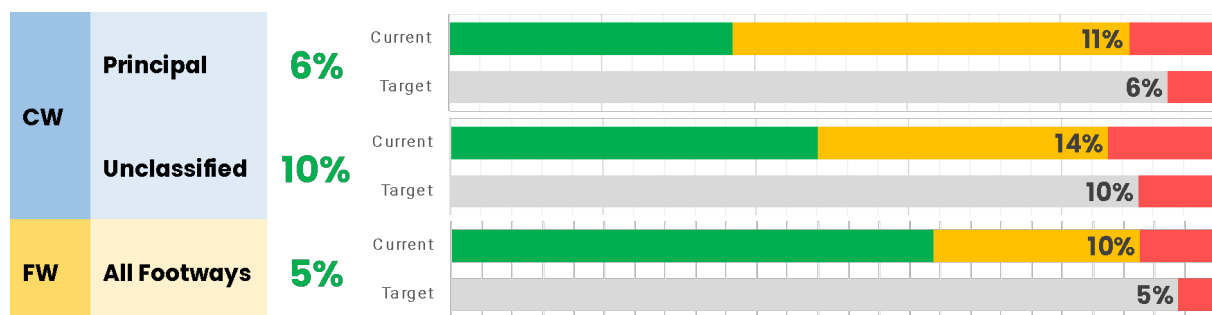
These documents set out a series of highway-related objectives and commitments to Barnet's constituents, including creating a better place to live, work and visit and encouraging active travel (i.e. walking and cycling).

The Council has recognised that delivering these promises requires additional, sustained investment in Barnet's highways. Promoting active travel requires a well-maintained footway network to facilitate walking and good carriageways for cyclists to travel through safely. Maintenance strategies also need to be carefully selected going forward to minimise carbon from highway maintenance and support a move towards net zero carbon.

Within the corporate plan, Barnet have committed to developing a new highway investment strategy which targets planned maintenance intervention over reactive maintenance.

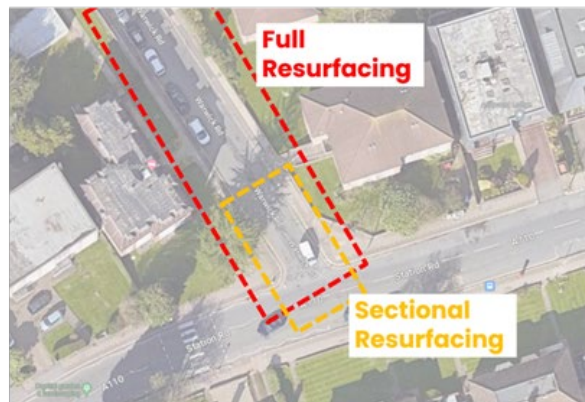
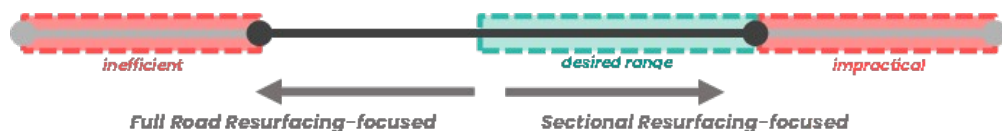
On average the differential between Planned Vs Reactive is 20% to 25% in a typical year. In 25/26 the forecast is circa £3.75m reactive vs Circa £16.5m planned, i.e. 23%.

The Council, through the Highway Investment Strategy, has defined the following 'red' condition targets as the desirable level of service for Barnet's highways, benchmarked against what a successfully operating transport network looks for London.



The Highways Investment Strategy sets out effective maintenance interventions which seek a balance between the need to resurface whole roads with a targeted 'sectional resurfacing' approach. This approach means that there is greater emphasis placed on planned maintenance operations versus reactive maintenance as illustrated below.

The above figures relate to a 2023/24 Highways Assets Evaluation; we are currently working on a new updated version which will be published in the October report.



