

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

THURSDAY 12TH MAY, 2016

AT 6.30 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen
Vice Chairman: Brian Salinger

Councillors

Claire Farrier	John Hart	Dr Devra Kay
Graham Old	Joan Scannell	Alan Schneiderman
Agnes Slocombe	Adam Langleben	Peter Zinkin

Substitute Members

Sury Khatri	Nagus Narenthira	Andreas Ioannidis
Tim Roberts	Lisa Rutter	Stephen Sowerby

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

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1.	Minutes of the previous meeting	1 - 8
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
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Decisions of the Environment Committee

8 March 2016

Members Present:-

AGENDA ITEM 1

Councillor Dean Cohen (Chairman)
Councillor Brian Salinger (Vice-Chairman)

Councillor Claire Farrier
Councillor John Hart
Councillor Dr Devra Kay
Councillor Graham Old

Councillor Joan Scannell
Councillor Alan Schneiderman
Councillor Agnes Slocombe
Councillor Peter Zinkin

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED – That the Environment Committee agreed to amend section one of the minutes from the meeting that took place on 11 January 2016 meeting and therefore inserted the following additional bullet point:

- Seeks an assurance that all necessary remedial work will be completed as soon as possible

Having agreed the minutes of the meeting held on 11 January 2016 the Environment Committee approved the minutes as amended.

2. ABSENCE OF MEMBERS

None.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

In relation to item 11, Commercial Waste Transformation, Councillor Brian Salinger declared a non-pecuniary interest as he is a private sector landlord. Councillor Salinger remained in the room for the consideration of the item and took part in the decision making process.

In relation to item 6F, Car Club Facilities, Councillor Brian Salinger declared a non-pecuniary interest as he owns an electric car. Councillor Salinger remained in the room for the consideration of the item and took part in the decision making process.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

Dr Rosemary Alexander made a public comment in relation to item 6e, Dangerous Pavements.

6. MEMBERS ITEM

(a) 6A. CLLR ADAM LANGLEBEN - RAILWAY SERVICES IN BARNET

Councillor Adam Langleben introduced his Member's item. He noted that the railway service was poor and he tabled additional information in support of the item. He requested that the Committee consider additional points and therefore he invited the view of the Chairman and the Committee in order to support his Members Item.

The Chairman noted that Members Items facilitate the opportunity for a Committee to consider and discuss the intentions of a Members Item which should be in line with the Terms of Reference of the relevant Committee. The Governance Officer noted that the Environment Committee did not have any substantive information available in order for the Committee to take a particular course of action in respect to Councillor Langleben's request. The Governance Officer also stated that the tabled information presented had not been viewed by Officer's of the council prior to the meeting nor had the document be made publicly available or circulated to Members of the Committee. The Committee were advised that the additional information submitted by Councillor Adam Langleben should not be considered.

Councillor Adam Langleben moved a motion which was seconded by Alan Schneiderman to agree to the points below.

- Requested the Committee to write to the train operator, Govia Thameslink Railway, to demand improvements and to invite a representative to attend an Environment Committee meeting.
- Requested the Committee to write to the Department of Transport urging them to speed up the planned transfer of London's suburban rail services to Transport for London.
- Requested the committee to resolve that the London Borough of Barnet are against all ticket office closures or reductions in operating hours of those services, and that the Chair of this committee and Leader of the Council will make these representations to Govia Thameslink Railway on behalf of the authority.
- Requested the Committee to write to the Department for Transport, TfL and Govia Thameslink Railway to state this authority's view that Cricklewood and Hendon Thameslink stations be upgraded at the earliest possible opportunity to allow for 12 car trains to stop and alight at the stations to secure their long term viability and to ensure the best possible service for the residents of our borough.
- Requested the Committee to back the local campaign for Step Free Access at Mill Hill Broadway station by writing to the Secretary of State for Transport calling for Mill Hill Broadway to be added to the next list of works for step free access and also refer

this to the planning department to secure any financial contributions for such access from the dozens of developers building in the borough who are currently being left off the hook by this borough.

- Requested the Committee to write to Govia Thameslink Railway, copying in the Secretary of State for Transport and the Mayor of London stating that this committee believes that it is completely unacceptable for four car trains to be running and servicing stations in Barnet during peak hours of operation. Such operations reduce the productivity of London and does our city a disservice.
- Requested that the London Borough of Barnet send a copy of these resolutions to the Department for Transport asking for penalties and fines to be issued against Govia Thameslink Railway should they fail to adequately resolve these issues.

Having been put to the vote the motion was lost.

The vote was recorded as follows:

- For 5
- Against 6

Resolved that:

1. the Environment Committee noted the Governance Officers advice
2. the Committee agreed to not support the request within the Members Items
3. the Members Item was noted

The vote was recorded as follows:

- For 6
- Against 5

(b) 6B. CLLR AGNES SLOCOMBE - POTHOLES

Councillor Angus Slocombe introduced the item, she said that she was concerned in relation to road surfaces and requested the Committee consider the Members Item. Ward Member Councillor Arjun Mittra spoke in relation to this item and noted that there were potholes throughout East Finchley.

The Environment Committee supported that a future report be submitted to the Committee which outlines details of The historic condition of roads, insurance claims and costs associated with maintenance of the highway

Having considered the report the Committee:

Resolved:

- That the Environment Committee supported the request outlined in Councillor Angus Slocombe Member's Item

That the Environment Committee requested that the Commissioning

Director for Environment present a report to the July meeting which addresses the issues raised under the members item.

(c) 6C. CLLR ALAN SCHNEIDERMAN - FREE CHRISTMAS PARKING

Councillor Alan Schniderman introduced the item, he outlined that residents should be encouraged to shop within Barnet's High Streets. He said that it was important for the Council to allow free parking during Christmas to boost trade. He added that parking refunds should be completed and requested that his comment was minuted. The Commissioning Director for Environment stated that all repayments are to be made. The Committee noted that if parking payments are to be suspended is must be clear for motorists.

Having considered the report the Committee:

Resolved:

- That the Environment Committee requested that the Commissioning Director for Environment provide Members of the Committee with an update in relation to parking refunds
- That that the Commissioning Director for Environment be requested write to Members of the Committee with a revised plan to ensure that the free Christmas parking proposal is widely advertised and that officers investigate how best to ensure that payments cannot be taken

(d) 6D. CLLR CLAIRE FARRIER - BURNT OAK CAR PARK

Councillor Claire Farrier introduced the item and noted the pressure on parking in Burnt Oak. She requested that the Environment Committee considered the Members Item and agreed to remove car park charges that would have an improvement on the quality of life for all the residents within the area.

The Commissioning Director for Environment outlined that if the intention of the Member's Item is to have a free car park then it is likely that it will be used by commuters and local businesses, he added that if the Committee wanted to reduce commuter car parking then to support the item might not actually see a positive effect to local residents.

Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the Members Item
- That the Environment Committee requested that the Commissioning Director for Environment submit a report to a future Committee meeting to outline the potential changes that would be available to improve residential parking in Burnt Oak

(e) 6E. CLLR DEVRA KAY - DANGEROUS PAVEMENTS

Councillor Devra Kay introduced the item. She stated that the Council's pavements are in poor condition and therefore requested the Environment Committee consider her Members Item.

The Committee heard a public comment from Dr Rosemary Alexander who spoke in relation to the Members Item. She outlined the serious condition of the pavement in Woolmead Avenue. Dr Alexandra stated that she fell and believed that this was because of the state of the pavement.

Councillor Kay moved a motion which requested the establishment of a Pothole and Pavement Panel which was seconded by Councillor Alan Schneiderman.

Having been put to the vote the motion was lost.

The vote was recorded as follows:

For – 5

Against 6

Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the Members Item
- That the Commissioning Director for Environment be requested to investigate the pavement in Woolmead Avenue
- That the Commissioning Director for Environment be requested to produce a report at a future meeting to outline the condition of the Councils Pavements

(f) 6F. CLLR BRIAN SALINGER - CAR CLUB FACILITIES

Councillor Brian Salinger introduced the item and requested that the Committee support a report to outline the opportunities, benefits and options for the adoption of car club facilities

Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the Members Item be noted
- That the Commissioning Director for Environment be requested to produce a report to a future meeting.

7. REFERRED ITEM FROM THE CHIPPING BARNET AREA COMMITTEE

The Commissioning Director for Environment introduced the report and outlined that a petition was submitted to the Chipping Barnet Area Committee on 13 January 2016 which was subsequently referred to the Environment Committee for consideration.

Having considered the report the Committee:

Resolved:

- That the Environment Committee supported Noted the report

- That the Environment Committee noted that once the list of 71 road be approved Members contact the Commissioning Director for Environment in order for consideration to be given to any additional roads

8. ENVIRONMENT COMMISSIONING PLAN 2016/17 ADDENDUM

The Commissioning Director for Environment introduced the item and the intentions of the report. He noted an error within appendix A in relation to a 30 million investment found on page six of the report, bullet point three. The Committee noted that the deletion of this paragraph.

Having considered the report the Committee:

Resolved

- That the Committee approved the addendum to Environment Committee Commissioning Plan for 2016/17 as set out in Appendix A.

9. STREETSCENE ENFORCEMENT

The Commissioning Director for Environment introduced the item. He outlined the proposed Streetscene Enforcement Policy is to align with the corporate enforcement policy and therefore he requested that the Committee consider recommendations as outlined within the report.

The Committee discussed if options would be considered to keep an in house service and if a benchmark exercise had taken place with neighbouring Boroughs. The Committee also made comments to financial information to be made available.

The Committee considered a request from Councillor Adam Langleben for consideration to be given to a shared service approach and for discussions to be conducted with the London Borough of Enfield

Having considered the report the Environment Committee:

Resolved:

- Supported and approved the Streetscene enforcement policy and procedure as outlined in Appendix 1
- Approve that authority be delegated to the Commissioning Director - Environment to make minor amendments to the Street scene Enforcement Policy to ensure it remains fit for purpose
- Approved the trial of Streetscene enforcement through a third party specialist supplier
- Agreed that the full implementation should not take place until the analysis of the trial has taken place.
- Agreed that no final decision be made until a full annualist of the trial is completed and reported to the Committee to determine

10. DRAFT STREET CLEANSING FRAMEWORK 2016 TO 2025

The Council's Constitution outlines in the Meeting Procedural Rules that no business of the Environment Committee shall be transacted after 10 pm and any business transacted after that time shall be null and void.

Therefore the Committee noted and considered that there was insufficient time to give proper consideration to this item and agreed that the item be deferred to a future meeting of the Environment Committee.

11. COMMERCIAL WASTE TRANSFORMATION

The Commissioning Director for Environment introduced the item and the intentions of the report.

Having considered the report the Committee:

Resolved

- That the Environment Committee approves the vision for the Commercial Waste Service in section 1.6
- That the Environment Committee approves the introduction of policy 1 in section 1.14 to Maximise Recycling
- That the Environment Committee approves the introduction of time banded collections and the introduction of policy 2 in section 1.14 related to time banded commercial and household waste and recycling collections, for those residents and businesses which fall in time banded high-street collection Zones. This also includes the option to specify the colours of the container/sacks used by the Council and other waste collectors
- That the Environment Committee approves the introduction of policy 3 in section 1.14 to prevent bins from cluttering the Streetscene in high-street collection Zones
- That the Environment Committee approves the introduction of policy 4 from 1 April 2016 in section 1.14 to enable commercial waste manger to be commercially flexible with customer charges and offers

12. AIR QUALITY ACTION PLAN

The Commissioning Director for Environment introduced. The Committee noted in relation to the 32 actions that in some circumstances more information would be useful. Committee Members were requested to provide Officers of the Council with feedback in order for more information to be provided.

Councillor Alan Schneiderman stated that an aim of the Committee should be to improve the quality of in the Borough and therefore he suggested that further action should be considered.

Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the proposed measures to improve air quality to be included in the updated Air Quality Action Plan.
- That the Environment Committee noted Appendix 1 of the report

- That the Environment Committee approved delegated to the Commissioning Director for Environment to submit the finalised Air Quality Action Plan to DEFRA in April 2016.

That the Environment Committee agreed to submit comments relating to the 32 actions to the Commissioning Director for Environment Committee.

13. COMMITTEE FORWARD WORK PROGRAMME

The Chairman introduced the Committee's Work Programme, as set out in the report.

RESOLVED

That the Environment Committee noted the Work Programme.

14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

The Chairman requested that Chief Executive of The Barnet Group, Troy Henshaw provide an update to the committee to outline the Management provision of Street Scene service.

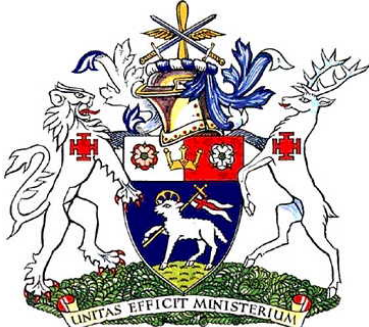
The Commission Director for Environment outlined that an Audit of the Street Scene Operations review which was reported to the Audit Committee on 28 January 2016. He added that had the London Borough of Barnet's Chief Executive Office took a decision amend the operational management of the service and therefore noted that the Steetscene Operations was now managed by the Barnet Group. Mr Henshaw stated that Barnet Homes are providing the management structure to deliver the service and noted that this was an interim arrangement for a six month period.

Having considered the Chairman's urgent item the Committee:

Resolved

- That the Environment Committee noted the update
- That the Environment Committee requested that Mr Troy Henshaw be invited back to a future meeting of the Environment Committee to provide an further update

The meeting finished at 10pm

	<p>Environment Committee</p> <p>12 May 2016</p>
<p>Title</p>	<p>Member’s Item – Memorial for Sir Nicholas Winton – Councillor Dean Cohen</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205</p>

<p>Summary</p> <p>The report informs the Environment Committee of a Member’s Item and requests instructions from the Committee.</p>
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<p>Recommendations</p> <ol style="list-style-type: none"> 1. That the Environment Committee’s instructions in relation to this Member’s item are requested.

1. WHY THIS REPORT IS NEEDED

Councillor Dean Cohen has requested that a Member's Item be considered on the following matter:

I have been approached by the international Raoul Wallenberg foundation which is a non governmental organisation. It's mission is to develop education programs and public awareness campaigns based on the values of solidarity, civic courage and ethical cornerstones of the saviours of the Holocaust.

The foundation initially contacted the Mayor of London with the view to get a road, public square, garden named after Sir Nicholas Winton (MBE) a British humanitarian who organised the rescue of 669 children the majority of which were Jewish at the start of the Second World War. He received an MBE in 1983 and was knighted in 2003.

Following his death last year at the age of 106, a successful campaign was run to ask the Royal Mail to create a set of stamps in Sir Nicholas Winton in his honour.

I would therefore ask the committee to consider Barnet being a Borough that supports this initiative. If the Committee supports this, we would ask that Officers look for a few suitable and fitting locations for the Committee to consider. As an initial thought, I was thinking of the holocaust garden in Hendon Park as a possible fitting tribute to Sir Nicholas Winton.'

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT,

Property, Sustainability)

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution (Meeting Procedure Rules, Section 6) states that a Member, including appointed substitute Members of a Committee may have one item only on an agenda that he/she serves. Members' items must be within the term of reference of the decision making body which will consider the item.

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

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	<h2>Environment Committee</h2> <h3>12th May 2016</h3>
Title	Parking Enforcement Contract Extension
Report of	Commissioning Director, Environment
Wards	All
Status	Public
Urgent	Yes
Key	Yes
Enclosures	None
Officer Contact Details	Jamie Cooke Jamie.cooke@barnet.gov.uk 0208 3592275 - 07885 213313

Summary

The Council’s Parking Enforcement Contract with NSL commenced in May 2012. The contract term was for a period of five years with an option to extend for a maximum of a further two years.

Year five of the contract therefore commences in May 2016 and ends in April 2017.

This means that the Council must now decide to either extend or re-procure the enforcement contract.

This paper outlines the options available for consideration and a preferred option to take forward.

There are three options presented:

1. Immediately re-procure a new contract.

2. Extend the current contract for a period of 18 months. This would allow time to review the possibility of joining with other neighbouring London boroughs on procuring a new joint parking contract. This is the suggested preferred option.
3. Bring service delivery in house.

Recommendations

That the Environment Committee agree to extend the current contract with NSL for a period of 18 months. This extension period will enable the investigation of shared contract(s) and service provision options with other neighbouring London Boroughs.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's enforcement contract with NSL expires in April 2017. Therefore there is a requirement to either extend via the extension provisions of the current contract or to re-procure a new contract in order to secure on-going service provision.

2. REASONS FOR RECOMMENDATIONS

Potential Future Joint Parking Services Model with other neighbouring London Authorities

- 2.1 Officers are currently investigating potential partnership working in relation to a range of parking services with the London Boroughs of Islington, Haringey, Enfield and Waltham Forest. This investigatory work has resulted in the formulation of three high level options thought suitable for further investigation:
 - Joint procurement of a single contract across the five boroughs. This would reduce the procurement costs of awarding a new enforcement contract whilst allowing each borough to retain control over its own back office functions.
 - Shared Services Model (Single Operational Management). This would involve the parking contracts being disaggregated by function with shared IT platforms between the five authorities (permits & pay by phone etc.). This option could also generate procurement savings and could lead to knowledge sharing and the establishment of centres of excellence for the development of key performance Indicators and other service improvements.
 - Shared Functions (with central and local management). This option is the same as the shared services model above, but it would involve more local management as opposed to central management which

would allow each borough to more effectively pursue its own objectives and commissioning intentions.

- 2.2 Each of the joint parking services options outlined above would require a period of time for the five authorities involved to synchronise their contracts as each has an existing contract with a different expiry date and therefore a different time scale for re-procurement.
- 2.3 The joint parking service models outlined above could generate financial and operational benefits for Barnet. They also have the potential to provide better IT services and a level of innovation greater than what might be possible if Barnet procured its own single contract and continued to operate as a single parking enforcement authority.
- 2.4 There are many factors to consider when assessing if any of the joint parking services models are viable and which is the best possible future service option for Barnet. Therefore an extension to the current NSL contract for a period of 18 months is necessary to ensure the joint parking services models are thoroughly investigated.

NSL's Contract Performance

- 2.5 NSL's performance in Barnet has been broadly good since the contract commenced in May 2012. A recent review has also led to agreement of a new enforcement plan which has improved the efficiency of the enforcement service and in doing so supports the Council to manage its parking infrastructure to benefit residents.

There are several key areas where NSL's contract performance has enabled the Council to manage the borough's parking infrastructure effectively in support of the aims of the parking policy. In particular the following areas demonstrate good contractual performance in support of the Council's commissioning intentions:

- NSL have demonstrated that they have adequate resources and flexibility to react to arising issues by responding to adhoc requests for enforcement at specific times and to specific areas. They have also been accommodating when the authority has requested that additional resources are deployed to deal with the changing patterns of parking non-compliance.
- Complaints specifically related to the actions of NSL staff and in particular the Civil Enforcement Officers (CEO's) have also remained within performance limits. In terms of complaints, NSL have a key performance indicator target for complaints to be less than 200 per

annum/16.67 average per month. Their performance over 2015/16 has been within these limits and have been as follows:

- Lowest level in a month was 4 complaints
- Highest level was 10
- Average number received 6.875 per month
- Shortest response time was on the same day of receipt
- Longest response time was 10 calendar days
- Average response time was 2.53 days

- Errors made by Civil Enforcement Officers often lead to a poor customer experience and the cancellation of Penalty Charge Notices. NSL has performed well in this area. For mistakes by Civil Enforcement Officers, NSL have a key performance indicator target of 3% maximum for the year 2015/16:

- Lowest level in a month was 0.99% cancelled due to CEO errors
- Highest level in the month was 1.76%
- Average for the year was 1.29%

- 2.6 The parking service is also planning to instigate a new enforcement regime at the beginning of contract year five (commencing in 2016) with an expectation that this year will see a further improvement over the previous year.
- 2.7 As we have positive engagement from NSL and the quality of the service is improving, extending the current contract whilst future potential joint working service provision is fully investigated is considered to be the most favourable option for the Council.
- 2.8 Resident satisfaction with parking in Barnet has improved by ten percentage points over the last three years and is now at 27%. However, the London average is 33% and so further improvement is necessary. As part of the contract extension negotiation with NSL, the issue of customer satisfaction will be discussed.

OJEU procurement value and the ability to extend the current contract

- 2.9 The published OJEU procurement notice for the current NSL contract indicated a contract value range of £15M to £25M. It also indicated that the contract length is for a period of five years with a two year extension option. Regulation 72 of the Public Contract Regulations 2015 permit modification of contracts – “where such modification was provided for within the original tender documents irrespective of their monetary value”. To date the Council has spent circa £14.3 million during the first three years of the contract 2012 – April 2016. Projected spend for the remainder of the contract means that there will be adequate headroom available to accommodate both the remaining two years of the contract and an 18 month extension.

Savings requirements

- 2.10 There is a savings requirement for the enforcement contract of £150,000 that was intended to be realised by a re-procured commission. This saving which is due in the 2018/19 financial year has a number of alternative mechanisms to achieve its delivery. Firstly, the achievement of savings via the contract extension negotiation is likely to be possible. In particular, a negotiation concerning various commercial aspects of the contract may well be possible resulting in a net service saving of £150,000. The potential partnership arrangement with neighbouring London boroughs will also generate savings contributing to the 2018/19 target.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Immediately commence procurement for a new contract

With this option the Council would not exercise the option to extend the current contract with NSL and would instead prepare a new specification and suite of tender documents in order to commence a procurement exercise for a new contract to commence in May 2017.

This option is not recommended as it would not allow the joint working opportunities with other London Boroughs (described above) to be fully investigated and therefore potential benefits and savings would be lost.

3.2 Bring Service Delivery in house

4. POST DECISION IMPLEMENTATION

- 4.1 Assuming committee accept the suggestion of an 18 month extension of the current contract with NSL, the parking and procurement team will enter into negotiations with NSL to secure favourable terms for the 18 month extension period.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Parking is an important service to residents and initiatives are in place to enable the service to fulfil its aims of keeping traffic moving, making roads safer, reducing air pollution, ensuring that there are adequate parking spaces on High Streets, and that residents can park as near as possible to their homes. An effective parking service enables these aims and in particular utilising the current contract's extension facility to fully investigate a shared service model with partners will help to fulfil the Corporate Plan's objectives.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The approach outlined in this paper aims to secure the best possible value for money by investigating joint procurement(s) with other Local Authorities which have the potential to save money on future procurement costs.
- 5.2.2 Extending the current parking enforcement contract will enable the authority to investigate a shared services model with other authorities which have the potential to establish shared IT systems which could provide greater value for money in the future.

5.3 Social Value

- 5.3.1 The parking service delivers the Council's Parking Policy which is key to managing the finite parking infrastructure across the borough. Effectively managed parking contributes to social value across the borough by enabling the Council to deliver its commissioning intentions in terms of allowing people to park as close as possible to their homes, by keeping traffic moving and by reducing air pollution.

5.4 Legal and Constitutional References

- 5.4.1 The Council has a statutory duty to provide network management under the Traffic Management Act 2004. Effective parking enforcement supports this duty and a parking enforcement contract is necessary to enable this.

HB Public Law has been consulted in this matter and its comments are incorporated into the body of the report.

The Council can extend the contract to the maximum permissible period under the Contract which in this case is up to another two years. The Public Contracts Regulations 2015 permit the Council to extend the contract where such extension provisions were incorporated into the Contract and the original tender documents in clear and unequivocal terms.

The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This includes parking provision and enforcement.

The Council's Constitution, Contract Procedure Rules set out at appendix 1 Table A outline the decision making route for contracts and contract extensions also states that the relevant theme committee (in this case the Environment Committee) can authorise contract extensions.

5.5 Risk Management

- 5.5.1 The approach of extending the current enforcement contract helps to effectively manage the risk associated with re-procuring a new contract. The extension period will provide adequate time to investigate possible

procurement alongside partners (and in doing so shares the risk of re-procurement). The extension period also provides an opportunity to ensure that whether the Council procures a new contract alongside partners or procures its own individual contract, it does so in a considered manner with time to ensure that the best possible commission is secured for the residents of Barnet.

5.6 Equalities and Diversity

5.6.1 The Council's parking policy and regulation of Parking in the borough for supports equalities and diversity in several ways:

- By meeting the needs of disabled people, some of whom will be unable to use public transport system and depend entirely on the use of a car.
- Keeping our footways clear.
- By tailoring parking regulations across the borough to suit the differing needs of our diverse communities.

5.7 Consultation and Engagement

5.7.1 The Parking Service is currently undergoing a transformation programme which involves engagement with Elected Members to ensure that issues are properly considered to inform the future re-procurement of a new enforcement contract.

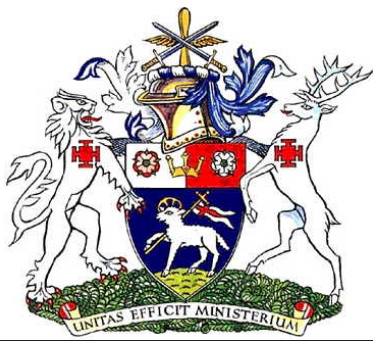
5.8 Insight

5.8.1 The extension of the current Parking Contract and future procurement of a new contract will very much be informed by information and data detailing the performance of the current service. Wherever possible this insight will be utilised to improve the service the current and future contracts provide to the residents of Barnet.

6. BACKGROUND PAPERS

1. Committee approval for the parking contract (Cabinet Resources Committee 14th December 2011).
2. OJEU procurement notice for the existing parking contract.

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Environment Committee

12 May 2016

Title	Parks & Open Spaces Strategy
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix 1 – Parks and Open Spaces Strategy and Action Plan Appendix 2 – Consultation Data Appendix 3 – Parks and Open Space Detailed Action Plan
Officer Contact Details	Kitran Eastman Kitran.Eastman@barnet.gov.uk (020 8359 2803)

Summary

The Council recognises that good quality parks and open spaces will to play a major role in its continued drive to improve and secure a sustainable future for the built and natural environments of the Borough and that investment in its green infrastructure is as important as investment in its built infrastructure

The Parks and Open Space Strategy has been developed to provide a future visions for green spaces, provide a policy framework in which this key infrastructure can be developed and ensure the delivery of the Environment Committee’s Commissioning Plan outcomes and targets for 2016/17 to 2019/20.

The Strategy has been developed to reflect the changing nature of the Borough as it is predicted that the Borough is to change in a most dramatic fashion in the forthcoming decades with increased population, housing and commercial infrastructure. A public consultation on the draft strategy took place between 18 January 2016 and 13 March 2016. The results of the consultation have been reflected in updates to the final Parks and Open Spaces strategy and the development of its accompanying Action Plan.

Recommendations

- 1. That the Environment Committee approves the adoption of the Parks and Open Spaces Strategy 2016 – 2030 and its action plan**
- 2. That the Environment Committee approves the Parks and Open Spaces policies which are set out in 1.19**
- 3. That the Environment Committee instructs officers to maximise the value of external funding to support the aims of the strategy**
- 4. That the Environment Committee instructs officers to submit a capital bid as part of the Councils Capital Programme to support the aims of the strategy**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council is taking steps to address the demands of a developing Borough and the impacts on its built and natural environments through developing a number of strategies, frameworks and policies. These include strategies for recycling and waste, parks and open spaces, enforcement against environmental crime as well as a new cleansing framework. These will ensure that we are well placed to respond to these challenges now, and are prepared to be able to manage the issues in the future.
- 1.1 The Council has developed this strategy for parks and open spaces which reflects the needs and aspirations of residents, businesses and visitors to the Borough and ensures a sustainable financial basis for the service. This strategy will also complement and support other strategies that the Council has produced including The Health and Wellbeing Strategy, Family Friendly Barnet and the Sport and Physical Activity Strategy.

Parks and Open Spaces Strategy

- 1.2 The Parks and Open Spaces Strategy can be seen in Appendix 1. Since the Environment Committee on 11th January 2016, a public consultation on the draft strategy took place between 18 January 2016 and 13 March 2016. The results of the consultation have been reflected in updates to the final Parks and Open Spaces strategy and the development of its accompanying Action Plan. In addition policies have been developed to accompany the strategy, and help to fill its aims and ambitions
- 1.3 Producing this strategy gave an opportunity to re-think the role that parks and open spaces play within the borough and recognize they have the potential to support a wide range of other cross-cutting strategic priorities, including the environment, biodiversity, education, employment, community safety, regeneration and community engagement.
- 1.4 The strategy will enable the Council to:
 - prioritise, plan and commit resources to improve green spaces across the borough,
 - make the case to funders for increased external resources,

- make informed decisions about the future management of the service, and
 - Ensure future development is informed by open space needs and requirements and aligns with other corporate priorities.
- 1.5 In the past there has been insufficient evidence or sources of investment to target those assets with the greatest potential to increase resident satisfaction, generate income or deliver social or economic benefits. The adoption of the strategy provides the platform for the maximisation of potential investment from regeneration schemes and other external bodies such as the Heritage Lottery Fund (HLF).
- 1.6 To inform the development of the draft strategy a complete assessment of the parks and open spaces was undertaken; creating an accurate picture of the quality and condition of the sites. This data is publicly available on the [Open Barnet data portal](#).
- 1.7 The draft strategy has identified untapped opportunities to derive greater public benefit from parks and open spaces; increasing their level of use for health or recreational purposes, supporting more private events and building closer partnerships with National Governing Bodies of Sport such as the Lawn Tennis Association (LTA) and Football Association (FA).
- 1.8 The strategy has examined Alternate Delivery Model (ADM) options that could be adopted in whole or in part that will enable the Council to progress the aims and objectives for the service in the most effective manner and deliver its vision. Models that have been identified are:
- Retaining and improving the status quo
 - Shared public services
 - Third party contract management
 - Social enterprises and partnerships
 - Trusts and foundations
 - Area based precepts and levies

The action plan will continue work in this area for future consideration by the Committee

Consultation

- 1.9 On 11 January 2016 Environment Committee approved the draft parks and open spaces strategy for consultation. The consultation took place between 18 January 2016 and 13 March 2016. The summary of the results of the consultation can be seen below. The consultation data can be seen in Appendix 3. Full results of the consultation an engagement process are held on the open Barnet Data portal.
- 1.10 Responses to the draft strategy, through the formal consultation process, used the following methodology:
- An on-line questionnaire (140 responses)

- Individual meetings with local residents associations and other stakeholder groups
 - A workshop with 'Friends of Parks' groups from across Barnet
 - Workshops and focus groups for organisations with protected characteristics
 - A workshop with the Barnet Youth Board
- 1.11 The majority of on-line questionnaire responses were received from those who use the parks between once a week and daily. Over 88% of respondent identified themselves as Barnet Residents, while a further 7% identified themselves as representing a voluntary/community organisation. When ask to choose which parks respondents visited the most, the highest used parks were,
- Friary Park – (24%)
 - Oakhill Park – (20%)
 - Victoria Park – (15%)
- 1.12 In response to the aims of strategy the consultation process confirmed that Barnet's residents recognise the importance of the borough's parks and the need to preserve and enhance them. Responses confirmed an understanding that the projected growth in the borough's population would influence the level of demand for open space in different parts of the borough.
- 1.13 Proposals for investment in parks were strongly supported in consultation responses and there was a recognition that there was a real opportunity to bring significant amounts of external funding into the borough. Strong support was expressed for better signage with the parks, enhanced horticulture and more toilet facilities
- 1.14 Options for the future management and funding of parks were considered to require further consultation and detailed development. There was a recognition of the need to address how to achieve an aspiration for a high quality service in the context of the need to identify budget savings.
- 1.15 Several organisations sent through formal responses to the Consultation. Some of the key issues raised were:
- Highlighting the need of design to take account of the sight impaired
 - Concerns around quality/ value assessment. future funding and governance and lack of definition around future investment and action plans
 - The importance of ecological and bio-diversity
- 1.16 The key areas of responses from the Barnet Youth Board were the need for better facilities in parks (especially outdoor gyms and playgrounds), better safety in parks (especially dog control) and more and better events.
- 1.17 The key areas of responses from groups with protected characteristics were the need for inclusive design that recognises the particular requirements of people with special need. Workshop attendees suggested the creation of special dog-

free quiet zones and parks / play equipment specifically designed for the needs of people with disabilities.

Green space Policies

- 1.18 The development of the strategy has provided an opportunity for the Council to set a clear vision and way forward for the parks and open spaces and to guide that vision the Council will formulate a number of policies. Through committing to these policies and implementing this strategy, we will ensure that these key assets are enhanced and continue to tell a positive story about Barnet as a place to live, now and in the future. These policies have been built up around:
- Bringing provision up to Core Strategy target level,
 - Funding and governance of newly created spaces within development areas,
 - Developing a design-led service that enhances town centres and neighbourhoods, preserves heritage and builds green networks,
 - Public safety and security,
 - Enhancing play provision,
 - Improving facilities and the ‘park offer’,
 - Using parks to support health and education outcomes,
 - Building climate change resilience through parks and open spaces,
 - Building stronger relationships between the Council and users; and
 - Considering new ways of funding and managing parks.
- 1.19 11 policy areas have been created and are also reflected in the action plan and will support the delivery of the strategy.

1	<p><u>Provision:</u></p> <p>The open spaces strategy identifies that there is a deficit of open space provision in certain areas of the borough</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Seek to create 13 new local parks, 1 district parks by 2041 • The All London Green Grid Supplementary Planning Guidance (2012) identifies an opportunity to create a new regional park in Barnet. • Develop a framework for the creation of a new “Brent Valley” Regional Park. The new Regional Park will improve the quality, connectivity, management, funding and identity of open space within the GGA (Green Grid Area).
2	<p><u>Place</u></p> <p>The development of a design-led service delivery model for Barnet’s parks service to deliver the goals of the strategy.</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Develop distinctive places that reinforce the identity of individual parts of the borough • Record the borough’s natural and cultural heritage through the preservation and restoration of the borough’s heritage assets • Enhance destination parks and town centre spaces that can contribute to their

		<p>attractiveness and economic success as distinctive places</p> <ul style="list-style-type: none"> • Establish connected green networks to build a parks system to aligned with the All London Green Grid Supplementary Planning Guidance • Design an inclusive public realm conforming to principles established in Accessible London Supplementary Planning Guidance
3	<p><u>Community safety:</u></p> <p>Parks and open spaces should be safe places that are welcoming to Barnet’s residents. Such places can help deliver a greater range of positive environmental, economic and social outcomes for Barnet’s communities</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Maintain safe spaces where people want to visit, stay and play using design interventions to reduce opportunities for anti-social behavior • Respond to the needs of its communities in managing its parks and open spaces
4	<p><u>Play:</u></p> <p>Good quality play facilities offer and support quality of life and enhance educational attainment for children</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Improve the number and quality of play spaces with a variety of play offers including natural play and more diverse spaces for young people including MUGA’ skate parks etc. • Review the provision for adults and children with learning difficulties and disabilities
5	<p><u>Sports</u></p> <p>Barnet’s residents have identified parks and open spaces as offering good places to adopt an active lifestyle</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Create new sports hubs across the borough as centres of excellence for sports • Support and expand the network of outdoor gyms and trim trails • Implement the recommendations of the Barnet Playing Pitch Strategy in respect of future sports provision
6	<p><u>Facilities</u></p> <p>Response to the Open Space Strategy</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Provide good quality accessible toilets at main traditional parks and sports grounds, meeting the British Toilet Association standard

	engagement process has highlighted resident's desire for an enhancement of facilities across parks and open spaces	<ul style="list-style-type: none"> • Improve the quality of facilities to promote greater commercial use through concessions, cafés, events etc.
7	<p><u>Maintenance:</u></p> <p>Response to the Open Space Strategy engagement process has identified an aspiration for an enhancement of standards of maintenance across the borough's parks and open spaces</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Improve grounds maintenance focusing on the basics of grass cutting, litter, fly tipping and dog fouling • Enhance efficiency of maintenance operation through adoption of asset-based performance assessment • Tackle anti-social behavior, focusing on prevention and greater responsiveness to incidents, access and visibility. • Create a robust set of KPIs and annual programme of reporting for maintenance operations
8	<p><u>Green Infrastructure:</u></p> <p>Successful green infrastructure management will be a key element in the borough's infrastructure delivery plan, in managing the public realm and preparing the borough for the impacts of climate change</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Build in sustainability measures to adapt to and mitigate, the effects of climate change including flood attenuation, trees for cooling and drought resistant planting • Plant and actively manage trees to improve distribution across Barnet • Safeguard and enhance habitats and species within Barnet's parks and open spaces by conforming to the guidelines set out in the Biodiversity Action Plan for London • Improving the quality of green corridors, riverside routes and cycle/walkways for recreation and biodiversity as well as pedestrian and cycle trips
9	<p><u>Health:</u></p> <p>Through increasing accessibility and levels of physical activity parks and open spaces can play a key part in keeping people healthy</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Develop partnerships to reinforce the potential of parks and open spaces to deliver successful health outcomes particularly in respect of coronary heart disease, type 2 diabetes, obesity and mental health.

10	<p><u>Education:</u></p> <p>Understanding nature helps to enhance educational attainment</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Develop stronger partnerships with Barnet's schools to support the potential of parks to deliver positive outcomes for education • Work with partners to develop forest school learning programmes in Barnet • Invest in biodiversity skills, staff training and investigate apprenticeship
11	<p><u>Engagement:</u></p> <p>Local communities play an important role in determining the future of parks and open spaces in Barnet</p>	<p>The Council should:</p> <ul style="list-style-type: none"> • Develop a stronger community base of friends and user groups • Actively encourage volunteering in Barnet

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** - It is recommended that Environment Committee approves the adoption of the Parks and Open Spaces Strategy and its action plan. This will enable the Parks Service to have a clear focus on what it needs to accomplish, and ensure other services can support the aims of the strategy.
- 2.2 **Recommendation 2** - It is recommended that Environment Committee approves the adoption of the Parks and Open Spaces Strategy Policies. This will support the delivery of the action plan and support the aims of the strategy.
- 2.3 **Recommendation 3** - It is recommended that Environment Committee supports bids for external funding for parks and open spaces to be made by the Council where they support the aims of the strategy. This may allow additional funding streams to be found to support the parks service
- 2.4 **Recommendation 4** - It is recommended that Environment Committee supports bids for internal funding for parks and open spaces to be made in support of the aims of the strategy

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 That the Council could have developed a shorter term strategy. This was considered but not recommended as it is felt that a longer term approach needs to be taken with the service, particularly as Barnet has significant household growth projections.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is so minded to adopt the Parks and Open Spaces strategy the document will be published on the Barnet website, and the action plan items will be developed for implementation.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Corporate Plan 2015-2020 is based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:

- Of opportunity, where people can further their quality of life
- Where people are helped to help themselves, recognising that prevention is better than cure
- Where responsibility is shared, fairly
- Where services are delivered efficiently to get value for money for the taxpayer

5.1.2 The Corporate Plan includes the following outcomes and targets that can be delivered, partially or fully by the Parks and Open Spaces Strategy

- To increase the percentage of people satisfied with Barnet's parks, playgrounds and open spaces, both across the borough as a whole and within parks currently scoring the lowest levels of satisfaction
- Driving an increase in overall resident satisfaction with Barnet as a place to live to amongst the highest of any Outer London borough
- Facilitating economic growth and the success of residents, and removing any barriers or unnecessary costs to growth for successful local businesses

5.1.3 With the help of residents protecting, conserving and enhancing green space and the leafy character of Barnet for current and future generations

5.1.4 Supporting and improving the health and wellbeing of the population by linking with

- Linking with the Health and Wellbeing Strategy,
- By providing safe green spaces to play by making them more family friendly and linking with the Safer Communities Strategy,
- Participate in sports and physical activity, walking and cycling
- Linking with the forthcoming Sport and Physical Activity Strategy and Playing Pitch Strategy.

5.1.5 Establish Barnet as a place that supports growth in a way that allows both existing and future residents to succeed, and which drives satisfaction with the Borough as a place to live to amongst the highest in the country

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 **Finance & Value for Money** - To reduce the council's net expenditure on Green Spaces by looking at how Medium Term Financial Strategy (MTFS)

savings can be achieved and how additional income or investment can be brought into the service.

5.2.2 The activity based costing done in 2015/16 set out the expenditure of parks and open space to be:

	Annual Cost £ ,000
Ground Maintenance (Parks)	1,105
Ground Maintenance (Highways)	606
Parks Management	276
Other	1,346
Total	3,333

5.2.3 Savings in the Medium Term Financial Plan (MTFP) which will come from the parks and open spaces service total £945,000

5.2.4 The adoption of the strategy provides the platform for the maximisation of potential investment from regeneration schemes and other external bodies such as the Heritage Lottery Fund (HLF) etc

Capital Projects – Within Parks there are a number of significant capital projects currently on-going, as well as a programme of “small business as usual” improvement projects. The significant capital projects include

- Silk Stream and Montrose
- Youth Zone
- Victoria Rec Sports Centre
- Copthall Sports Centre

5.2.5 Risks do exist around the long term financing of parks. As capital investment is made in the park assets, there will be a need to ensure that it is maintained. This will have an impact on the on-going revenue budget; this may be addressed in part within the planning for the alternative delivery model for Parks. Recommendation no. 4 recommends the committee support a bid for internal capital funding. All such bids will need be seen in the overall financial context of the council.

5.2.6 **Procurement, Staffing, and Property** – at this stage in the development of the strategy there are no implications.

5.2.7 **IT** – None at this time.

5.2.8 **Sustainability** –The strategy looks to protect our wider environment. One of the key themes of the strategy is that parks and open spaces support environmental outcome such as:

- River corridors and flood risk management
- Sustainable travel – facilitating the growth of walking and cycling
- Quality of the environment and its management

5.3 Social Value

- 5.3.1 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. The three key themes within the Strategy are:
- Social Outcomes and Benefits
 - Environmental Outcomes and Benefits
 - Economic Outcomes and Benefit

5.4 Legal and Constitutional References

- 5.4.1 Local authorities have a number of different statutory powers in relation to parks and open spaces, including the Public Health Act 1875, which permits the purchase and maintenance of public walks or pleasure grounds and the Local Government (Miscellaneous Provisions) Act 1976, which gives wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities shall hold and administer open space in trust to allow the enjoyment of it by the public and shall maintain and keep the open space in a good and decent state.
- 5.4.2 The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This includes
- Commissioning parks and open spaces refuse and recycling, waste minimisation and street cleaning,
 - Approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources Committee.
 - Approve fees and charges for those areas under the remit of the Committee
- 5.4.3 This matter is not reserved to Full Council or to the Policy and Resources Committee as the Constitution specifically allocates matters of this type to the Environment Committee.

5.5 Risk Management

- 5.5.1 The management of risk is done on a continual basis and reported as part of the Council Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report.
- 5.5.2 Risks are managed through the project boards and review and revised at its meeting. The current key risk areas are regarding :

	Rating Criteria	1: Low	2: Med	3: High
1	Total investment required		X	
2	Potential benefits		X	
3	Return on investment		X	
4	Level of risk	X		
5	Political sensitivity		X	
6	Fit with corporate objectives		X	

7	Users / DU's impacted	X		
	Total Score	12		

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

5.6.2 Relevant protected characteristics are – age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

5.6.3 The purpose of the Parks and Open Spaces Strategy is to ensure that the broad diversity of our residents and communities in Barnet continue to enjoy the benefits of these community assets and their needs and aspirations are reflected in the provision that Barnet makes.

5.6.4 During the engagement consultation a focus was given to protected characteristics groups such as those with disabilities. Focus was also given to views of young people, and how they can continue to be engaged with the development of parks. Feedback from these groups was incorporated into the final strategy and the action plan. More details can be found in section 1 under the heading “Consultation”

5.7 Consultation and Engagement

5.7.1 On 11 January 2016 Environment Committee approved the draft parks and open spaces strategy for consultation. The consultation took place between 18 January 2016 and 13 March 2016. The summary of the results of the consultation can be seen in section 1 under the heading “Consultation”, and full details are on the open Barnet data portal.