Further information can be found at:

- Caring for people, our places and the planet: Our plan for Barnet 2023-2026: <https://www.barnet.gov.uk/your-council/policies-plans-and-performance/our-plan-barnet-2023-2026>
- Environment and Climate Change Committee – September 2022 - Highways Infrastructure Asset Management Plan: [https://barnet.moderngov.co.uk/documents/s73860/ECC%20Committee%20Report-%20HIAMP%2006%20September%202022\\_Cleared%20220822.pdf](https://barnet.moderngov.co.uk/documents/s73860/ECC%20Committee%20Report-%20HIAMP%2006%20September%202022_Cleared%20220822.pdf)
- Environment and Climate Change Committee – September 2022 – Investing in Barnet's roads and pavements 2023/24: <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=11103&Ver=4>
- Environment and Climate Change Committee – January 2023 - Investing in Barnet's Roads and Pavements Programme 2023/24: <https://barnet.moderngov.co.uk/documents/s76001/Environment%20Committee%20Report%20Investing%20in%20Barnets%20Roads%20and%20Pavements%20Programme%202023-24%20Final.pdf>
- Cabinet – July 2023 - Improving Barnet's Roads additional investment and action plan: <https://barnet.moderngov.co.uk/documents/s79042/Cabinet Report Improving Barnets Roads additional investment.pdf>
- Annual Local Authority Road Maintenance (ALARM) Survey report: <https://www.asphaltuk.org/alarm-survey-page/>
- Cabinet – March 2024 – Improving Barnet's Roads Programme 2024/25 : [Cabinet Report 120324 Improving Barnets Roads and Pavements Programme.pdf](#)
- Cabinet – February 2025 – Improving Barnet's Roads Programme 2025/26: [Cabinet Report 050225 Improving Barnets Roads and Pavements Programme 270125 Rev6.pdf](#)

## Condition of local roads

Percentage of A roads in each condition category			
Year	Red	Amber	Green
2020*	-%	-%	-%
2021*	-%	-%	-%
2022	9%	47%	44%

2023	10%	16%	74%
2024	12%	36%	52%

\* For 2020 and 2021, data was impacted by TfL stopping and subsequently changing condition surveys in London

Percentage of B and C roads in each condition category			
Year	Red	Amber	Green
2020*	-%	-%	-%
2021*	-%	-%	-%
2022	13%	51%	36%
2023	13%	31%	55%
2024	14%	37%	49%

\* For 2020 and 2021, data was impacted by TfL stopping and subsequently changing condition surveys in London

Year	Percentage of U Roads in the Red category
2020*	-%
2021*	-%
2022	11%
2023	5%
2024	12%

\* For 2020 and 2021, data was impacted by TfL stopping and subsequently changing condition surveys in London

Road condition assessments on the local classified road network in England are currently made predominantly using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:



- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

From 2026/27, a new methodology will be used based on the BSI PAS2161 standard.

Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at <https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01>

## Plans

### Overall strategy

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. The HA 1980 sits within a much broader legislative framework specifying powers, duties, and standards for highway maintenance.

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 Council 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, with reference to Section 41, of the HA 1980.

The Council adopted a new Highways Infrastructure Asset Management Plan in 2022, setting out the Council’s strategic approach to managing its Highway network. As well as this document, Barnet also has the Long-Term Transport Strategy (2020 to 2041) (currently under review). These documents set out a series of highway-related objectives and commitments to Barnet’s residents including creating a better place to live, work and encouraging active travel.

Within Our Plan for Barnet (2023 to 2026) the commitment was ‘In 2023/24, we will develop a new highway investment strategy to improve the quality of our highways and footways and support more sustainable forms of travel’. The Highway Investment Strategy was adopted at the Cabinet Meeting of 12 March 2024.

To support the development of the Highways Investment Strategy the Council utilised a third-party dynamic investment model to assess how Barnet’s network is expected to change under differing funding scenarios over time using the Councils existing asset condition data. The model forecasting the condition under different funding scenarios over a 10-year period assessing deterioration of the network against achievable maintenance delivery.

The Council declared a climate emergency in 2022, which resulted in the launching of an award winning BarNET ZERO campaign. This approach ensures that there is the necessary authority to promote maintenance strategies which reduce carbon from the Councils highway operation supporting the move towards net zero carbon Council by 2030.

### Financing

The Council recognised through its corporate plan “Our Plan for Barnet 2023-2026” the need to ensure that people can move safely around the Borough. This commitment resulted in the development of a new Highway Investment Strategy to improve the quality of the boroughs highways and footways and to support more sustainable forms of travel. The Council in March 2023 backed this commitment with a Capital allocation of £97m targeted towards planned maintenance activities on the highway network. This funding ensures effective medium-term planning of schemes in the areas of greatest need.