6. BACKGROUND PAPERS

6.1 [Environment Committee 11 January 2016 Papers](#)

6.2 [Open Barnet Data Portal](#)

Parks and Open Spaces

Our Strategy for Barnet 2016-2026



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Executive summary

Barnet has a great collection of parks and open spaces and these are an important part of what makes Barnet a green and family friendly borough. People who live and work in Barnet enjoy access to formal parks and gardens, wild landscapes, extensive areas of greenbelt and leafy river valleys. Barnet's parks are places where people can take part in formal sport, visit a park café, take the kids to the playground or just walk the dog.

This strategy provides the council with a review of the quality of its parks and suggests a range of opportunities that green spaces offer to enhance the quality of life and economic success of the borough. The overall objective of the strategy is to support the council's objectives for parks and open spaces as set out in the Corporate Plan: 'Barnet's parks and green spaces will be amongst the best in London'. The strategy links to a number of other pieces of work that consider health, wellbeing, sports provision and waste. All of these strategies are aimed at making Barnet a better place to live and work.

Currently Barnet has a unique blend of parks, open spaces, Green Belt and access to the countryside beyond London. This provision complements an extensive pattern of housing with many residents having access to private green space. This has helped to reinforce the impression of Barnet as a leafy suburban borough with parks forming part of this fabric.

But Barnet is set to change significantly and over the next 25 years the borough will have one of the fastest rates of population growth across the capital and this growth will have to be accommodated in new housing. This housing provision will be much more dense than is currently typical for the borough.

Parks in Barnet will have to fulfil a new function in supporting the development of sustainable communities and attractive neighbourhoods and in bringing businesses and employment to town centres.

It is now accepted that urban parks deliver a huge range of benefits for cities and the people that live and work in them. These benefits reflect many of the objectives that we have established for the economic success of the borough, the health of its citizens and the quality of the environment with which they interact on a daily basis.

These benefits can be broadly grouped into three categories:

- economic benefits
- social benefits
- environmental benefits.

So that we can make well-informed decisions about how our parks and open spaces can deliver these outcomes, we need to understand their current condition. The last audit of our greenspaces was in 2009, so a key element of the strategy has been to survey all of the borough's parks.

Parks are for people and we would like residents and businesses to play an even greater role in determining how parks are managed and how they should function in future.

To develop this strategy, we carried out an extensive engagement with local residents and key stakeholders to find out how they use Barnet's parks and open spaces and what their priorities for the future are.

The engagement process and the quality and value assessment have established a broad range of priorities that will guide a future investment programme to improve the condition of the borough's parks and greenspaces.

Barnet has a relatively modest record in attracting inwards investment into parks and open spaces but this presents the borough with a strong opportunity to secure significant inwards investment from external funding bodies for projects focused on sport and heritage.

In common with all other local authorities, we are facing very difficult decisions in terms of the level of resources we can apply to deliver services. So it's important that we can sustain any improvement that we make to parks and open spaces over time.

This strategy suggests that we should consider other options for the future management and funding of parks and open spaces. This will ensure that any investment the borough makes in its parks and open spaces and the positive outcomes that this investment can deliver are protected in future.

These are exciting times for parks and open spaces in Barnet and this strategy establishes a road map for future investment, discussions around future funding and governance and an on-going dialogue between the council, residents, stakeholders and partners.

Through committing to these policies and implementing this strategy, the council will ensure that these key assets are enhanced and continue to tell a positive story about Barnet as a place to live and work.



Why do we need a Parks and Open Spaces Strategy?

Barnet has a great portfolio of parks and open spaces and greenspaces are integral to the cultural life of the borough.



The council recognises that a clear vision is needed to deliver a whole range of benefits for people who live and work in the borough. These benefits include:

- enhancing the physical and mental health of residents
- making Barnet a better place to live, work, learn and play
- joining communities together by creating new green links between different parts of the borough
- preparing the borough for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures
- protecting and enhancing the borough's cultural and natural heritage.

The council is facing significant funding issues over the next five years and the Parks service will have to make a contribution to the savings that the council has committed to finding. The Parks and Open Spaces Strategy will help the council to consider options for alternative ways in which parks and open spaces services can be managed and paid for so that people living and working in the borough can continue to enjoy the benefits of good quality parks over time.



In order to deliver these outcomes the council needs to understand what it has in its parks. The council last undertook a survey of this kind in 2009.

Over the past six months, a survey of 199 parks and open spaces has been undertaken. This survey has recorded everything that each park contains – every bin, bench, gate, railing and every tree and area of planting.

During the survey, each asset has been photographed and its quality recorded. We have also assessed the overall quality of each park and open space against 'Green Flag' criteria ('Green Flag' is the national standard for parks excellence).

The Council will use this survey information to:

- make the management of parks and open spaces more efficient so that we can raise standards of maintenance
- compare the condition of the borough's parks now with their condition in 2009 so that we understand how things have changed.

Barnet is traditionally a green and leafy borough. The borough's parks and open spaces are extremely important to residents and the council needs to understand how people use the parks and the aspirations of residents in terms of the future of the service. The council also wants residents to have a greater say in how parks are managed and developed in future.

In preparing the Parks and Open Spaces Strategy, the council has engaged with a broad cross-section of people who live and work in the borough to collect their opinion of the borough's parks today and to understand how they would like parks to be.

As the strategy evolves, the council will continue this discussion so that the plans for the service as a whole and for individual parks across the borough have been thoroughly discussed and are agreed upon.



Barnet's parks and open spaces in context

This section sets out the physical context for the Parks and Open Spaces Strategy and describes how this will inform current and future provision. It addresses aspects of the natural environment, townscape and socio-economic characteristics and provides a summary of the existing park and green space assets across the borough.

Topography and habitats

Barnet lies on the edge of the Thames Basin and its land form is characterised by gentle undulations shelving to the south. Much of the borough lies on London Clay with more fertile alluvial soils laid down along the river valleys of the Silkstream, Dollis and Pymmes Brooks. Grassland of one type or another is the dominant habitat in Barnet. Considerable areas within the borough are devoted to woodland including Watling Chase Community Forest which covers 190 km².

Rivers and wetlands

Three rivers within the borough remain at the surface and form distinctive habitats and valuable green corridors. The most significant open water habitat in the borough is the Welsh Harp Reservoir, a SSSI that supports a significant variety of wildfowl.

Settlement patterns and land use

Settlement patterns reflect the absorption of former villages as the capital has expanded and follow the transport corridors of the A5, the Midland Railway line and the High Barnet branch of the Northern Line. The centre of the borough is semi-rural and contains significant

areas of Green Belt. Across the northern edges of the borough, housing is relatively low density and typically suburban.

Around Cricklewood, Colindale, Hendon, Finchley and Golders Green settlement patterns have become denser but individual distinctive town centres remain.

Demographics

Demographic projections suggest the need for the Parks service to respond to changes in population over the next 20 years.

- Barnet's population has been steadily increasing and is now projected to increase by 21% from 2011 to 2041
- between 2014 and 2021, the population of children (up to the age of 16) across the entire borough is projected to increase by 15.4%
- between 2014 and 2021, the number of residents of retirement age and over will increase by 6,400 (12.6%)
- by 2021, Colindale will have become the most heavily populated ward, having a 50% increase in population between 2014 and 2021. Over the same period, the populations of Golders Green and Mill Hill will have increased by 30% and 10% respectively.

Ethnicity

Residents classifying themselves as ‘White British’ constitute the largest ethnic group in Barnet. There is a slightly higher percentage of Indian residents and a lower proportion of Pakistani and Bangladeshi and Black Caribbean residents compared to London as a whole. Research across the UK does not suggest that the uptake of parks services is closely linked to ethnicity.

Crime

While some parks do have greater reported crime than others, crime within the borough’s parks remains low.

Housing provision

The relative proportion of dwellings that are terraced houses, flats and apartments is an indicator of current and future demand for parks and open spaces as these accommodation types will often not include the provision of private open space. Accommodation for much of Barnet’s population growth will be through high density housing with minimal private space, implying a further dependence upon public space for access to the natural environment and places for recreation.

Greenspaces provision – Barnet parks assets

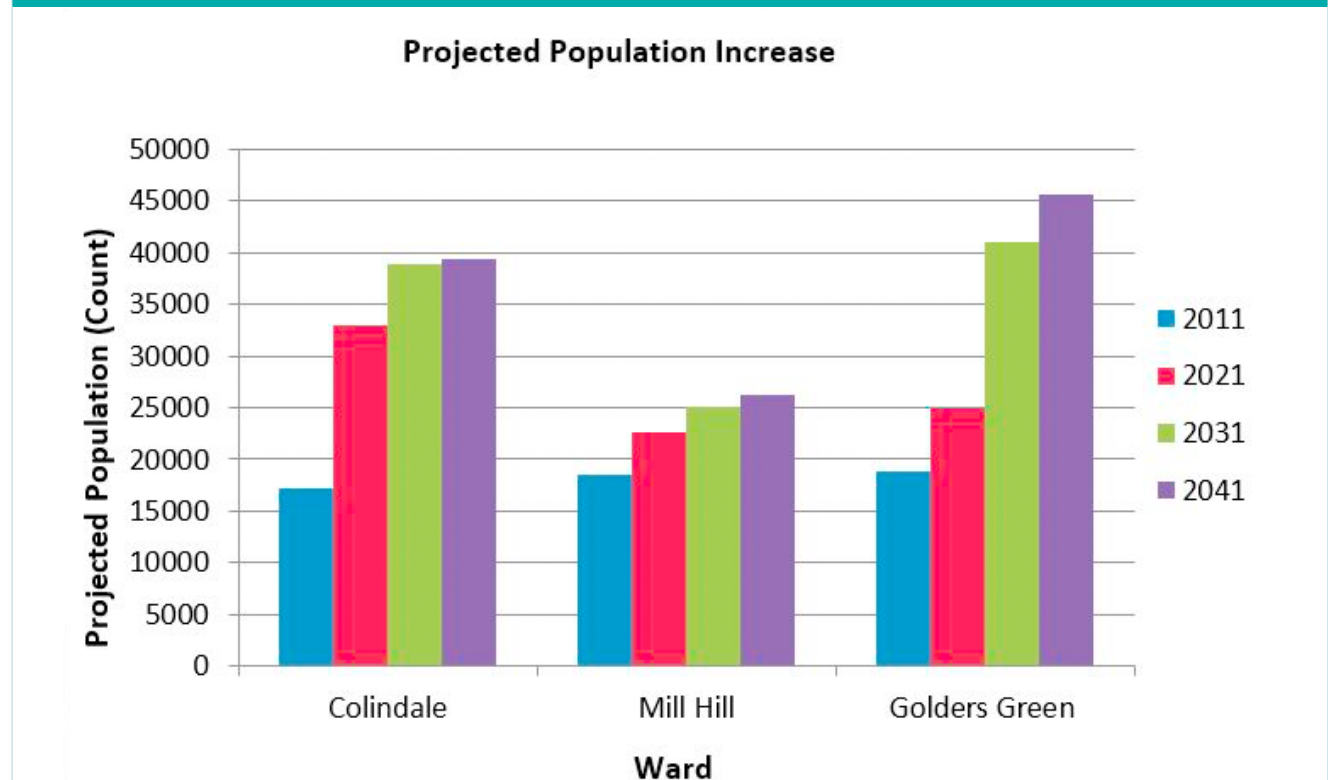
The Local Plan Development Management Policies (DMP) proposes that ‘where a development is in an area of deficiency for publicly accessible open space new open space should be provided in line with these standards:

- Parks (1.63 hectares per 1,000 residents)

In 2015, the total area of parks in Barnet is 465.2 hectares (approximately 5.4% of the total area of the Borough). Based on the 2105 population of Barnet (367,266), this represents parks provision of 1.26 hectares per 1,000 head of population.

Projected population growth in Colindale, Golders Green and Mill Hill wards

Source: GLA: London Population Projections 2013



This level of provision of parks falls below the standard set for parks in the Local Plan.

However, it should be noted that Barnet has total greenspace provision of 888 hectares. The ‘greenspace’ definition includes parks, playgrounds, sports sites, natural and semi-natural greenspaces and other miscellaneous sites. This equates to nearly 10% of the area of the borough and 2.41 hectares per head of population.

Assessment of parks provision by area	
Chipping Barnet	244.03 hectares
Finchley and Golders Green	80.07 hectares
Hendon	141.1 hectares

This assessment of open space provision across the borough excludes schools, private sports clubs and cemeteries, SLOAP (sites left over after planning) sites, verges, private gardens and private areas of Green Belt and Metropolitan Open Land. If these areas are factored into an assessment, the level of greenspace provision across the borough is considerably higher.

There are significant variations of provision across the borough.

The provision of parks in the following Wards falls below the current borough average in terms of parks provision per 1,000 head of population:

- Brunswick Park, Burnt Oak, Childs Hill, Colindale, East Finchley, Edgware, Golders Green, Hale, Hendon, Oakleigh, West Finchley, West Hendon and Woodhouse.

High Barnet, Totteridge, East Barnet, Coppetts, Garden Suburb and Mill Hill all have levels of provision above the Borough average.

Accessibility

Accessibility is an important factor to be considered when assessing the provision of parks and open spaces. A high quality open space can be of limited value if access to it is restricted by major barriers such as transport corridors and rivers.

Local parks are evenly spread across the borough and overall most areas of the borough are well served, however a section of the borough from New Barnet to Oakleigh Park and parts of North Finchley, East Finchley and an area to the North East of Hendon do not lie within 400m of a local park.

North and East Finchley and Brent Cross/Cricklewood have a particular deficiency in District Park provision.



The value of parks and open spaces

Cities in the UK have witnessed a revival in parks provision over the past two decades. Following a period of long-term decline, a recognition arose that good quality parks and open spaces can make a significant contribution to the quality of urban life.



This section of the strategy will consider how good quality parks and open spaces can contribute actual value to cities and how this value can be measured.

While parks and green spaces are often highly valued by local communities, public parks have been largely assessed as having limited cash value because park land can't be used for development.

In reality, parks contribute to economies, to communities and to the environment. These contributions are both tangible (because they are based on buildings, land and infrastructure that have financial value) and intangible (because they are benefits related to health, educational, environmental and social outcomes).

Benefits accruing from good quality parks and open spaces can be grouped into three main categories.

Economic benefits:

- These include the positive effect that good quality parks have on property prices
- the contribution that good quality parks make to town centres as places to work

- parks as places where businesses operate, where people are employed and acquire skills
- the contribution that parks can make to the tourist economy.



The social benefits:

- There are many varied benefits and they are: parks are free and many people are already using greenspace for sports and exercise. This can help to promote better health and to reduce the cost of treating physical and mental health problems
- parks can be used for food growing to encourage people to further enhance their life chances by eating well and exercising regularly

- parks can enhance educational performance because children who have regular contact with the natural world have higher self-esteem and enhanced educational attainment
- people strongly identify with their local park as an essential part of the fabric of their neighbourhood
- parks are diverse, encouraging people of all ages, cultural, ethnic and social backgrounds to meet and interact.

Parks are places where people can access nature but are also an important part of natural systems.

Environmental benefits:

These include:

- limiting flood risk caused by extreme weather events
- moderating temperatures (parks are cooler than streets)
- absorbing pollutants from the atmosphere
- sustaining bio-diversity and enhancing the connection between the city and the countryside.



In developing the Parks and Open Spaces Strategy, we have undertaken an assessment of the value of each park and open space in Barnet. We have based this assessment on the positive benefits that have been outlined above.

Having considered these benefits, we've developed a way of assessing the value of parks and open spaces in Barnet.



Assessing quality and value

To help us to develop our thinking about how to improve the borough’s parks and open spaces, we need to understand their current quality and value. This section describes how we have done this.

Quality assessment

In developing the Parks and Open Spaces Strategy, we have assessed all of the borough’s parks and open spaces in terms of quality and value. We have assessed quality because:

- it will help us to understand whether the borough’s parks have got better, stayed the same or deteriorated in quality
- it will help us to decide where we should invest money to improve the quality of Barnet’s parks

- a combined assessment of quality and value will help us make decisions about which of the borough’s parks are most important.

When assessing quality, we’ve used a set of measures based on ‘Green Flag’ standards.

We have used the following criteria to assess quality:

- what facilities does the park or open space have?
- how welcoming is the park (for example, we assessed noise, safety and security, lighting and access)?
- how clean was the park?
- how good was the information in the park?

Using these criteria, we awarded each park a score of Excellent, Good, Fair or Poor.

The same criteria were used when quality was last assessed in 2009, so we can compare whether parks have improved, deteriorated or stayed the same.

Overall we have found that parks have deteriorated since 2009. Five parks were classified as Excellent in 2009 but in 2015, only one park achieves this rating (Golders Hill Park).

Similarly, fewer parks are classified as Good in 2015 compared with 2009 while more parks are classified as Fair.

Parks – Quality trend 2009-2015				
	2009	%	2015	%
Number of Excellent parks	5	7	1	1
Number of Good parks	15	21	9	13
Number of Fair parks	38	52	49	69
Number of Poor parks	15	21	12	17
Parks awaiting data	-	-	2	3
Total number of parks	73	100	73	100
Total number of parks	73	100	73	100

Value assessment

We have also developed a set of criteria to assess the value of parks and open spaces. These are based on the ‘positive outcomes’ that have been discussed in section four of the strategy.



We've used the following criteria to assess value:

- is the park in an area with a lower level of parks provision?
- is the park in an area which will have high population growth?
- is the park in a deprived part of the borough?
- is the park in an area of high housing density?
- is the park in an area with high incidence of coronary heart disease?
- is the park in an area with high levels of obesity?
- is the park in an area with high incidence of clinical depression?
- do schools already use the park?
- is the park close to a school?
- is the park in a high flood risk area?
- is the park in an area with poor air quality?
- is the park in an area with higher than average temperatures?
- is the park a designated wildlife site or corridor?
- is the park close to a town centre?
- is the park in an area of lower than average resident satisfaction?
- is the park of historical or heritage significance?
- does the park support events?
- does the park have an established 'Friends Of' group?

We have also compared the scores for value in 2015 with those in 2009. In common with the quality assessment, we have found that there are fewer high value parks in 2015 and that most parks are now of medium value.

Parks – value trend 2009-2015				
	2009	%	2015	%
Number of high value parks	8	11	4	5
Number of high-medium value parks	19	26	20	27
Number of medium value parks	38	52	48	66
Number of low value parks	8	11	1	1
Total number of parks	73	100	73	100

We have combined the scores for quality and value to give us four values: high quality, high value; high quality, low value; low quality, high value and low quality, low value.

By assessing parks using these criteria we can make better decisions about where investment should be focused and which parks should be prioritised in terms of future management and maintenance.

Asset data collection

In order for us to make better decisions about how to manage the borough's parks and open spaces and so that we can become more efficient, we need up to date data on exactly what we have in our parks. This section describes how we've collected this data.

In developing the Parks and Open Spaces Strategy, we have gathered a comprehensive set of data about what we have in our parks. We have recorded the position and condition of the following in 199 of the borough's parks:

- bin
- bench
- picnics table
- fencing – metal
- fencing (timber)
- fencing – other
- wall
- gates – single
- gates – double
- surfaces – bound
- surfaces – unit paving
- surfaces – unbound
- bridge
- pergola
- signage – wayfinding
- signage – interpretation
- water feature
- multi-use games area
- tennis court
- basketball court
- cricket net
- skateboard facility
- fixed play equipment
- outdoor gym equipment
- car park
- cycle stand
- bollards
- building.



This data was collected from the following:

- public parks
- children’s play areas
- natural and semi-natural green spaces
- green/blue corridors.
- smaller pieces of land – (the brief allowed for the collection of data from 10 pocket parks).

Section eight of the strategy describes how we will use new technology and the data we have collected to improve how we manage parks and open spaces, making it easier for parks users to report issues and for us to address these issues more quickly.

Example of the asset collection process (Clitterhouse Playing Field and Clarefield Park):

- each dot represents the location of an asset
- each colour represents a different asset type (e.g. yellow/ bin, green/ play equipment etc.)



Engagement and consultation

In order to develop the strategy, we've talked to people who live and work in the borough about how they use our parks, why parks are important to them and how they would like to see them develop in future.

This section describes this engagement process.

The council is committed to involving local people in shaping their area and the services they use.

By engaging with local communities, the council aims to provide them with opportunities to:

- understand what the Council does
- express their views and find out how they can get influence how the council makes decisions.

Parks are highly regarded in Barnet. In 2015, 70% of those asked thought the borough's parks and open spaces were either good or excellent.

Given this, in developing a new strategy for parks and open spaces, it's important for us to understand how people use parks and how they would like them to change in future.

While developing the strategy, the council has discussed these questions with people who live and work in the borough. This engagement has included discussions with:

- people who use parks regularly
- people who don't use parks
- parks 'Friends' groups
- Neighbourhood Forums
- Residents' Associations
- schools and young people
- older residents

- people from black, asian, minority ethnic and refugee organisations
- faith groups
- people with disabilities.



We've used a variety of methods to contact people and to have discussions.

These have included:

- on line questionnaires
- a Facebook page
- park events
- town centre consultations on the street
- presentations and Q and A sessions at meetings

- focus groups
- workshops
- face to face interviews
- telephone interviews.