### Asset condition

The Council commissions an annual AI condition survey, which is augmented by visual condition assessment survey and deterioration modelling, to inform its maintenance works programme and monitor asset performance. The balanced use of AI and visual condition assessments ensures that the Council has a clear picture of the road and footway condition enabling effective decision making.

The Council is contributing to the development of the DfT PAS2161:2024 road condition monitoring data standard with a view that this will be the adopted approach going forward. This approach will create a unified and efficient approach towards road condition monitoring including the use of AI, which the Council is currently exploring.

### Efficiency of the operation

With the award of the Councils Term Maintenance Contract and Highways Maintenance Works Framework came the contractual commitments for the Councils supply chain partners to work in partnership with the Council on the identification, training and implementation of improved working practices, materials and methodologies.

This approach has seen an improvement in the delivery of both planned and reactive maintenance activities on the network driving speed and quality of delivery. In addition, in collaboration with supply chain partners, the Council is trialling new technologies especially in relation to reactive pothole and patching repairs including Thermal Road Repair, Mulithog, Roadmender and Pothole Pro trials.

### Materials palette

The Council has, with its supply chain partners, focused on practical deliverable solutions to reduce carbon within the highway’s maintenance operation including being one of the first

authorities in London in 2022 to specify and have committee approval for the implementation of an innovative materials palette.

The materials palette focuses on cost effective, reduced carbon material selection including the move to warm mix asphalt (WMA), use of reclaimed asphalt and other recycled materials including use of recycled rubber (tyre) materials. This approach includes the selection of surfacing materials which have a longer life, reducing early maintenance interventions.

### Industry Engagement

The Council participates in local and regional industry innovation bodies including the North West London Consortium, LedNET, LGTAG, LoHEG. LoWEG and has recently joined LCRIG. Participation enables the sharing of best practice with other Local Authorities and Industry bodies in highways maintenance. The Council is an active participant in national surveys including the Annual Alarm Survey and DfT surveys. The Council also works collaboratively with Transport for London on maintenance operations highlighting the strategic connectivity of the Borough and TfL networks.

### Specific plans for 2025/26

Our plans for 2025/26 aim to benefit the entire highway network in Barnet. The whole budget covers the maintenance of all highways assets, with particular emphasis on carriageway resurfacing and principal roads.

Our strategy sets out effective maintenance interventions which seek a balance between the need to resurface whole roads with a targeted 'sectional resurfacing' approach. This approach means that there is greater emphasis placed on planned maintenance operations versus reactive maintenance

Under the Improving Barnet's Roads and Pavements investment programme, we will resurface or relay:

- 12 miles of carriageway
- 3.4 miles of footway (9 footway resurfacing schemes).

We will also carry out 42 footway patching schemes.

Our programme of works for 2025/2026 was agreed by [Barnet Council's Cabinet on 5 February 2025](#).

2025/2026 work programme	
Road name and postcode	Details of work
Alexandra Road, N10	Road resurfacing - Pert Close to Oak Avenue junction
Alexandra Road, NW4	Road resurfacing - Victoria Road to Finchley Lane
Approach Road, EN4	Road resurfacing - Tewkesbury Close and East Barnet Road