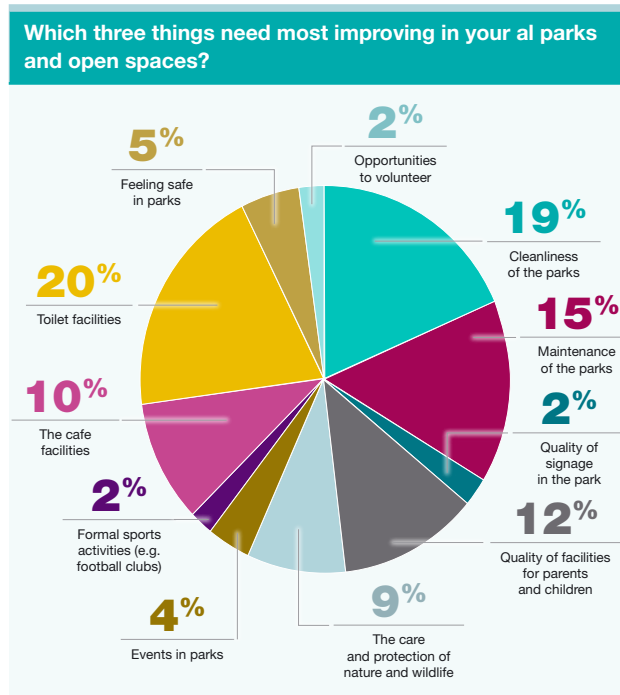
We have received and processed nearly 1,000 completed questionnaires and over 600 hundred individual comments.

This process has given the council a significant set of information about how residents currently use the borough’s parks and open spaces and how they would like them to develop in future. We will use this information when we consider how the council should invest in parks and open spaces.

Following the publication of the draft strategy, we undertook a formal consultation process to gather responses to the draft strategy. We used the following methods to gather these responses:

- an online questionnaire
- individual meetings with local residents associations and other stakeholder groups
- a workshop with ‘Friends of Parks’ groups from across Barnet

- workshops and focus groups for organisations with protected characteristics
- a workshop with Barnet Youth Board.



	Issues identified through consultation and engagement	How the strategy addresses these
1	Cleanliness and maintenance	The data collected on Barnet’s parks assets will help the council to manage greenspaces more efficiently and effectively
2	Better toilet facilities	The investment programme will bring as many park buildings back into use as possible with toilet provision being given priority
3	Better play facilities	The capital investment programme will include upgrades to park playgrounds on a cyclical basis
4	Parks are important to the environment	Parks will be managed to enhance bio-diversity, absorb pollution and prevent flooding. New tree planting in parks will absorb CO ₂ and limit urban temperatures
5	Parks are important to neighbourhoods	The strategy has helped to identify where money can be invested so that local distinctiveness is enhanced

Future challenges

Barnet is facing significant challenges in terms of the services it provides to residents. Some of these challenges are faced by all local authorities, other are specific to Barnet. This section discusses some of these challenges.

Resources for parks

Barnet will reduce council spending between 2015 and 2020 and the Parks Service will have to make a contribution to this saving and make further efficiency savings.

Although the borough's parks do generate money (through events, concessions and hires), this can't be significantly increased without there being an impact on day to day uses of greenspace. We need to make sure that we can sustain any improvements that we make in parks over time.

Population growth

The population of Barnet will increase significantly over the next 20 years and much of this population growth will be accommodated in higher density housing where people will have little or no access to private garden space. This will place additional pressure on the borough's parks and open spaces (especially in the south and west of the borough where the greatest population growth is forecast).

Climate change

Barnet needs to prepare itself for the impacts of climate change and parks can play a major role in limiting these impacts. Barnet's river valleys can absorb more rainfall, limiting the risk of flooding. Barnet's parks can absorb pollution and CO₂ and have a cooling effect on the borough generally.

Barnet's Parks Service

In order to deliver our aspirations for an improved parks service (including achieving 80% resident satisfaction with the borough's parks) and in order to meet savings targets, we need to make the delivery of parks services more effective. Section ten of the strategy looks at alternative ways in which the parks service might be delivered.

If the Parks Service continues to be delivered by the council, it needs to be:

- design-led, so that parks can deliver the range of positive outcomes described in section four
- performance focused, using technology to increase efficiency and assesses performance
- community-focused, working with residents and getting communities involved
- pro-active and responsive, always looking to improve
- excellence-focused, aspiring to make Barnet a national leader in parks.



Emerging policies

The Parks and Open Spaces Strategy has assessed the quality and value of the borough's parks and the positive contribution that parks can make to the quality of life in Barnet. A number of new policies will be developed to deliver these positive benefits:

Parks provision

- create new parks to address deficits in provision
- consider creating a 'Regional Park' in Barnet
- develop distinctive parks that reinforce the identity of neighbourhoods
- make town centre parks more attractive to help make the borough's economy more successful
- establish new green networks to link parks together
- make parks safer by designing out crime hotspots
- make better and more varied playgrounds
- create new sports hubs with good quality facilities
- provide more toilets in parks
- improve parks facilities and encourage more park cafes and other businesses.

Parks maintenance

- improve maintenance and get the basics right (litter, grass cutting, bin emptying and dog fouling)
- measure maintenance performance through the use of modern technology.

Parks and the environment

- using parks to limit the impact of climate change – flooding risk control, control of pollution and cooling
- safeguarding bio-diversity across Barnet.

Parks and health

- using parks to promote healthy lifestyles and wellbeing, including better mental health.

Parks and learning

- make parks more accessible for schools
- develop Forest School Learning across the borough
- invest in training and skills for staff, apprentices and volunteers.

Parks and the community

- support stronger Friends groups
- actively encourage volunteering and community involvement in parks

- encourage more community events.



Capital investment strategy

The past 20 years have witnessed a significant influx of capital funds into parks and open spaces in many areas of the UK. There are major opportunities for the council to invest in parks and this section describes possible sources of funding and how we might invest this funding.

Barnet has a relatively modest record in attracting investment into its parks and open spaces sector, but this now presents the council with an opportunity to significantly improve its greenspace infrastructure through a targeted investment programme over a 10-year period.

Heritage park investment

The HLF, in partnership with Big Lottery, remains the single most important contributor of capital funding to parks investment projects across the UK through its ‘Parks for People’ programme.

Through an assessment of Barnet’s parks portfolio, four sites have been identified that could potentially attract HLF funding over a 10-year period:

- Friary Park
- Oak Hill Park
- Hadley Green
- Hendon Park



Sports facilities investment

In parallel with HLF funding, major capital investment opportunities are offered by a number of sports funders.

Barnet has not been as active as neighbouring boroughs in securing this investment in recent years and there is a considerable future opportunity to transform the outdoor sports offer across the borough as a consequence.

Potential level of HLF investment in Barnet over a 10-year period			
Site	HLF investment (£m)	Barnet capital match	Total budget (£m)
Friary Park	3	.75	3.75
Oak Hill Park	2	0.5	2.5
Hadley Green	1.75	0.45	2.2
Hendon Park	1.5	0.375	1.875
Totals	8.25	2.075	10.325

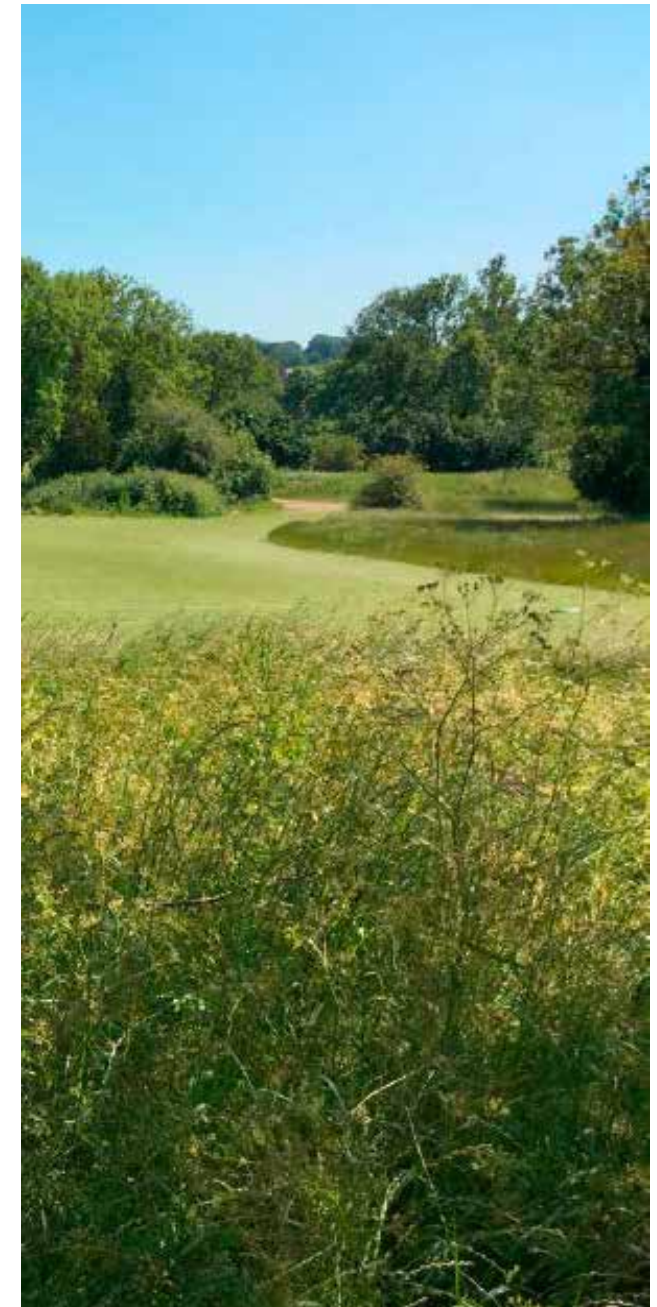
Sports hub investment in Barnet		
Site	Sports development opportunity	Funder
Cophall	Cricket pavilion	ECB
	BMX	Sport England
	Rugby facilities	RFU
Barnet Playing Fields	Changing facilities	Football Foundation
	Cricket squares	ECB
West Hendon Playing Fields	Changing facilities	Football Foundation
	3G pitch	Private Investors
	Cricket squares	ECB



The Football Foundation currently offers grants of up to £500,000 per scheme through its Premier League and FA Facilities Scheme.

Football Foundation funding can be augmented with resources from other funders (e.g. the London Marathon Trust, the England and Wales Cricket Board (ECB), the Rugby Football Union (RFU) and the Lawn Tennis Association (LTA)) to develop multi-sports hubs that can support a variety of facilities.

A number of ‘sports hub’ sites have been identified, potentially providing a geographical spread of elite sports facilities across the borough to augment the current focus on grass pitch provision. The council will review proposals for ‘sports hubs’ when a new Outdoor Playing Pitch strategy has been adopted.



Regeneration area investment

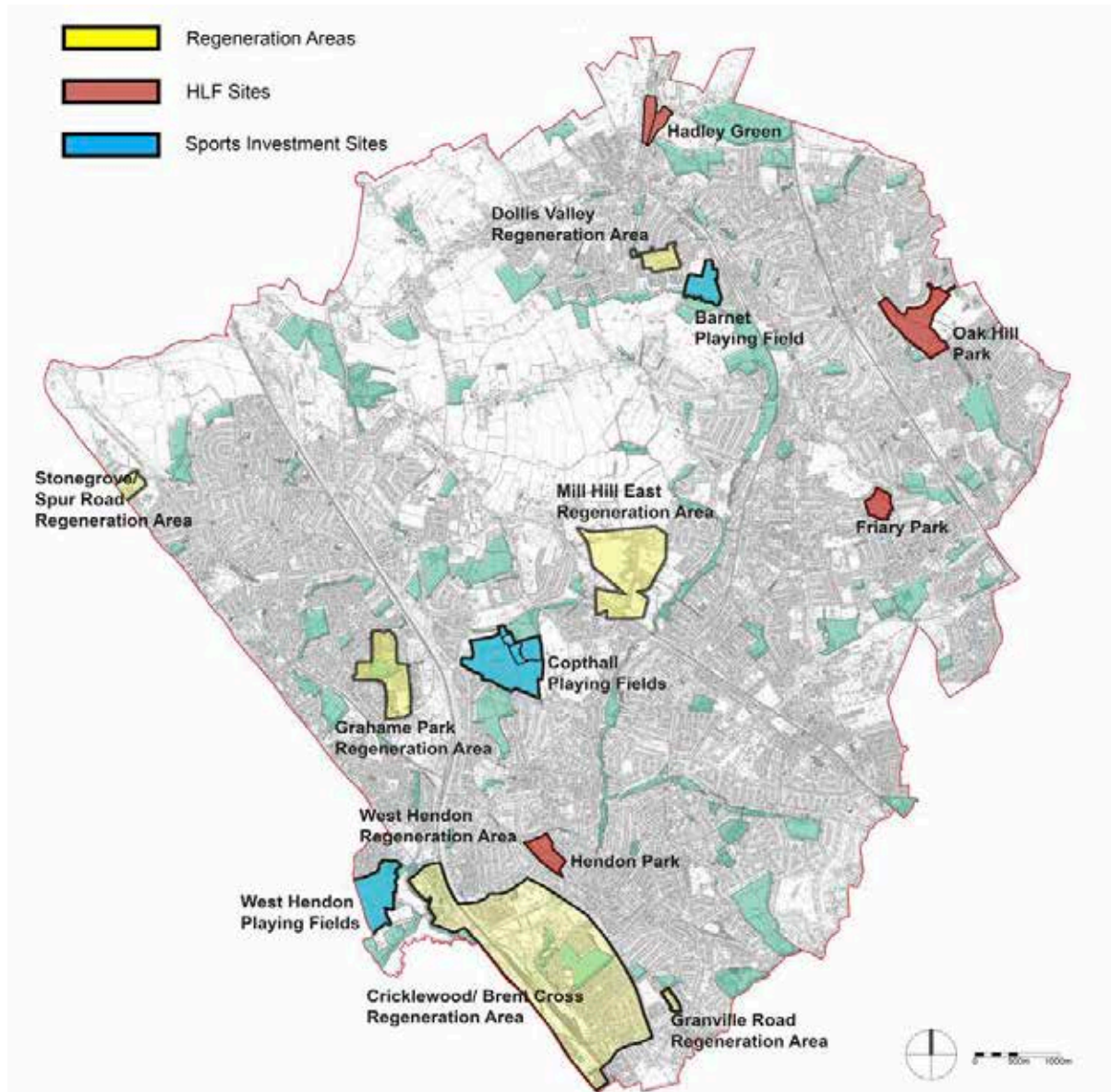
Barnet Council has identified eight regeneration and intensification areas across the borough:

- Dollis Valley
- Mill Hill East
- Granville Road
- Brent Cross/Cricklewood
- West Hendon
- Colindale
- Grahame Park
- Stonegrove/Spur Road.

Seven of these regeneration areas within Barnet will include new high quality greenspace.

This will result in an investment of approximately £20 million in new parks across the borough.

Investment from all of these sources will be evenly distributed across the borough, but more will be spent in the south and west of the borough because this is where population growth will be greatest over the new 20 years.



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Barnet's own capital investment

We also intend to use some of the council's own resources to improve parks across the borough.

We are proposing to invest to support the delivery of the positive benefits described in section four and to respond to the themes that residents have identified during the engagement process.



Engagement process key themes		
Strategic theme	Engagement theme	Investment opportunity
Health	Improved personal fitness	Green gym programme Trim trail programme Cycle route programme Green ways and green routes
Education	Better playgrounds	Playground investment Forest school learning centres School partnerships to develop facilities for nature and ecology study
Community safety	Personal safety in parks	Designing out crime hotspots Improving visibility, lighting and patrolling
Economy	Better facilities in parks	Bringing park buildings back into use Promoting new café and concession outlets
Demographics	More investment in the more densely populated parts of the borough	Focus on investment in the south and west of Barnet
Place	Signage and interpretation	Parks signage project Better entrances
	Toilet provision	Refurbish and repair buildings and facilities
Green infrastructure	Better access to nature	Tree planting programme Sustainable Urban Drainage System and flood plain enhancement

Future funding and governance

Barnet is having to reduce the amount of money that it spends on delivering services and parks will have to make a contribution to this saving.



This is an issue for many local authorities across the UK. In response to this, a considerable amount of research has been undertaken to look at new ways in which parks might be funded and managed in future so that they can continue to provide benefits for communities across the UK. This section considers some of the options for future funding and management that the council might consider so that Barnet's parks continue to deliver these benefits.

The council has a clear vision for the future of the parks service:

'Barnet's parks and green spaces will be amongst the best in London' and to achieve this 'The council will develop more innovative ways of maintaining its parks and green spaces, including through greater partnerships with community groups and focus on using parks to achieve wider public health priorities for the borough.'

and to sustain the investment we plan to make in parks and open spaces, we will have to look at alternative ways to raise funds for parks and consider new ways of managing them which may include some or all of the borough's parks and open spaces not being managed by the Council. When implementing the strategy, we will consider in detail new approaches to managing

parks and open spaces in Barnet and will pilot some of the approaches set out below. We will also use the information we've gathered around current and future needs to consider managing some green spaces less intensively.

New sources of income could include:

- charging for some services
- increasing the number of events and concessions in parks
- increasing levels of sponsorship in parks
- increasing the amount of community resources being drawn on for parks
- increasing the financial contribution made by planning gain funds
- issuing bonds and increasing commercial financing
- increasing local taxation
- capturing the value of environmental contributions made by parks
- securing more money from funds and trusts.

Future management and funding options

In developing the Parks and Open Spaces Strategy, we have considered a number of options for new approaches to the funding and future management of parks in Barnet. We will consult residents and stakeholders on all of these options as part of the process of adopting the strategy.

Option 1 – retaining the status quo

Section nine of the strategy suggests ways in which the current service might be reformed to deliver to higher standards.

Option 2 – shared public services

This option involves working with other local authorities to manage parks services (possibly in combination with other environmental services such as waste) across a larger part of London. This can generate savings but can lead to a loss of local control.

Option 3 – Third part contract management

Some local authorities have entered into long term contracts with the private sector to deliver parks services. These arrangements can deliver considerable efficiencies and a range of community outcomes but can be undemocratic if not properly set up.

Option 4 – Social enterprises and partnership

This option would involve creating social enterprises to manage parks and open spaces. This option would give local residents a considerable say in how parks are managed. There is not a well-developed social enterprise sector in Barnet so this option would require funding and support for it to be successful.

Option 5 – trusts and foundations

This option would involve transferring some or all of the borough's parks assets into a trust that would manage these parks in future. The advantage of this approach would be that a trust would be able to make long term plans for the borough's parks. Start-up and administration costs can be high and longer-term funding is best achieved through a large capital endowment.

Option 6 – precepts and levies

This option would involve asking local residents and businesses to contribute to the cost of managing parks and open spaces. Many Business Improvement Districts across London raise similar levies to pay for better streets and greenspaces. This would give residents and businesses the opportunity to directly influence the quality of services being

provided but a clear rationale would have to be provided to justify a local tax.



Discussion

The objective of the strategy is to deliver our aspiration for a better parks service.

Some of these options might deliver this aspiration and could be assessed through a series of pilot projects.

The strategy will propose a way forward based on a number of principles:

- we make the best use of the parks and open space assets in the borough to deliver the best range of benefits
- we consider how best to manage the service in future to make these benefits sustainable
- we measure performance in terms of how well these benefits (for health, education the environment and economy) are being delivered
- we consider how we might create and develop an endowment to pay for and sustain a high quality service in future
- we consider managing some green spaces in different ways as a means of saving resources.



Action plan outcomes

Our actions have been grouped into three outcomes.

A better place to live, work and play...

Social Outcomes



- play and learning
- community safety
- community cohesion
- health and wellbeing
- funding, governance and investment

Environmental Outcomes



- river corridors and flood risk management
- sustainable travel – facilitating the growth of walking and cycling
- quality of the environment and its management


Economic Outcomes



















- Local Plan Policy
- growth and regeneration
- facilitating entrepreneurship
- commercial opportunities
- employment and skills






Action plans


To help achieve the vision of the strategy we need to engage and build relationships across Barnet to ensure our greenspaces are places deliver economic, social and environmental benefits. Delivering this strategy will not be simple or straight forward, but the action plan below sets out some of the steps we will take to achieve our vision.



















 Economic Outcomes				
Action	Resources Needed	Milestones	Lead	
Local Plan Policy: To ensure that the level of open space provision in Barnet is sufficient to meet the needs of an expanding population and that future need around provision of open space is described in the local plan				
1	To investigate the potential to meet the All London Green Grid aspiration for a new Regional Park within Barnet by 2026	●●●●	2021	Commissioning Group
2	To plan the development and investment in the borough for the creation of at least 1 new district park and 13 new local parks utilising planning and other services by 2040	●●●●○	2026	Commissioning Group
3	To support the Develop Green Infrastructure Supplementary Planning Guidance by 2018	●●●●	2016	Commissioning Group
4	Align Playing Pitch strategy with the Parks and Open Spaces strategy by 2017	●●○	2016	Commissioning Group
5	To ensure that the 2017 Local Plan review considers and supports the Parks and Open Spaces Strategy by 2017	●●	2017	Commissioning Group
● Project Lead ● Planning Input ● Consultation ● Communication ● Development Partners ● Finance ● Legal Support ○ Internal Partners ○ Estates team ○ Stakeholder management and liaison ○ External Partners ○ Technical knowledge ○ Town Centre Managers				

 Economic Outcomes			
Action	Resources Needed	Milestones	Lead
Growth and regeneration: To ensure that the Parks and Open Spaces Strategy reinforces the objectives of Barnet’s regeneration area policies			
6	To deliver the approved parks and open spaces improvements planned for Brent Cross, including re-naturalisation of the river corridor, transformation of Clitterhouse Playing Fields, delivery of new town squares and re-landscaping of existing local parks by 2026		Planning permission granted for Clitterhouse and Claremont open space June 2015 Commissioning Group and Delivery Unit
7	To deliver new investment in the parks and open spaces of Colindale and Burnt Oak associated with the Regeneration Programme, including improvements to Montrose Playing Fields, Silk Stream Park, Heybourne Park and, Colindale Park by 2021		First draft design summer 2016 Contractors on site 2018 Commissioning Group and Delivery Unit
8	To deliver improvements to the Brent Reservoir Site of Special Scientific Interest associated with the West Hendon Regeneration Scheme, and improvements to the West Hendon Playing Fields by 2018		2018 Commissioning Group and Delivery Unit
Facilitating entrepreneurship: To ensure that the Parks and Open Spaces Strategy supports the economic success of Barnet and the objectives of the Council’s ‘Entrepreneurial Barnet’ strategy			
9	To identify pilot sites for Business Improvement Districts or Neighbourhood Improvement Districts in order to identify partnership and funding opportunities for local parks by 2018		2018 Commissioning Group
10	Develop design guides for parks and open spaces to ensure identity of local area and promote entrepreneurial activity by 2020		2020 Commissioning Group
11	To create, facilitate and promote locations for meanwhile activities (incidental uses) and uses for those in local areas by 2025		2025 Delivery Unit
12	To work with partners to create a framework to promote a or Barnet’s night time economy in appropriate public spaces such as pocket parks within/adjacent to town centres by 2017		Feed into events strategy in 2016 Commissioning Group
13	To review future funding and governance options pilots to explore feasibility of the viability by 2018		1. Identify pilots by 2017 2. Review income from licences/leases 2017 Commissioning Group
Employment and skills: To ensure that the Parks and Open Spaces Strategy supports the development of work and training opportunities for Barnet’s residents			
14	To create opportunities for structured career progression through contract partners, delivery partners, graduate schemes and apprentices by 2017		Options for apprentices schemes in 2016 Delivery Unit
● Project Lead ● Planning Input ● Consultation ● Communication ● Development Partners ● Finance ● Legal Support ○ Internal Partners ○ Estates team ○ Stakeholder management and liaison ○ External Partners ○ Technical knowledge ○ Town Centre Managers			

 Environmental Outcomes				
Action		Resources Needed	Milestones	Lead
River corridors and flood risk management: To adapt the borough’s river valleys to limit the impact of flooding and to enhance access to river valleys for educational and leisure activities				
15	To work with partners to assess opportunities for flood risk management in Barnet’s river valleys by 2017		Start assessment in Colindale in 2016	Delivery Unit
16	To work with partners to identify opportunities to address water quality in Barnet’s river valleys and develop a programme of targeted activities and investments by 2019		Identify partners by 2016	Delivery Unit
17	To work with partners to enhance bio-diversity in river valleys as well as other parks and open spaces to improve awareness, education and recreation by 2022		2022	Commissioning Group and Delivery Unit
18	Pursue opportunities to complete the delivery of the All London Green Grid Dollis Valley project, by 2025		1. Upstream – the quality of the river corridor and footpath network in the Upper Dollis Valley particularly linked to the Dollis Valley Regeneration Scheme. By 2020 2. Downstream – improving the quality of the river corridor to Brent Reservoir by 2020	Commissioning Group and Delivery Unit
Sustainable travel – facilitating the growth of walking and cycling: To promote the inter-connectedness of the borough’s parks and open spaces and the adoption of alternatives to private car use				
19	To identify opportunities to develop and promote the borough’s walking and cycling network, including school travel plans by 2017		Identify the east west links that need improving by 2017	Commissioning Group
● Project Lead ● Planning Input ● Consultation ● Communication ● Development Partners ● Finance ● Legal Support ○ Internal Partners ○ Estates team ○ Stakeholder management and liaison ○ External Partners ○ Technical knowledge ○ Town Centre Managers				

 Environmental Outcomes			
Action	Resources Needed	Milestones	Lead
Quality of the environment and its management: To ensure that the Parks and Open Spaces Strategy enhances the borough’s rich mix of habitats and protects the borough’s green infrastructure from the impacts of climate change			
20	To ensure measures to promote biodiversity and enhance the ecological quality and inter-connectedness of the borough’s greenspaces are included within all capital investment projects from 2016		Bio-diversity initiatives developed in Colindale parks from 2016 Delivery Unit
21	To develop proposals with partners to protect and enhance the habitat types and values in parks and open spaces by 2018		School engagement by 2017 London wildlife trust engagement in 2017 Delivery Unit
22	To Identify locations for tree planting across the borough with a focus on: <ul style="list-style-type: none"> committing to a programme that involves a net gain in trees across the borough strengthening the quality of the landscape (through planting avenues, tree groups, park boundaries and woodlands) addressing urban warming (tree planting concentrated in the south of the borough) addressing NO2 (tree planting next to major roads) from 2016 		Identify locations by 2018 Delivery Unit
23	To Commit to recycle 25% of waste produced within parks and open spaces by 2017 and recycle 50% of waste by 2020		2017 – 2020 Delivery Unit
● Project Lead ● Planning Input ● Consultation ● Communication ● Development Partners ● Finance ● Legal Support ○ Internal Partners ○ Estates team ○ Stakeholder management and liaison ○ External Partners ○ Technical knowledge ○ Town Centre Managers			

 Social outcomes				
Action	Resources Needed	Milestones	Lead	
Play and learning: To secure the educational and health benefits from the use of parks and open spaces by children and young people through innovative play design and enhanced access for schools				
24	To create a high quality distinctive local programme to upgrade the borough's park playgrounds and ensure the inclusion of all schools and parks by 2019.		Programme developed by 2019	Commissioning Group
25	To Identify educational establishments in close proximity to parks and open spaces and selectively pilot school use of these spaces, in particular focus on forest School learning by 2017		2017	Delivery Unit
26	To Identify funding for the development of local parks and open spaces by 2018		2018	Commissioning Group & Delivery Unit
Community Safety: To ensure that open spaces are distinctive, safe, attractive and popular places by designing out crime and anti-social behaviour				
27	From crime statistics identify opportunities to address community safety issues by 2017		2017	Commissioning Group
28	To identify sites with the potential for tranquil 'dog-free' areas or special needs to meet with a wide range of mental health requirements. Trial implementation by 2018		Identify sites by 2018	Delivery Unit
Community cohesion: To promote the involvement of residents in the management of open spaces to develop a sense of local ownership				
29	To create a framework to encourage communities to feel ownership for and activate their local open spaces, by: <ul style="list-style-type: none"> Removing barriers to the planning of local events in parks Removing barriers to and enhancing recognition for volunteering by 2020. 		2020	Commissioning Group
30	To Support the development of a 'Barnet Parks Friends Forum' to create a broader community, a network for sharing learning and ideas around parks and open spaces in the borough by 2016		2016	Delivery Unit
31	To assess parks and open spaces against accessibility standards set out in the Accessible London Supplementary Planning Guidance by 2017		2017	Commissioning Group and Delivery Unit
● Project Lead ● Planning Input ● Consultation ● Communication ● Development Partners ● Finance ● Legal Support ○ Internal Partners ○ Estates team ○ Stakeholder management and liaison ○ External Partners ○ Technical knowledge ○ Town Centre Managers				

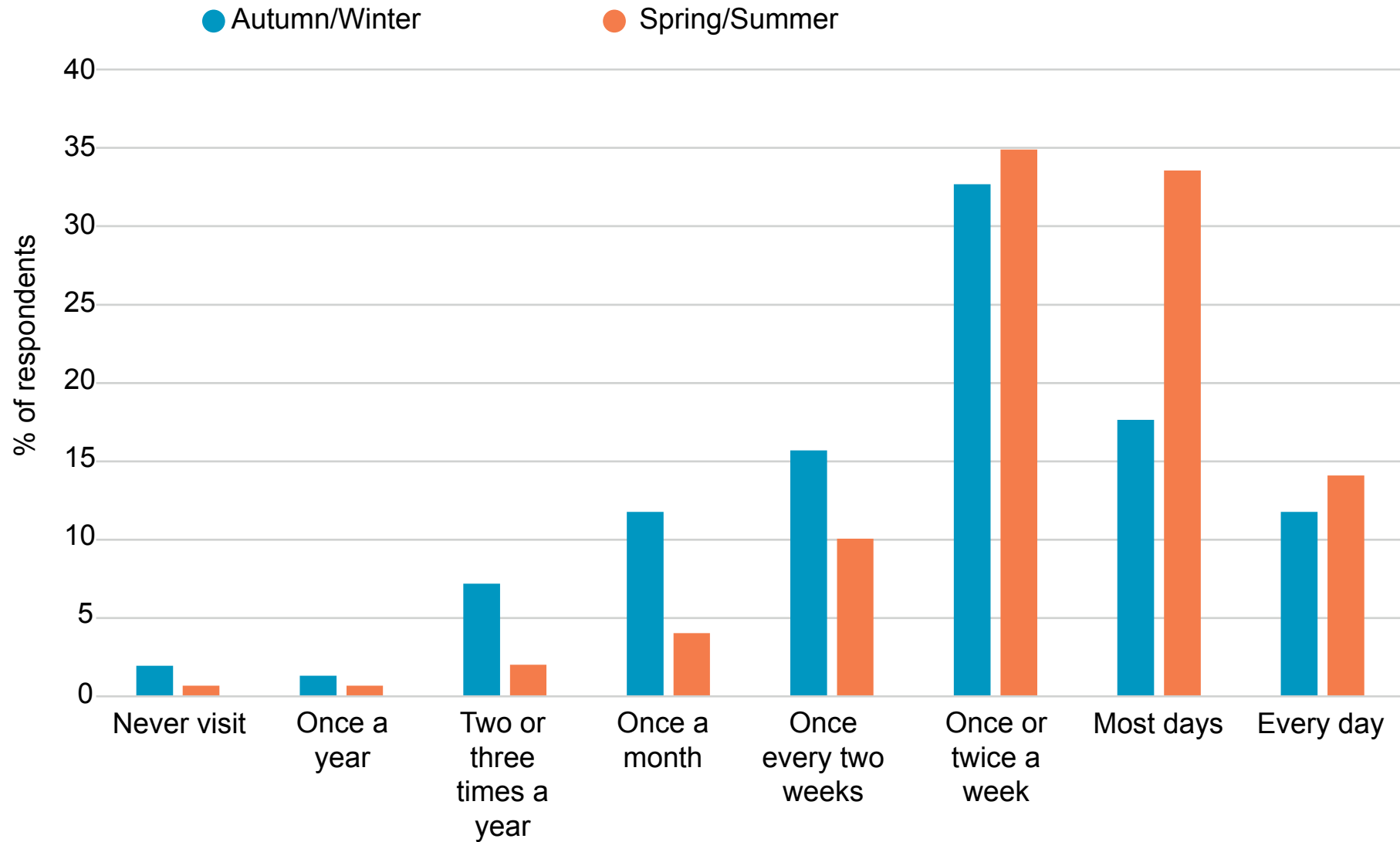
 Social outcomes				
Action	Resources Needed	Milestones	Lead	
Community cohesion: To promote the involvement of residents in the management of open spaces to develop a sense of local ownership				
32	To Develop a stronger volunteering culture associated with local open spaces, from 2017		Working with local businesses and public sector partners to develop Corporate Social Responsibility (CSR) agreement? /Action plan? in 2018 Opportunities and models for encouraging volunteering in parks and open spaces in 2017 Identify pilot sites for Barnet's emerging Community Participation Strategy (CPS) and work with partners (Community Barnet and Groundwork) to deliver CPS outcomes	Commissioning Group
Health and wellbeing: To promote the use of parks for physical activity and address major public health issues across the borough				
33	To identify specific parks and open spaces opportunities that can help tackle priority public health issues, such as obesity, diabetes and smoking from 2016		Explore smoke free policies in 2016	Commissioning Group
34	To pilot social impact bonds for parks targeted at securing the investment for improvements to parks facilities/services that will achieve health outcomes by 2020		Explore the impact of social impact band trials in 2017	Commissioning Group
35	To identify Sites and partnerships where health outcomes and informal and formal physical activities can work in tandem to enhance and promote health and wellbeing by 2020		Initiate project 2017	Commissioning Group
<p>  Project Lead  Planning Input  Consultation  Communication  Development Partners  Finance  Legal Support </p> <p>  Internal Partners  Estates team  Stakeholder management and liaison  External Partners  Technical knowledge  Town Centre Managers </p>				

For more information:
tel: 020 8359 2000 email: first.contact@barnet.gov.uk
or visit www.barnet.gov.uk/citizen-home/parks-sport-and-leisure

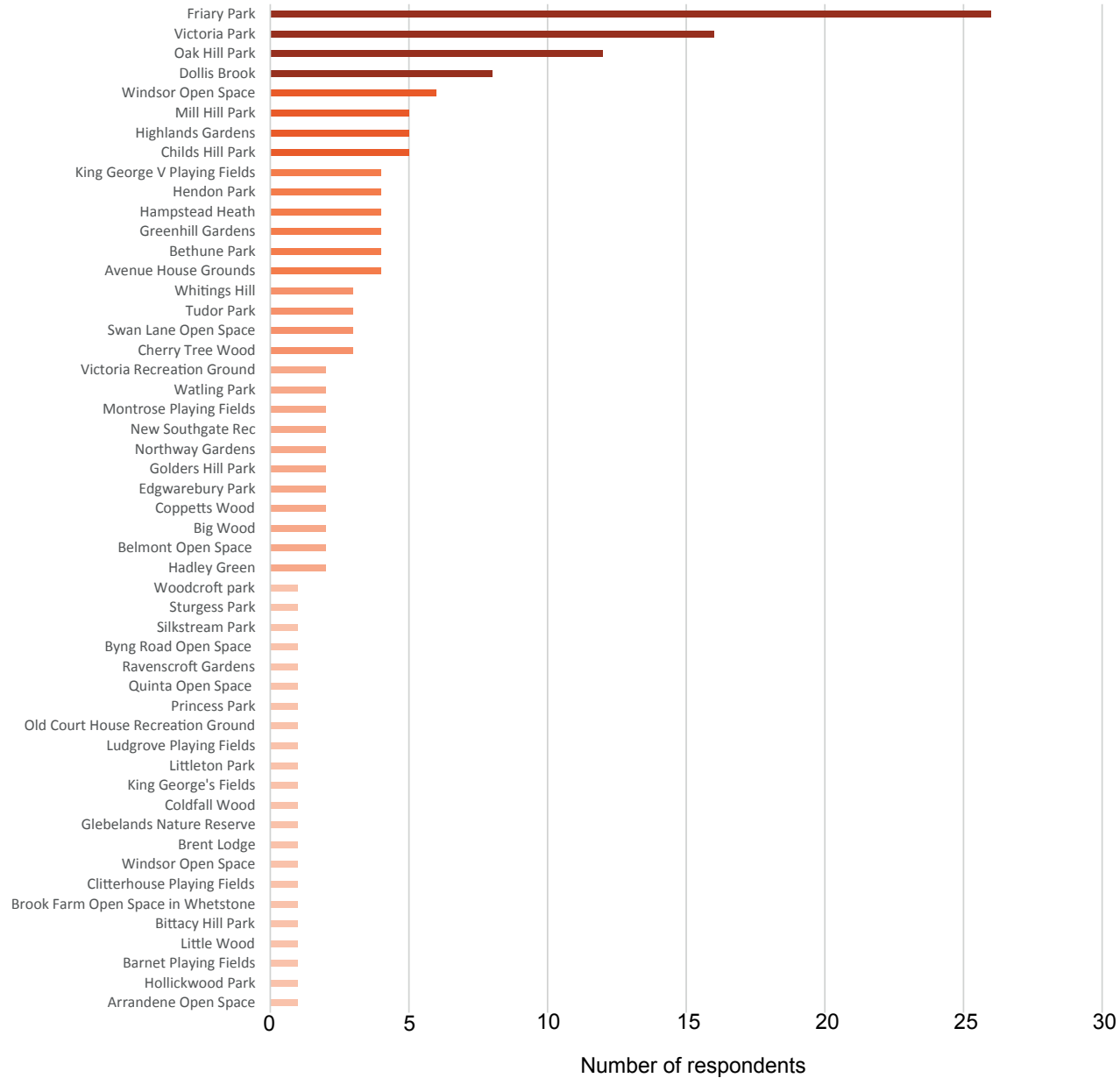
Appendix M

Consultation data

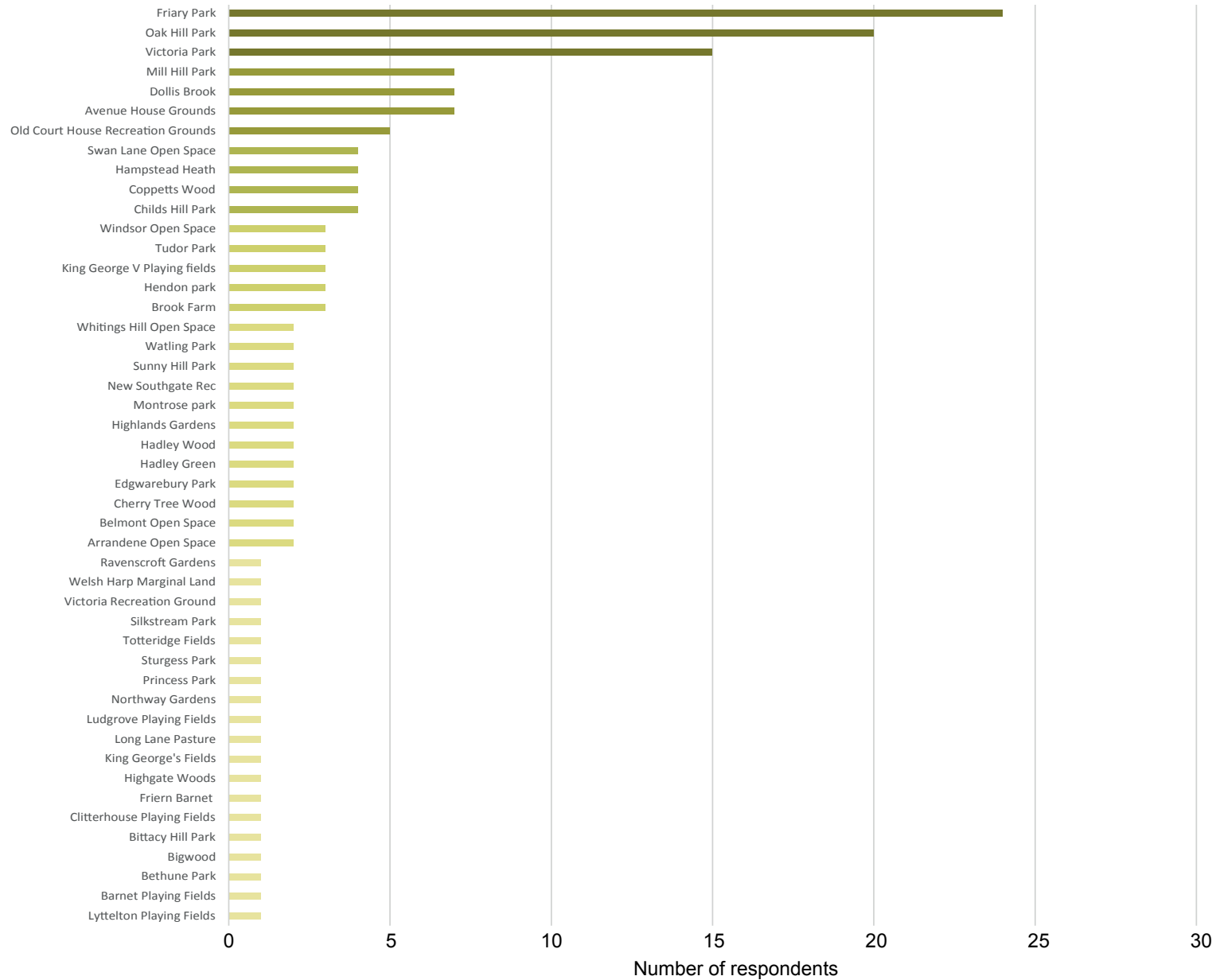
Q1. On average how often do you visit a park or open space in Barnet in the autumn/winter and how often do you visit in the spring/summer?



Q2. Which park/open space is closest to you?

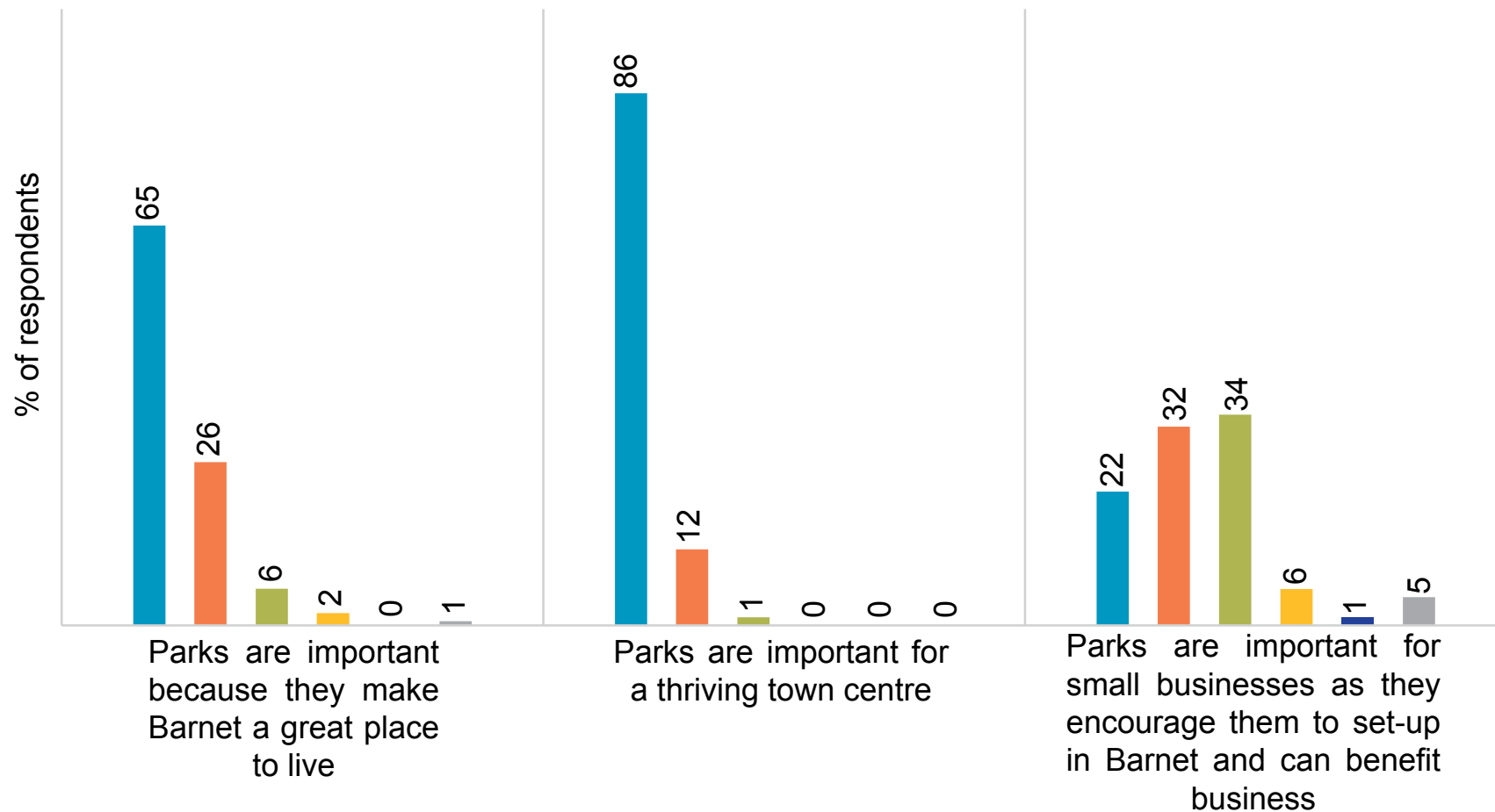


Q3. Which park/open space do you visit most often?