Baring Road, EN4	Road resurfacing - Castlewood Road to Lawton Road (Junction included)
Barnet Hill, EN5	Road resurfacing - Underhill and Potters Lane/West Parade
Bohun Grove, EN4	Pavement patching - 58 Bohun Grove to junction with Ridgeway Avenue
Bridge Lane, NW11	Road resurfacing - outside No. 146 to outside No. 3
Brockley Hill, HA7	Road patching - Royal National Orthopedic Hospital Access to Pipers Green Lane Junction
Burnt Oak Broadway, HA8	Road resurfacing - From Deansbrook Road to Southbourne Avenue
Chase Way, N14	Pavement patching - 6 Chase Way to 16 Chase Way
Church Road NW4	Road resurfacing - outside no. 63 - Parson Street/Brent Street (Junction partially included)
Church Road, NW4	Pavement patching - Opposite 49 Church Road to Opposite 61 Church Road
Church Terrace NW4	Road resurfacing - North side of Primary School to Gate outside Danbury House
Colindeep Lane, NW9	Road patching - outside McDonald to Junction with The Hyde
Colney Hatch Lane, N10	Pavement resurfacing - Junction From George Crescent to Junction Hallwick Road
Colney Hatch Lane N10	Road resurfacing - Southbound Lane - Opposite George Crescent - Cromwell Road (junction included)
Colney Hatch Lane, N10	Pavement patching - Junction with Wilton Road to Junction with Goodwyn's Vale
Cool Oak Lane, NW9	Pavement patching - Side of 129 West Hendon Broadway to Side of 129 West Hendon Broadway
Deans Lane, HA8	Road patching - WB Lane - Splitter outside John Keble Church to WB Lane - Splitter o/s no.100
Deans Lane, HA8	Pavement patching - 81 Deans Lane to 93 Deans Lane
East Barnet Road, EN4	Road resurfacing - Welbeck Road & Middle Road
East Barnet Road, EN5	Road resurfacing - Under Rail Bridge & Albert Road
East End Road, N3	Road resurfacing - outside 4 East End Road & St Marylebone Crem Exit
Edgeworth Road, EN4	Road resurfacing - Park Road to Mount Pleasant
Edgware Road Slip 1, NW2	Road patching - Staples Corner Roundabout to A5 Edgware Road S/B mainline
Edgware Road Slip 1, NW2	Pavement patching - Outside 6 to Outside 6
Edgwarebury Lane, HA8	Pavement patching - 92 Edgwarebury Lane to 68 Edgwarebury Lane
Ellesmere Avenue, NW7	Road patching - Barnet Way to Westmere Drive
Elm Close, NW4	Pavement patching - 5 Elm Close to 7 Elm Close

Fenhurst Gardens, HA8	Pavement resurfacing - Junction From A5 High Street to Junction Green Lane (Both sides of Footway)
Finchley Road, NW11	Pavement resurfacing - From rear of 1-16 Hurstwood Court To Junction Willifield Way (Both Sides of Footway)
Friern Barnet Lane, N20	Road resurfacing - Between Friary Road & Myddleton Park
Friern Barnet Road, N11	Road patching - outside no.19 to Borough Boundary
Friern Watch Avenue, N12	Pavement patching - Junction with High Road to Junction with High Road
Golders Green Road, NW11	Pavement patching - 7 Golders Green Road to 11 Golders Green Road
Goldsmith Avenue, NW9	Pavement resurfacing - From The Junction Of Kingsbury Avenue To Junction The Hyde
Gravel Hill, N3	Pavement patching - Junction with Bibsworth Road to Junction with Regents Park Road
Greyhound Hill, NW4	Pavement patching - 75 Greyhound Hill to 57 Greyhound Hill
Greyhound Hill, NW4	Pavement patching - 20 Greyhound Hill to 16 Greyhound Hill
Grove Road, EN4	Road resurfacing - outside No. 12 to Mount Pleasant
Hale Lane, HA8	Road patching - outside no. 133 to outside no. 139
Hammers Lane, NW7	Road resurfacing - Shakespeare Road (junction included) - Buckland Close
Hermitage Lane, NW2	Road resurfacing - Elm Terrace & Platt's Lane
High Road, N12	Road resurfacing - Friern Watch Avenue & Derwent Crescent
High Road, N3/N12	Road resurfacing - Glebelands Close & Churchfield Avenue
High Road, N20	Road resurfacing - Southbound outside Arka House & outside Service Station
Holcombe Hill, NW7	Pavement patching - Whole of to Whole of
Holders Hill Road, NW4	Pavement patching - Holders Hill Avenue to 18m South of junction with Holders Hill Avenue
Hutton Grove, N12	Road patching - Ballards lane to Nether Street
Lanacre Avenue, NW9	Road resurfacing - Quakers Course (junction included) to North Acre (junction included)
Leslie Road, N2	Road patching - Church Lane to High Road
Lodge Lane, N12	Pavement patching - 2 Lodge Lane to 2 Lodge Lane
Manns Road, HA8	Pavement patching
Meadway, NW11	Pavement patching - 12 Meadway to Opposite 17 Meadway
Midholm Close, NW11	Road patching - Hill Top to End of Cul de Sac