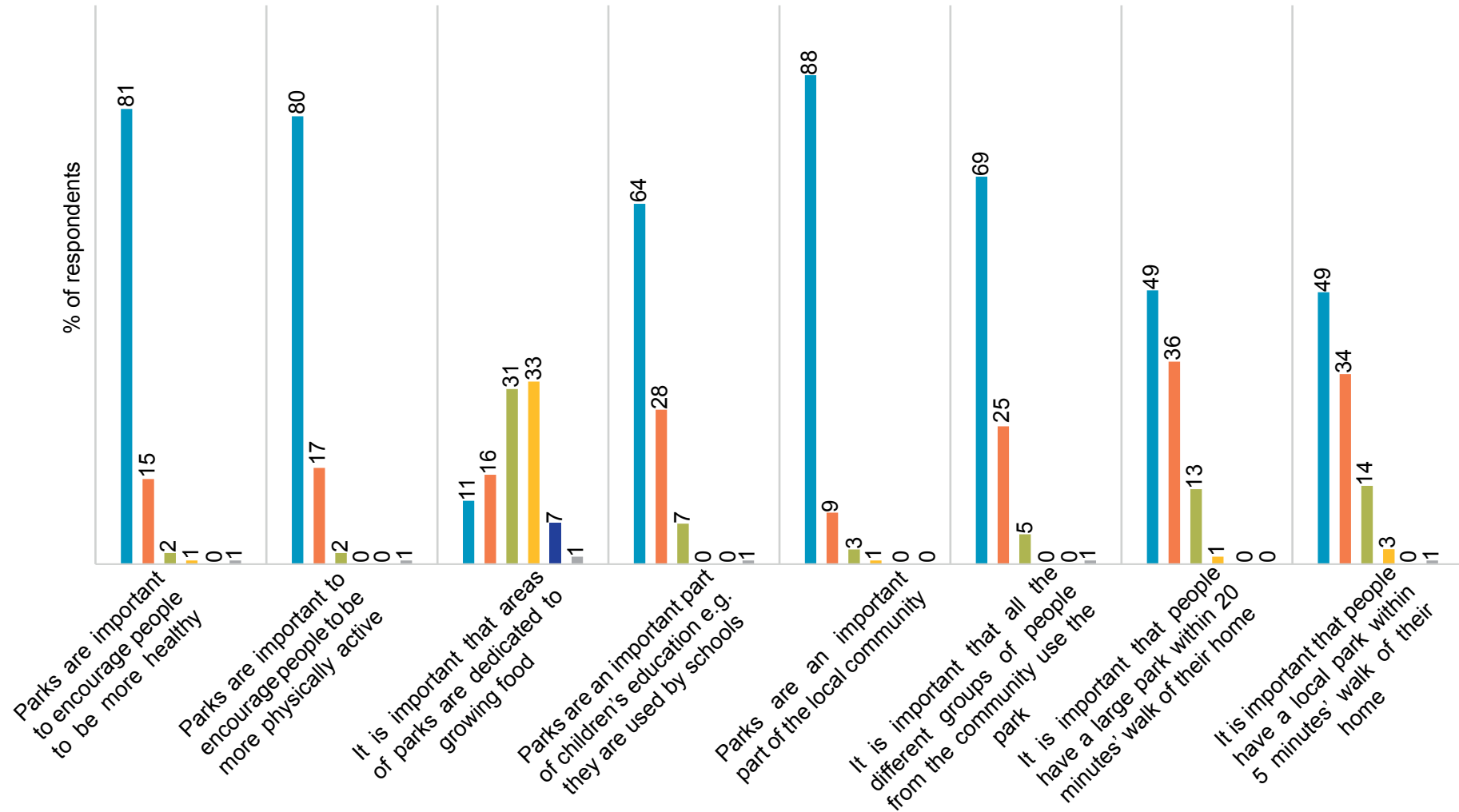
Q4. To what extent do you agree or disagree that the following are important economic benefits in relation to parks and open spaces in Barnet?

● Strongly agree ● Agree ● Neither agree nor disagree ● Disagree ● Strongly disagree ● Don't know/Not sure



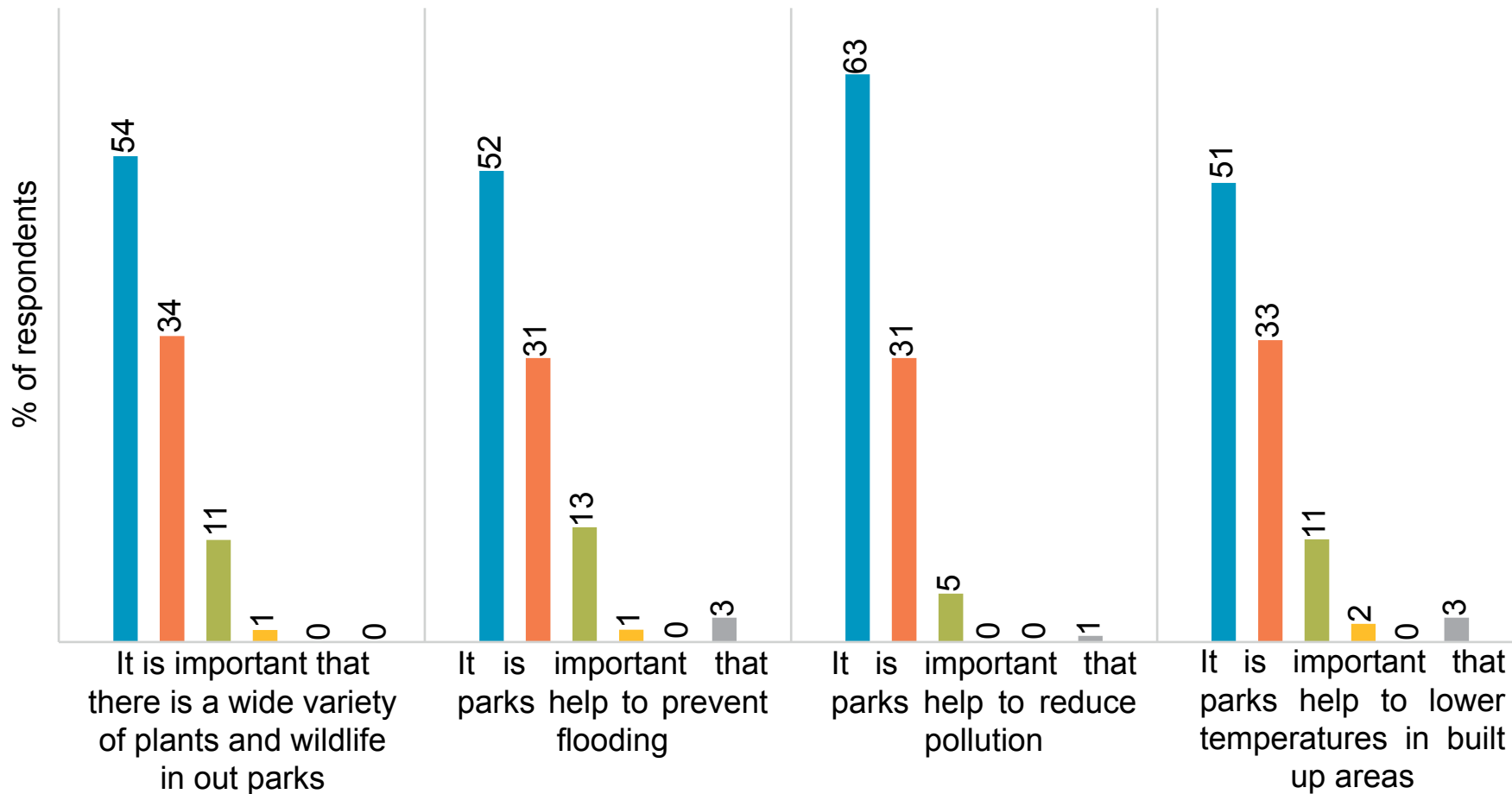
Q5. To what extent do you agree or disagree that the following are important social benefits in relation to parks and open spaces in Barnet?

● Strongly agree ● Agree ● Neither agree nor disagree ● Disagree ● Strongly disagree ● Don't know/Not sure

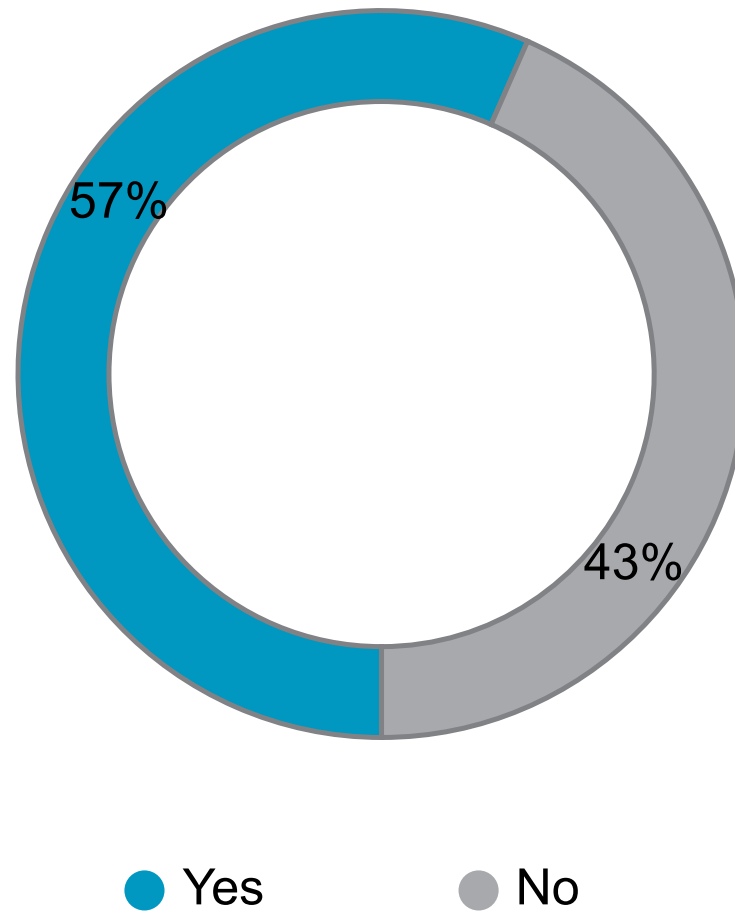


Q6. To what extent do you agree or disagree that the following are important environmental benefits in relation to parks and open spaces in Barnet?

● Strongly agree ● Agree ● Neither agree nor disagree ● Disagree ● Strongly disagree ● Don't know/Not sure



Q7. Are there any other benefits of parks and open spaces that you think we should include in this list?



Q8. Please list the additional benefits of goos parks and open spaces below:

Education

Opportunity for after school initiatives

parks and especially open spaces give an opportunity for the community to learn about local wildlife and biodiversity

(4) Parks can and should develop seasonal ponds for wildlife eg frog and newt breeding sites

These would be enormously useful in educational terms for studies of biology, geology, geography etc)

Biodiversity

encourages wildlife diversity

It is important for wildlife and also to exercise pets.

IT IS IMPORTANT THAT PARKS HAVE A LAKE OR POND FOR CREATURES TO CREATE A HABITAT

To maintain a diversity in plants and trees to grow.

Encourage awareness of biodiversity, plants, insects and animals, and can showcase planting for butterflies and bees etc

They can be made to be beautiful with flowers which enhance the biodiversity of an area. Thus bringing in insects, birds bees etc. Without the insect population our food supply dies.

HAVE CONSERVATION AREAS TO PROTECT NATIVE PLANTS AND FLOWERS

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HAVE CONSERVATION AREAS TO PROTECT NATIVE PLANTS AND FLOWERS

Dogs

I would like bictoria park to have a closed in area where I can train my dog off the lead. It is a great way to socialise my dog in a secure safe environment. Even an agility run for dogs would be great, it's a wonderful park which is ideal for dog walkers and it is likely to be destroyed with the renovation plans for a new gym to be built there. It's tragic

Excerise and well being for dogs (and their owners)

dog walking facilities.

Environment

Lots of ways of improving the environment - solar power? Lights that come on at night powered by daytime sun?
trees to absorb C2O, noise pollution

Green spaces combat air pollution.

They are of the utmost importance to humanity and should be left alone I've, not sold off or built on.

Recycling and green energy wind and solar

Adds variety to the townscape

Provides areas of tranquillity

Parks help to reduce motorway noise.

Parks can be a place of reflection and tranquillity away from traffic.

Some parks can give people an experience of 'wild' nature, rather than just carefully maintained places.

Health

Health and mental well-being

For those who live in flats etc. They relieve strain in a busy London suburb. Gets children out in the open to run free.

Social cohesion.

Mental health and wellbeing

Social interaction between young and old

keeping kids healthy and keeping people stress free

Parks are essential for our well being.

Gives people the. Chance to feel free especially because most people live in small flats with very confined areas.

they provide fresh air, space, a change of scenery from indoors, an area for health & fitness, good for families and friends to spend time in, commune with nature

Maintaining health, including mental, and general fitness of local resident from children to elderly

Helping to get children fit and healthy

Research has shown that living within easy access to an open space improves people's mental health

Park and open spaces also have a major impact on people's mental health and well-being as well as physical health.

Parks promote better quality of life, relaxation, reduce stress and improve mental health.

Encourage children to keep healthy - good play areas, fitness trails - would all benefit families. Victoria Park in particular needs a better play area for all primary school children.

I live in a flat with no outdoor space and being able to walk in Brook Farm open space saves my sanity & gives me a place to exercise away from noisy and polluting traffic.

Social

They provide a place where people from different ethnic groups, different age groups and different socio-economic groups to mingle and interact.

Leisure / events

Food growing and education on local foods and seasons

Theatre Picnics

It is important that local charities and community groups can fully utilise parks for the benefit of the local communities and residents. Parks are 'free entry' but can be used to bring many different cultures, people with disabilities and those of non faiths together.

Development of a sense of community when people are encouraged to be involved in their operation and management.

Happier residents

Community meeting points

Safe environment for children to play in

They enable local people to learn about the environment through volunteering and practical interaction.

Social/socialising area for children or families to meet othes/neighbours. Good way to mix different age groups. Vital for sitting outside, exercising/meeting for FREE - many poor or older people cannot afford clubs, gyms, cafes etc.

It is important for Barnet residents wellbeing as it gives a focal point to meet friends and enjoy the outdoors with family and friends. Also the many dog owners use the parks on a daily basis

community events - east barnet festival etc

Encourage families to move into area

Green space makes an area attractive

Social

Foster sense of community

meeting places

Places to exercise animals

They connect people socially and environmentally

Parks and open spaces are fantastic places to hold community events, fairs, markets, etc.

Community cohesion with the right facilities, such as good childrens' playing areas, tennis courts, cafes, etc

Parks are places where people of different backgrounds observe one another in relaxed circumstances, which can only increase mutual tolerance and understanding.

Social meeting places for families, friends and groups.

As a community meeting point - provision of cafes / rooms for hire by local groups

parks should be creative, living spaces to be enjoyed and used by all. this ownership will help everyone feel a part and look after the park

Parks give youths a place to socialise without having to pay for it.

They are good for toddlers learning how to climb

They give us opportunities to get stronger and meet other people.

WE WOULD NOT BE ABLE TO DO OUR PARK RUN WITHOUT IT (GRASVENOR INFANTS)

Good and reasonably priced catering facilities for buying hot meals and snacks.

Social

A placed where lonely people can walk or sit and meet others to talk to.

Parks usually have very good paths for wheelchairs which enables older people to push their spouse out whereas the street pavements are far too uneven and dropped kerbs have vehicles parked across them.

A placed where lonely people can walk or sit and meet others to talk to.

Parks usually have very good paths for wheelchairs which enables older people to push their spouse out whereas the street pavements are far too uneven and dropped kerbs have vehicles parked across them.

provide a sense of open space

provide an environment of nature

provide safe space for children to run and play

feeling safe with a park keeper or duty. bring them back. good parks would like a café especially in the summer. a bowling club, football club exercise club might attract more members of the community to use the parks. toilets are needed but must be kept clean

social element- parks help with social inclusion

Picnic and barbecue area

Sports/Play

Sports pitches and Playgrounds

Play areas for all age children and for teenagers tennis courts football..

Encourage sporting activity and allow quality family time in the fresh air in a safe enclosure.

Parks provide the opportunity to play sports and provide a platform for people to build and maintain friendship or create new ones.

Sports/Play

Extensions of people gardens / balconies - a shared socialising space.

A traffic free exercise area.

A structured sports (cricket, football) area.

Good play equipment for children.

exercise equipment in all parks.

Gym keep fit section

Encouraging exercise (outdoor gums) and sport (tennis)

We can play freely.

We can have fun with nature building dams and hideouts in the woods.

We can exercise safely.

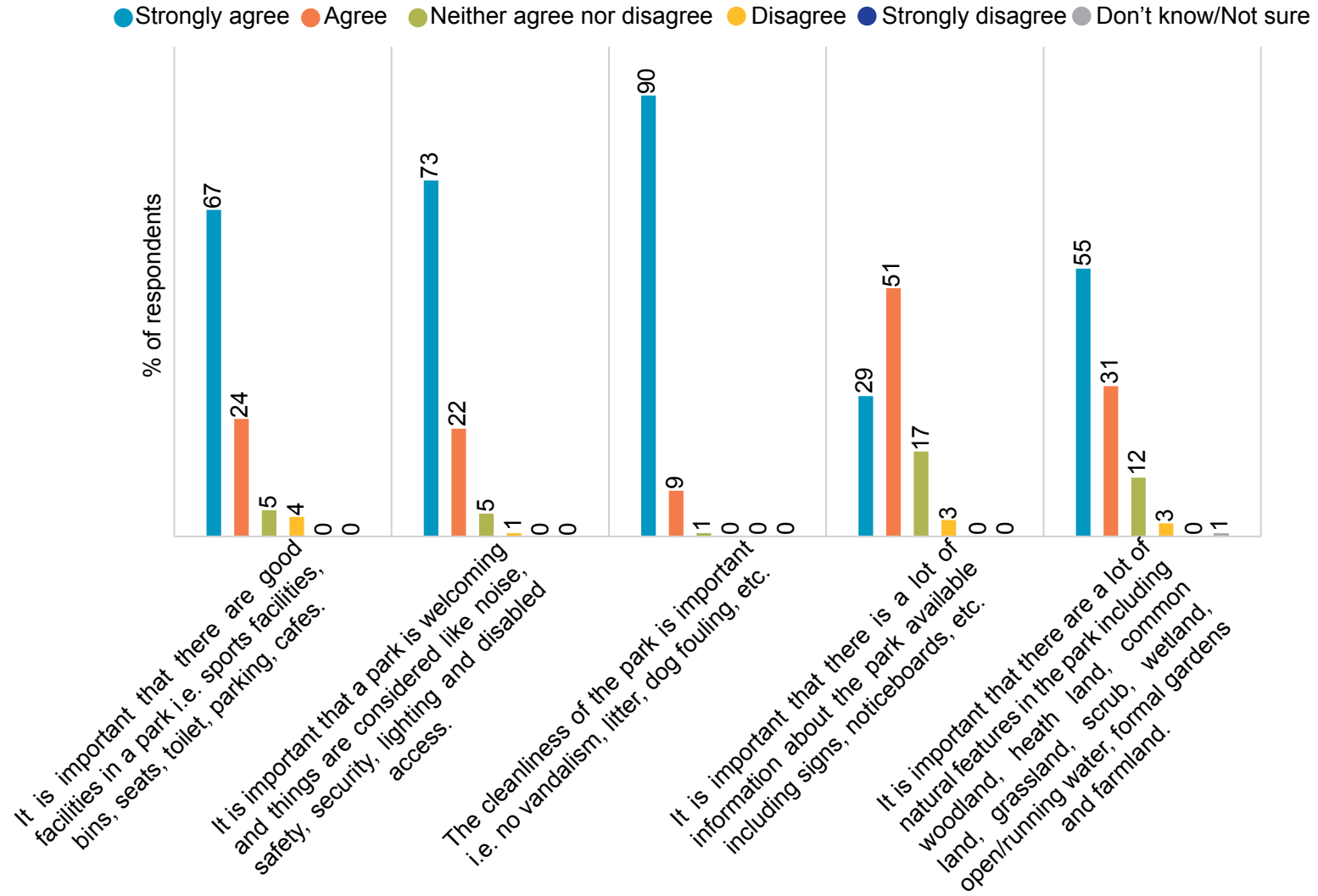
We have a safe cycling space.

We can do our bird watching.

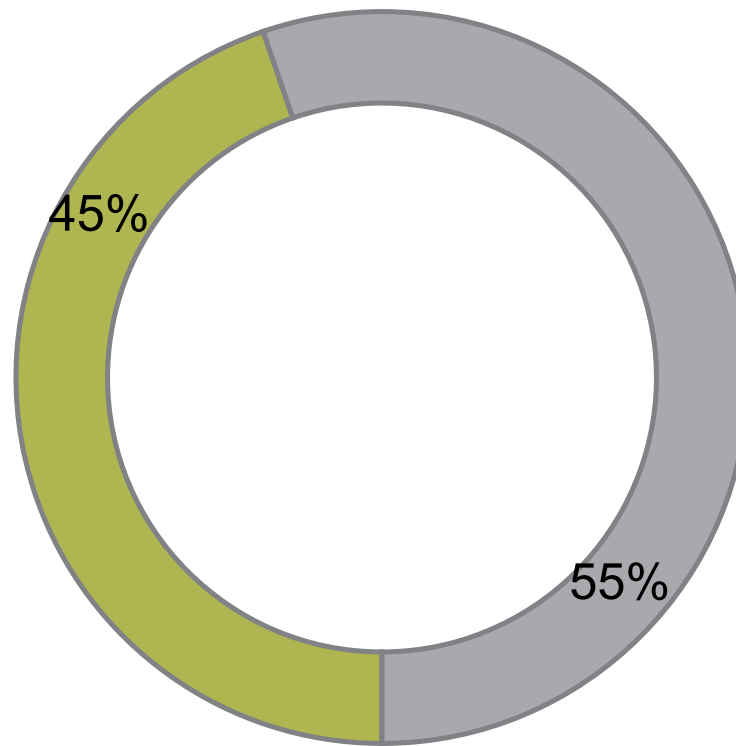
(2) Parks have been used by voluntary (Friends of) groups to train young adults for Duke of Edinburgh Awards

jogging. cycling. exercise and fitness. socialism.

Q9. To what extent do you agree or disagree that the following are important criteria that help define the quality in parks and open spaces in Barnet?



Q10. Are there any other qualities of parks and open spaces that you think we should include in this list?



● Yes ● No

Q11. Please list the additional qualities of parks and open spaces below:

Maintenance/ Safety

It is important that there are sufficient staff employed (not volunteers) to maintain parks and open spaces and ensure that members of the public can enjoy these places safely.

open space need not be highly manicured and labour intensive. they need to be reasonably cared for and tidy ,clean and welcoming. greenliness is peacefulness

if a space is well kept by the Council, then the users of the space will treat it with respect and this usually means that it maintains the standard set by the Council.

PARK WARDEN PRESENCE OR OTHER COMMUNITY SAFETY OFFICER TO ENSURE SAFETY AT REGULAR INTERVALS

We need some seats in parks but not cafes. A clean well maintained, not manicured space is all we need. Brook Farm open space is ideal for me.

It is important that the facilities are maintained and not just left dirty or taken away when they are broken.

safe access. my nearest park new Southgate recreation ground has narrow pavements and fast traffic. I am scared to go there

it is important that there is supervision in parks ie park keeper to ensure safety and behaviours of park users

An efficient Parks maintenance system, to maintain flowerbeds, grass area, edges, paths, etc.

The parks show be well kept and looked after from a grounds maintenance perspective

Mobile Parks police to insure parks seem a safe place to visit and enjoy

water way maintenance

visible staffing

Well maintained

Maintained grounds

Parks should look pleasant

Facilities / Services

There need to be facilities for different types of disability. Thus we need: Toilets for the disabled, non-trip footpaths outside but leading to the park entrances, Seating arranged in different ways: strung out along a path as well as in a group for people to face each other and chat. The latter arrangement close to an entrance and clearly visible to all who enter the park, thereby discouraging vagrants from occupying them.

friary park is an oasis of a park. I have been coming here for over 50 years and have seen many changes for the worse. the lake, band stand and the beautiful house have either been taken away or not used. let us keep what is still remaining for the community - the house can be a wonderful focal point for us all

"A café or refreshment kiosk encourages people to enjoy the park.

A community building is valuable, to enable a meeting place and community facilities like a nursery school."

Develop a place to meet for free! Friary park has a very sad and expensive café, the locals have no area to meet and talk

parks should differ, one from the other, not all be the same. Woods in one, tennis courts in another

safe places for people with disabilities- dog free areas sensory gardens places to lie down on the grass

trees for shade, outdoor gym facilities, dog facilities

adventure playground. ponds. tuk shop.

Kids area

Playground, cafe

Refreshment

Areas for bees and areas for people to have the same standard of outside space not relevant to income

I think its important to have variety and to have lots of different types of open spaces - not just one.

Biodiversity

Areas for bees and areas for people to have the same standard of outside space not relevant to income

I think its important to have variety and to have lots of different types of open spaces - not just one.

Wildlife should be encouraged on or in water features such as ponds, streams etc

it is important that management of open spaces helps increase biodiversity and wildlike

protection of wildlife and birds - bird. bat boxes etc

Health

Edible planting as well as typical planting and flora. Environment for fauna to populate

Spaces for people to grow food

Social

MAKE PLACES FOR COMMUNITY ACTIVITIES, NOT JUST RECREATION, BUT OPEN AIR DRAMA, MUSIC THAT LOCAL SCHOOLS CAN USE

There should be dedicated spaces for local organisations to use for the benefit of many eg band stand, performance area

That they are appealing to all age groups so include young people in order to keep them active and occupied

Free activities for children/ families. Eg. Organised football/ picnic

We need to keep the mix of parks in Barnet - some just open spaces and some with cafe, toilets etc.

It is an important place to meet with your friends and to make new friends.

Easy access to groups who actively make the park better

community space to showcase local talent

TO BE FREE to use!!!!

Venue for community events

Sports/Play

Sports facilities have too often become a target for economies of investment. This should be resisted. Bowling clubs, tennis courts fit for use as regards nets and surfacing, good football pitches and fitness equipment must be maintained and not neglected.

Good quality tennis courts, other sports courts e.g basketball, all weather outdoor table tennis tables, 5-a-side football pitch. Floodlights for all these.

Sport pitches should be of a good quality and maintained all year round

Good quality play areas for children of all ages

ponds, game areas for football. tennis courts and basket ball court

Children's play areas, for both young and older children

"Children playground

Fitness facilities

childrens play equipment

Access for cycling

Access for cyclists,

Education

For Nature Reserves a set of headphones linked to a GPS system can give information about the different areas or features in which visitors find themselves."

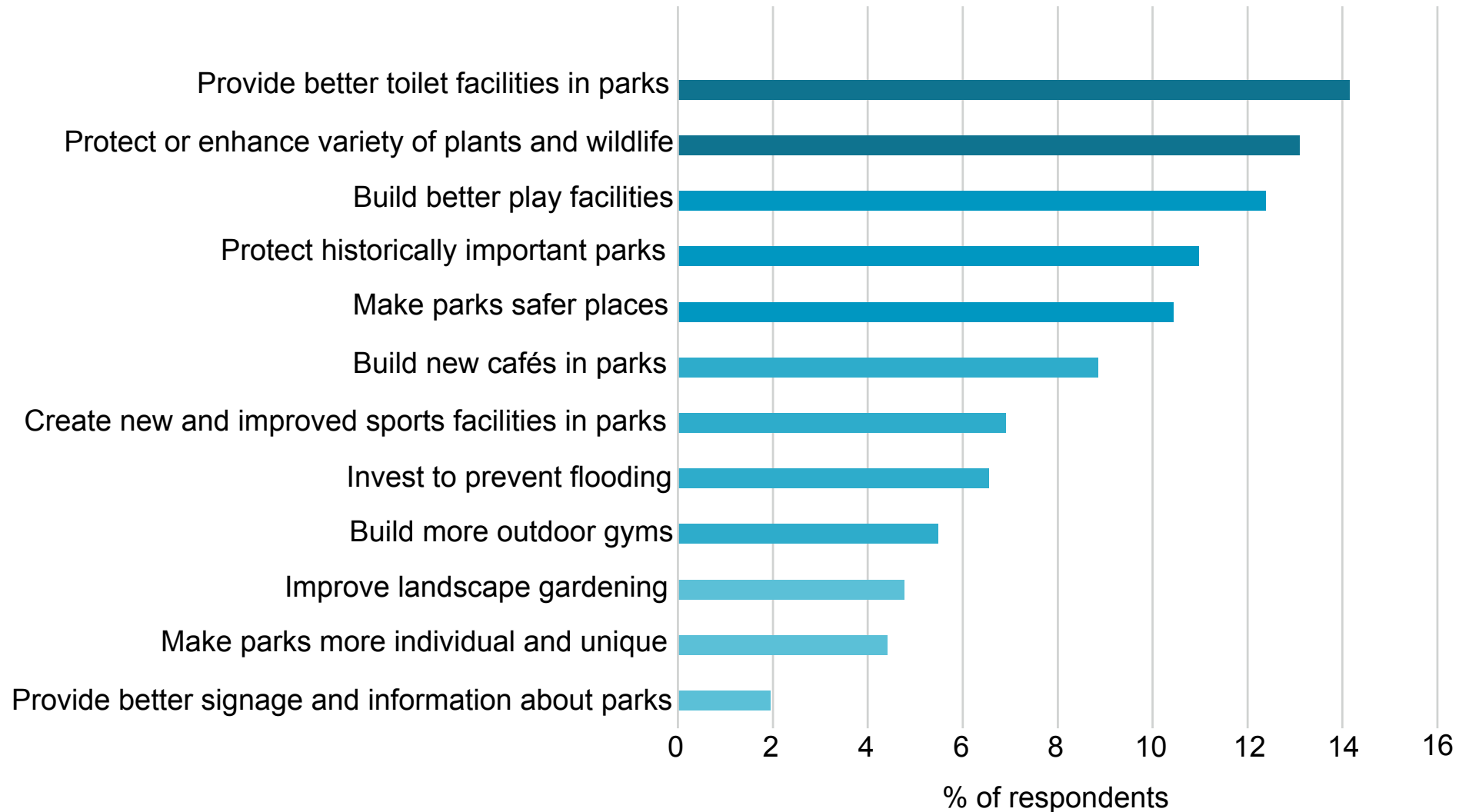
Notice boards could include information on birds, wildlife & plants, when different varieties flower, etc

Other

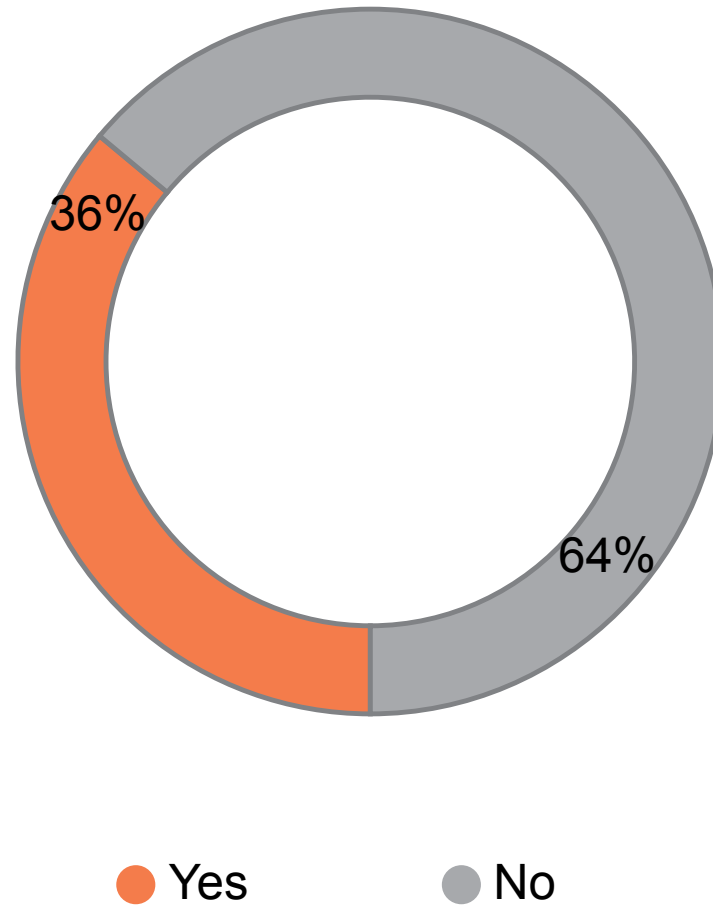
The Questionaire questions are very misleading. Items should be listed separately and not all together in one question.

This is very misleading and a sham for those who have taken the time to answer the questions "

Q12. Looking at the list below please indicate which of the following are most important to invest in?



Q13. Are there any other areas of investment in parks/open spaces that that you think we should consider?



Q14. Please list the other reasons that you think we should consider for investment in parks/open spaces

Maintenance/ Safety

Invest in staff training to improve knowledge and maintenance skills

More officers patrolling the parks

Entrances, paths, rubbish bins and benches

“More bins. They’re usually overflowing on every nice weekend, making the parks disgusting.
More sports opportunities for teenagers (decent skateparks, basketball hoops)”

Keeping parks well maintained and clean encourages people to use them more, take better care of them, and makes them feel safer. As such the day to day maintenance is an investment in the park’s future.

Maintain facilities better

provide better maintenance . repair fencing, attention to trees removal of dead and dangerous branches

Education

invest in use of open spaces as educational resource for children (adults) to learn about wildlife and biodiversity

Use as educational facility for children and young people

Parks as a horticultural resource and training ground for future gardeners

Teaching areas and interpretation boards about the local plants and animals.

Ability to create or take part in local park-based activities & communication eg notice boards for park users/locals to use, encourage local people/children/schools to form groups to visit/clean up/help garden in parks

investment in open space and their influence on children (of all ages and background) is vital. The more difficult the child is the more we should all persevere and the more important it is not to deprive local areas of greenness that could be got into and experienced close up. Children who learn to love natural open space in nature turn into adults who love and care for their surroundings and environment. we need them. the investment is incalculable.

Facilities/Services

Invest in keeping them free entry!

Defining the varying distances to the exit gates to parks.

Rain shelters

bring back the band stand, bring the house back to life! give us a better café - I know many Italian families that can give us better coffee and service at community prices. let community focus provide inclusive community activities at the house. I am fed up with seeing Asian men playing cards and Asian women look miserable through the windows in the house. they do not invite us in, they are very rude and do not help integrate into the friary park community. I know that I am moaning, but enough is enough. we live and use the park on a regular basis. the café is badly run. there is a community charity in the house that needs help to provide community activities - music, art, pottery that we can all join in. help them! their name is community focus and they want to serve the community, so let them do it. there are many who would welcome more activities within the house, not all of us can skateboard or use the gym anymore!

Available parking. Not all visitors can walk to the park, but they enjoy visiting open spaces.

The growing obesity crisis could be halted if people exercised more and they need open space to do this. We don't need manicured areas just a reasonably safe place with perhaps an automatic toilet as normal toilets are vandalised. As to growing flora and fauna, that can be done in allotments or gardens if you have one.

facilities for all ages

Environment

reduce litter

Assist in the regeneration of ancient woodland where appropriate

Food growing spaces

Dog

PREVENT DOG FOULING AND LITTER WITH LITTER & DOG FOULING WARDENS. DOGS ON LEADS TOO.

Secure dog training areas

Social

Turning unused spaces for community use. Changing spaces in parks for different sports eg field for football all year round field for cricket. Organising and making it easier to host family events in park eg having areas for picnic area which can be hired out like in other areas. Using buildings for other usages such wildlife education centres

“greenhouses/aviaries.

community run shop/greenhouse selling seeds, cuttings, compost, drinks”

Encourage with public investment annual festivals. It is unnecessary and detrimental to the health of the borough that institutions such as the Friern Barnet Show should have been allowed to crumble, principally because of financial lack of investment. Barnet Council professes to Put The Community First. It too often fails to meet this aspiration.

At Friary park is a historic house which is used by Asian groups who eat and play cards. They are bused in, while we do not have use of this! Why? A community building should be for all the community. Investment should be directed at making this house a community focus for the majority and not minority groups who are not representative of our local area. This house is within an open space and can enhance, provide safety and be for community use, run by a community/charity to respect the needs of the residents living in Friary park area.

utilise existing buildings for community use

Parks benefit from a strong community presence

USE WHAT IS EXISTING! FRIARY PARK HAS THE HOUSE - NEEDS TO BE USED FOR THE COMMUNITY! GIVE IT LIFE, LET US ALL ENJOY IT. MAKE IT SAFE AT NIGHT SO CAN BE USED ALL THE TIME - COMMUNITY, VIBRANT.

Make better use of any existing buildings to be turned into community use and financial assistance to be given to the community to run and manage this

encourage facilities which families can do together. develop facilities to keep bored adolescents active eg skateboard parks, basket ball parks

It is really important to protect parks/open spaces to ensure they are there for the whole community to enjoy at all times. They should not be used to make profit.

Sports/ Play

Provide better through routes for cyclists

Give through routes to encourage cyclists - very good example in Arnos Park (Enfield) part of Pymmes brook trail which also goes through Oak Hill Park

Floodlights for sports eg tennis , basketball, 5-a-side football

“Running, cycling, walking should be promoted, natural outdoor activities as opposed to just building more concrete facilities ... promote gardening, etc tai chi etc t Lessons on park grass”

Advanced exercise equipment

I want to emphasise how important children’s play areas are for the success of a park.

consider cycle routes through parks - mixed cycle and pedestrian parks can be problematic. cycle paths should not damage the natural feel of some park areas but a good network of away roads cycle paths would be great

cycle routes (clearly separated from pedestrian routes). Cycle stands.

if we had a parks team in sports ie cricket, football, tennis , adult and youth team and playing between the parks leagues then more people use the facilities but keeping lots of park space open for peaceful visit

play for older people with disabilities

OTHER

all of the above

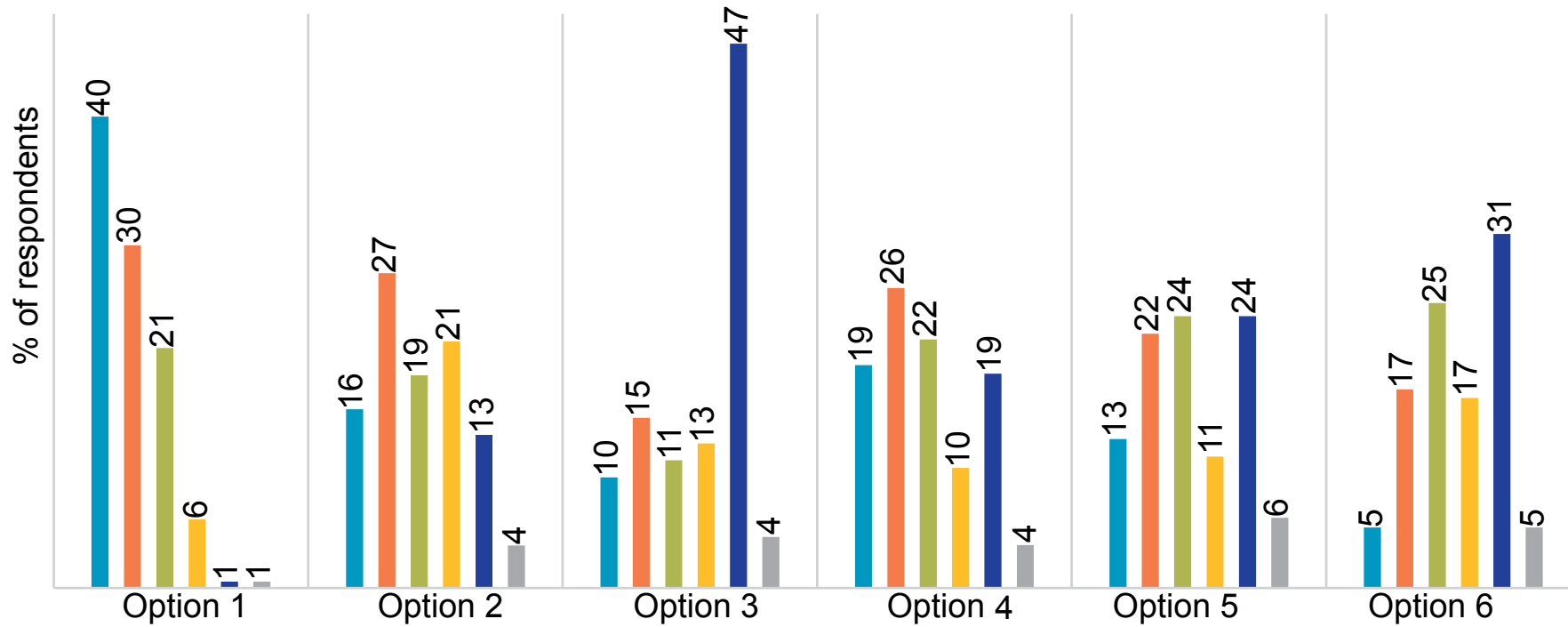
“All 12 or so of your options are admirable - but each park offers different features. So an outdoor gym is highly desirable in a traditional park - ef Friary Park. But it would be completely wrong to have it on a Nature Reserve eg the Glebelands LNR.

Preserve a sites historical features - yes great - but if a site doesn’t have any then it becomes irrelevant.

You need to look at the merits within each park and discuss these 12 options with local residents.”

Q15. To what extent do you agree or disagree that the council should explore further each of these possible options?