Millway, NW7	Road resurfacing - No. 30 Busy Bees Nursery to The Broadway
Milton Road, NW9	Pavement patching - Whole of to Whole of
Norrice Lea, N2	Road patching - Linden Lea to Deacons Rise
Oakleigh Road North, N20	Road patching - 5 Oakleigh Mews to Pollard Road
Orange Hill Road, HA8	Pavement patching - 84 Orange Hill Road to 102 Orange Hill Road
Osidge Lane, N14	Pavement patching - 180 Osidge Lane to 150 Osidge Lane
Priestley Way, NW9	Pavement patching - Junction with West Hendon Broadway to Junction with West Hendon Broadway
Prince Of Wales Close, NW4	Road resurfacing - Church End to End of Prince of Wales Close
Purley Avenue, NW2	Pavement patching - 44 Purley Avenue to 34 Purley Avenue
Queens Road, NW4	Road resurfacing - Wykeham Road - Central Island/End of Queens Parade
Simmons Way, N20	Pavement resurfacing - Junction from Russell Road to Junction Barfield Avenue
Somercoates Close, EN4	Pavement patching - Junction with Northfield Road to Junction with Northfield Road
Somerton Road, NW2	Pavement patching - Junction with Claremont Road to Opposite 11 Somerton Road
St Davids Place, NW4	Pavement patching - 6 St David's Place to 9 St David's Place
St Margarets Avenue, N20	Road resurfacing - High Street to Totteridge Lane
Stanhope Road, N12	Pavement patching - 53 Stanhope Road to 39 Stanhope Road
Station Road, NW4	Road resurfacing - Talbot Crescent (Junction Included) - outside no.107
Sturgess Avenue, NW4	Road resurfacing - No. 109 - Dallas Road
The Drive, HA8	Pavement patching - Side of 56 Edgwarebury Lane to Side of 56 Edgwarebury Lane
The Hyde, NW9	Road resurfacing - From Southbourne Avenue to Asda Colindale Superstore
The Hyde, NW9	Road resurfacing - From Colindeep Lane to Wakemans Hill Avenue
The Ridgeway, NW11	Pavement patching - Junction with Hodford Road to Opposite 2 The Ridgeway
The Ridgeway, NW7	Pavement patching - Outside Kirkstall House to Junction with Holcombe Hill
The Riding, NW1	Pavement patching - Outside 7 The Riding to Opposite St Michaels Court

The Vale, NW11	Pavement resurfacing - From The junction Of Claremont Road to junction Hendon Way
The Vale, NW11	Pavement patching - 30 The Vale to 48 The Vale
Vivian Road, NW4	Road resurfacing - outside side of 157a Audley Road - Station Road
Warwick Road, EN5	Road resurfacing - Station Road to Leicester Road
Water Brook Lane, NW4	Pavement patching - Traffic island junction with Queen's Road to Traffic island junction with Queen's Road
Wellhouse Lane, EN5	Road resurfacing - Bus Stop Opposite Barnet Hospital - Wellside Close (Junction Included)
Westbury Road, N12	Road resurfacing - Holden Road to Westbury Grove (Junction included)
Western Parade, EN5	Pavement patching - Junction with Great North Road to Entrance to Filling Station
Wolsey Grove, HA8	Pavement patching - Junction with Cressingham Road to Junction with Horsecroft Road
Wood Street, EN5	Pavement patching - Junction with Cattley Close to Junction with Manor Road
Woodfield Avenue, NW9	Pavement patching - Junction with New Way Road to 45 Woodfield Avenue
York Road, EN5	Road resurfacing - Longmore Avenue to Parking Lot opposite No. 35

In 2025/26, we are also planning to undertake major works on 2 structures:

- Sanders Lane East bridge
- Devonshire Road bridge.

Localised minor reactive maintenance works will be carried out in another 10 structures.

Under our reactive maintenance programme, we expect to fill 4,500 potholes during the financial year.

### Streetworks

The Authority is an active member of groups such as HAUC, LoHEG, LGTAG and LCRIG and aims to foster good working relationships with others within the industry and to develop and enhance the reputation of Barnet as an innovative and progressive highways service.

The Council has developed a Utilities Charter to reinforce and enhance the provisions of the New Roads and Street Works Act as well as the Traffic Management Act, The Charter has been signed by a number of utilities but also the Council's own Term Maintenance Contractor to reinforce the principle of parity and reinforce a collective commitment to minimise disruption on the network through coordination and collaboration.



Quarterly coordination meetings are held with all undertakers of street works in the Borough alongside adjoining Highway Authorities to coordinate programmes and seek out opportunities for collaboration at the earliest opportunity. Forward programmes are shared openly to support this with the Council aiming to publish a 5 year programme of works to maximise the use of Section 58 Notice's to protect the asset.

To further enhance the existing tools at the Authority's disposal, the Council is actively working towards an application to implement a Lane Rental Scheme within the Borough with the aim of commencing the scheme in April 2026, subject to formal consultation. It is envisaged that the Scheme will discourage works at the busiest times on the busiest parts of the network whilst actively encouraging innovation and collaboration across stakeholders

### Climate change, resilience and adaptation

Barnet recognises the growing risks that climate change poses to its transport and infrastructure network, including increased flooding, heatwaves, and extreme weather events.

By integrating climate resilience into planning and maintenance strategies, Barnet is working proactively to strengthen its network against future disruptions. This includes implementing sustainable drainage systems, improving road surface materials to withstand higher temperatures. These efforts are set in the Barnet Sustainable Strategy, Barnet SudS Strategy and the Transport Strategy and they reflect Barnet's commitment to ensuring a safe, reliable, and resilient network for its residents.

Barnet Highways Service embrace the authority commitment to becoming a Net Zero council by 2030 and a place no later than 2042.

In addition to improving resilience, Barnet is committed to reducing the carbon footprint of its highway operations through the use of sustainable materials and construction methods. One key initiative is the adoption of warm mix asphalt, which requires lower production temperatures compared to traditional hot mix asphalt, leading to significant reductions in energy consumption and carbon emissions during manufacture and laying. The warm mix asphalt typically results in up to 15% reduction in asphalt production emissions, resulting in an average 2.4kg CO2 saving per tonne of asphalt, compared with standard hot mix asphalt.

We are also working in partnership with our term maintenance contractors to explore and trial innovative technologies to deliver faster, more efficient and longer lasting solutions to defect repairs. By reducing the need for repeat interventions and minimising disruption, they contribute not only to increased network resilience but also to significant carbon savings through lower material usage, reduced plant operation time, and fewer vehicle movements.

Furthermore, we have set the foundation of a recently for a Long-Term Transport Strategy aiming at improving air quality and safety, encouraging active travel, making our transport network reliable and convenient. The Transport Strategy sets out a vision for transport in Barnet and a roadmap for achieving this vision, supporting other Council policies such as the Growth Strategy, the Joint Health and Wellbeing Strategy and the Local Plan.



This forward-thinking approach supports Barnet's ambition to deliver a more sustainable, cost-effective, and climate-resilient transport infrastructure.

### Additional information on plans

Resident information on our Improving Barnet's Roads and Pavements investment programme: <https://www.barnet.gov.uk/plannedhighwayworks>

Annual programmed road and pavement works: <https://www.barnet.gov.uk/roads-and-pavements/road-and-pavement-maintenance/road-and-pavement-investment/programmed>

Major highways projects: <https://www.barnet.gov.uk/major-highways-projects>

Resident information on road maintenance: <https://www.barnet.gov.uk/roads-and-pavements/road-and-pavement-maintenance/road-maintenance>

Resident information on pavement maintenance: <https://www.barnet.gov.uk/roads-and-pavements/road-and-pavement-maintenance/pavement-maintenance>

Report a problem with a road, street or pavement: <https://www.barnet.gov.uk/roads-and-pavements/report-problem-road-street-or-pavement>

We are currently in the process of transitioning to a new council wide Report a problem portal. We expect to have all road and pavement forms transferred to the new format by September 2025.

Barnet Roads and Transportation Open Data:  
<https://open.barnet.gov.uk/search?type=dataset&topic=roads-and-transportation>

In 2025 we expanded the data sets available on the Barnet Roads and Transportation Open Data. The new data sets will include:

- Completed road and pavement repairs
- Resident enquiries received by type
- Street work permits granted
- Highways licences granted

By transparently presenting the data, residents will be able to find information such as:

- How many potholes we have repaired
- How many potholes were reported by the public
- How many road works were permitted and who carried them out.

The data will include road names and wards, allowing residents to search the data for all of Barnet, a single ward or a specific road.

If residents are unable to find the information they require on our website, they can email the Highways service on [HighwaysCorrespondence@Barnet.gov.uk](mailto:HighwaysCorrespondence@Barnet.gov.uk). We aim to respond to all enquiries within 10 working days.

In 2024/25, the Highways service received 19,202 resident enquiries on a range of topics. 92.7% of resident enquiries were responded to within 10 working days.