● Strongly agree ● Agree ● Neither agree nor disagree ● Disagree ● Strongly disagree ● Don't know/Not sure

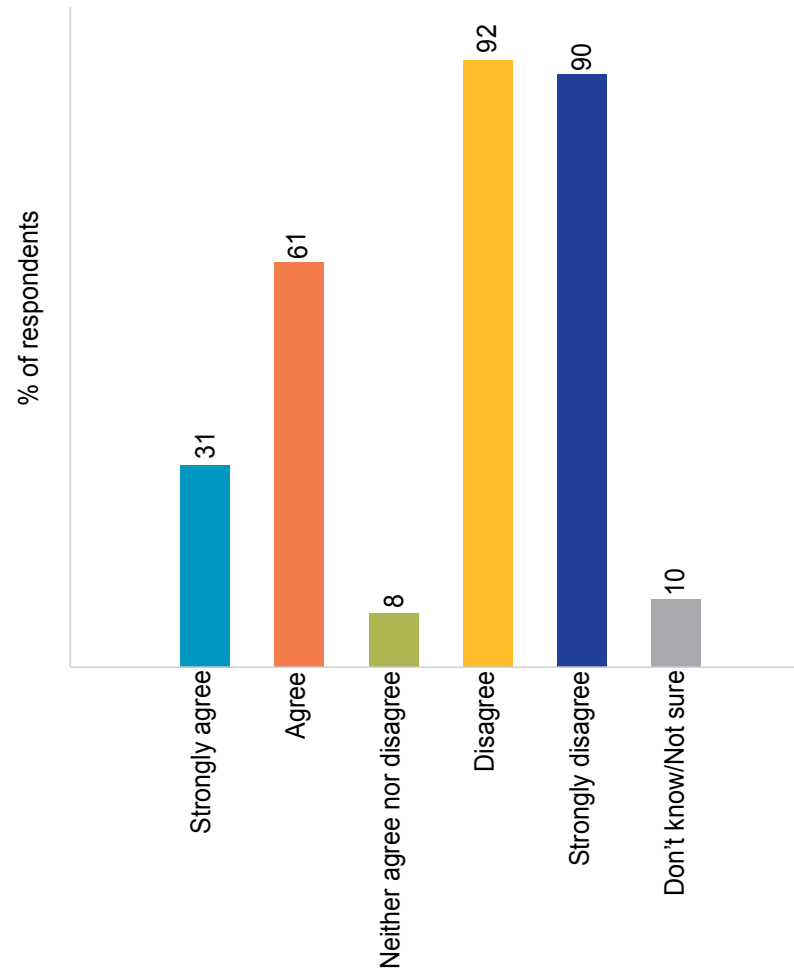


Option 1	The council continues to directly manage parks and open spaces. Continuing as a council-run service with the potential for some minor improvements that will depend on the funding availability and expertise of the team to deliver. - Strongly agree
Option 2	The council joining with neighbouring boroughs to manage parks and open spaces across a broader area. Enabling management on a larger scale to be more efficient whilst taking into account the different priorities and approaches of the council
Option 3	The council entering into a long-term contract to manage our parks with a private-sector company who specialise in looking after parks. They would be monitored by the council to make sure the service was effective and of high quality.
Option 4	Creating not-for-profit Social Enterprises/Partnerships to manage some of the borough parks independently of the council. They would focus on doing positive things in the local community. This has worked at a smaller scale in individual parks
Option 5	Creating a formal independent trust to manage some or all of our parks and open spaces independently of the council. They would be given a sum of money to manage over a period of time, but would still be monitored by the council.
Option 6	Creating town centre improvement districts where local businesses and residents would make a financial contribution to the management of parks and open spaces in their area, as they directly benefit from them by being near them.

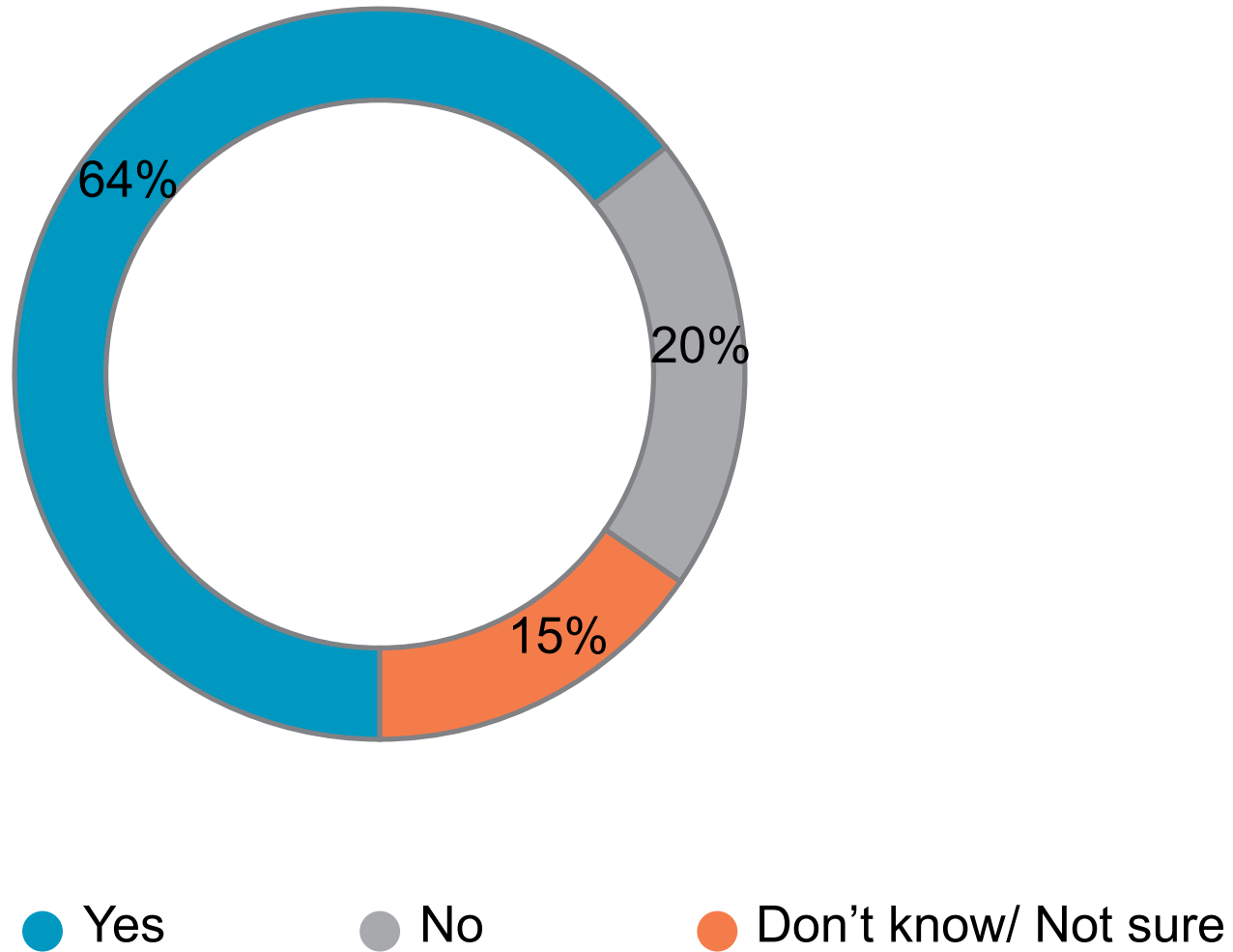
Q16. Having read the different options for the management of the parks in Barnet, to what extent you agree or disagree with the following?

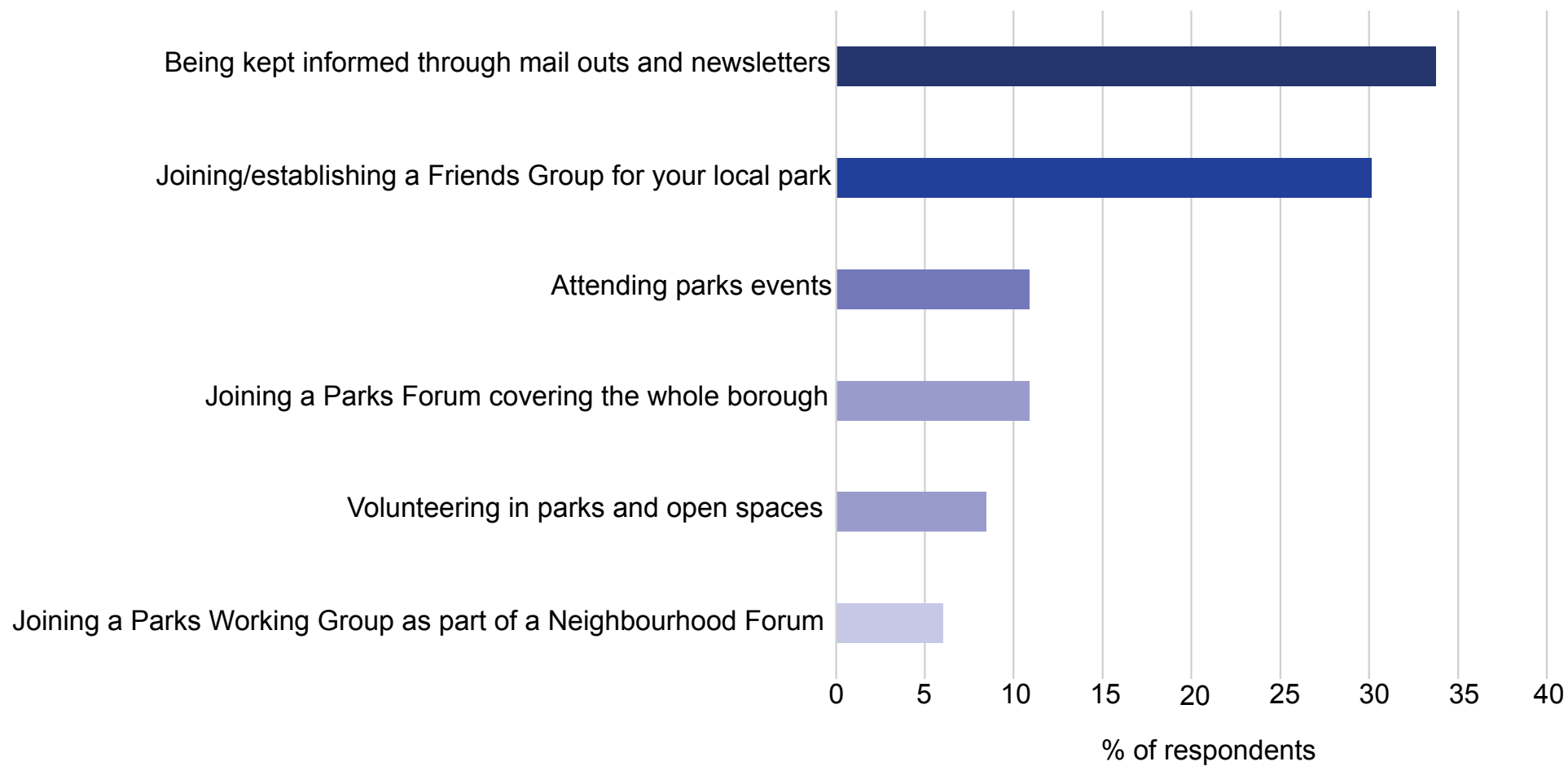
Q16. Having read the different options for the management of the parks in Barnet, to what extent you agree or disagree with the following?

"As long as there are still good quality parks and open spaces in Barnet it does not matter to me who manages the service."

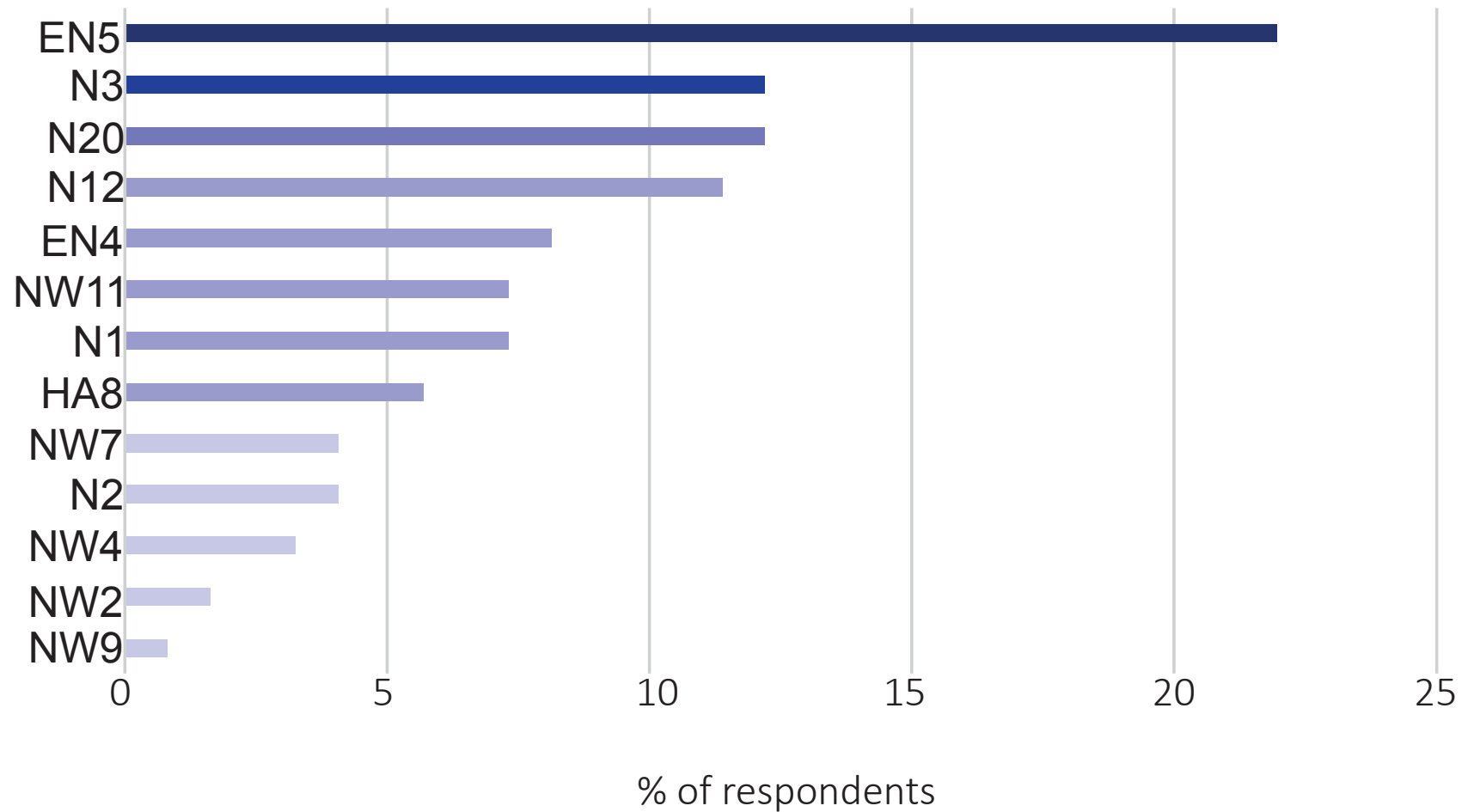


Q17. Would you like to be involved in future discussions around this?

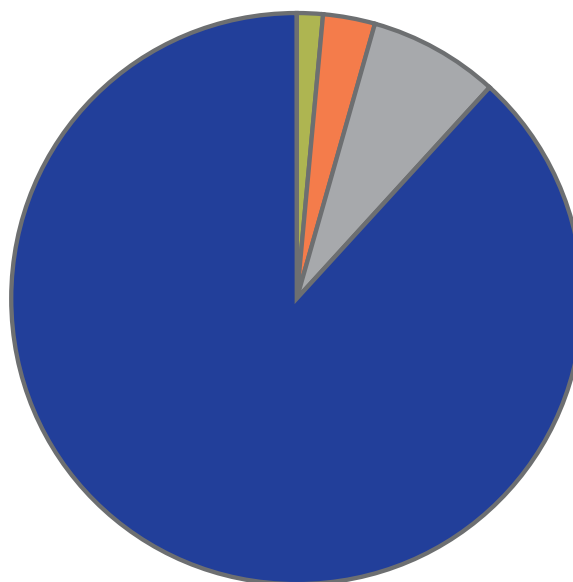


Q18. Would any of the following ways to get involved be of interest to you?

Q19. So that we can analyse the findings by different locations in the borough, please can you provide your post code ensuring you exclude the last letter (excluding the last letter of your post code means that we will not be able to identify your address and your questionnaire responses will remain anonymous)?



Q20. Are you responding as a:



- Barnet business (0%)
- Barnet resident (88%)
- Other (1%)
- Representing a voluntary/community organisation (7%)
- Representing a public sector organisation (0%)
- Barnet resident and business (3%)

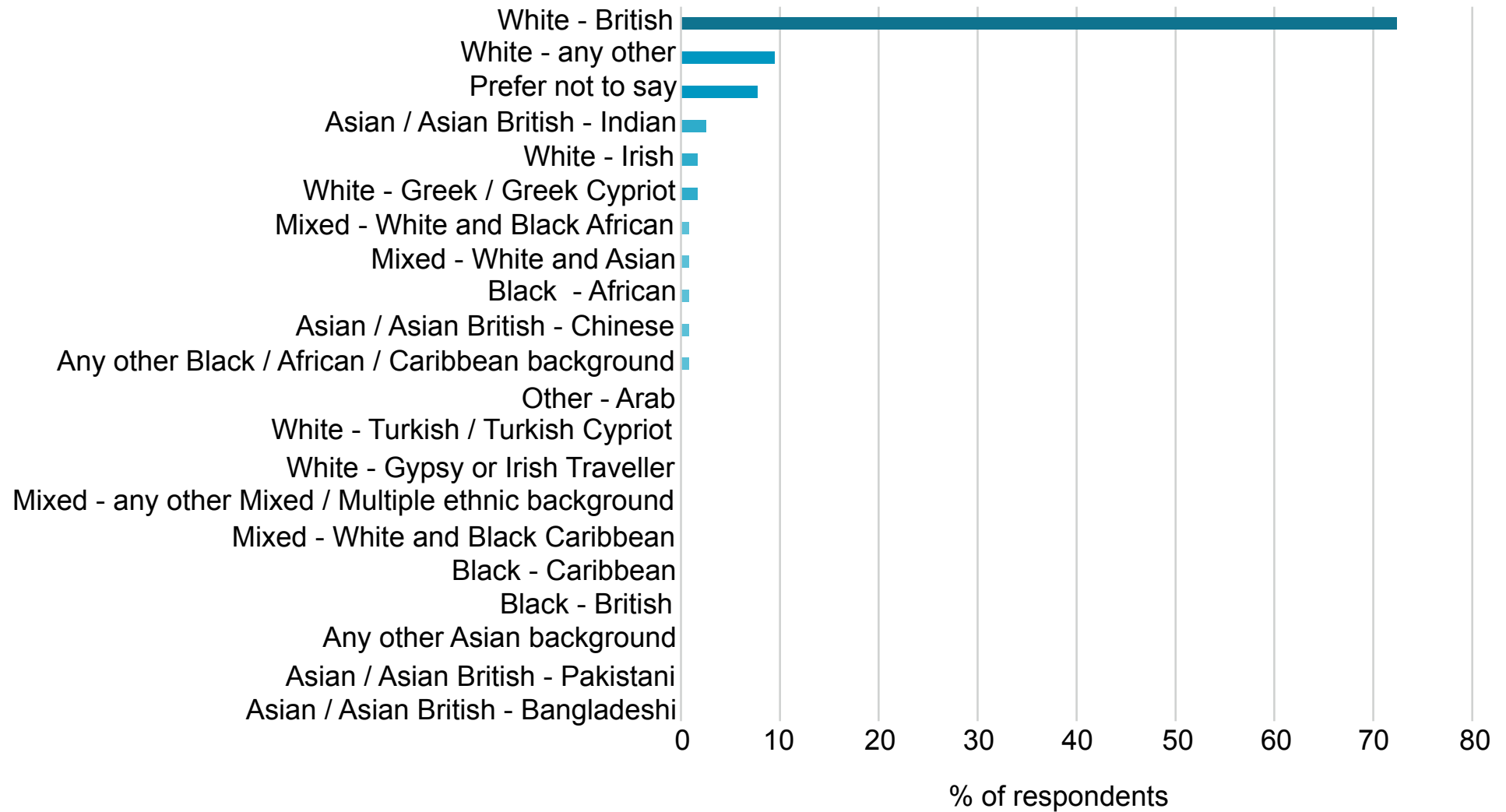
Q21. Please specify the type of stakeholders or residents your community group or voluntary organisation represents:

Q21. Please specify the type of stakeholders or residents your community group or voluntary organisation represents:

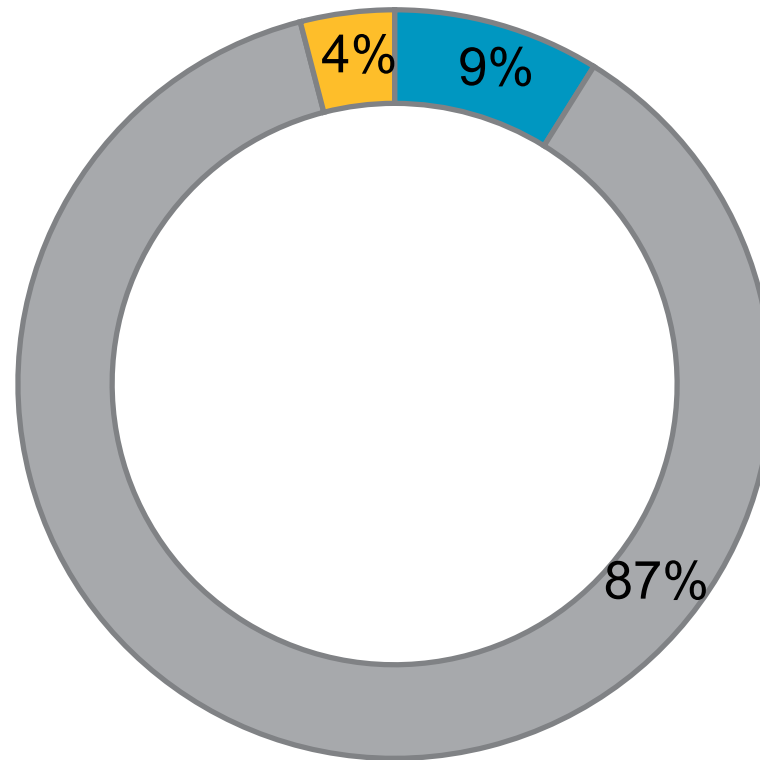
- A charity for disabled people in Barnet
- A wildlife conservation group in Barnet
- All local residents - adults, young people and children
- All members of the community with an interest in wildlife and biodiversity
- Disabled
- Hampstead Garden Suburb Residents Association
- LBB, Trusts, Foundations, up to 2000 community members
- Local park users
- NW LONDON RSPB GROUP
- Sports players and spectators & Residents & Sports club

Q22 please specify the type of public sector organisation you are representing - No reported responses.

Q23. What is your ethnic origin?

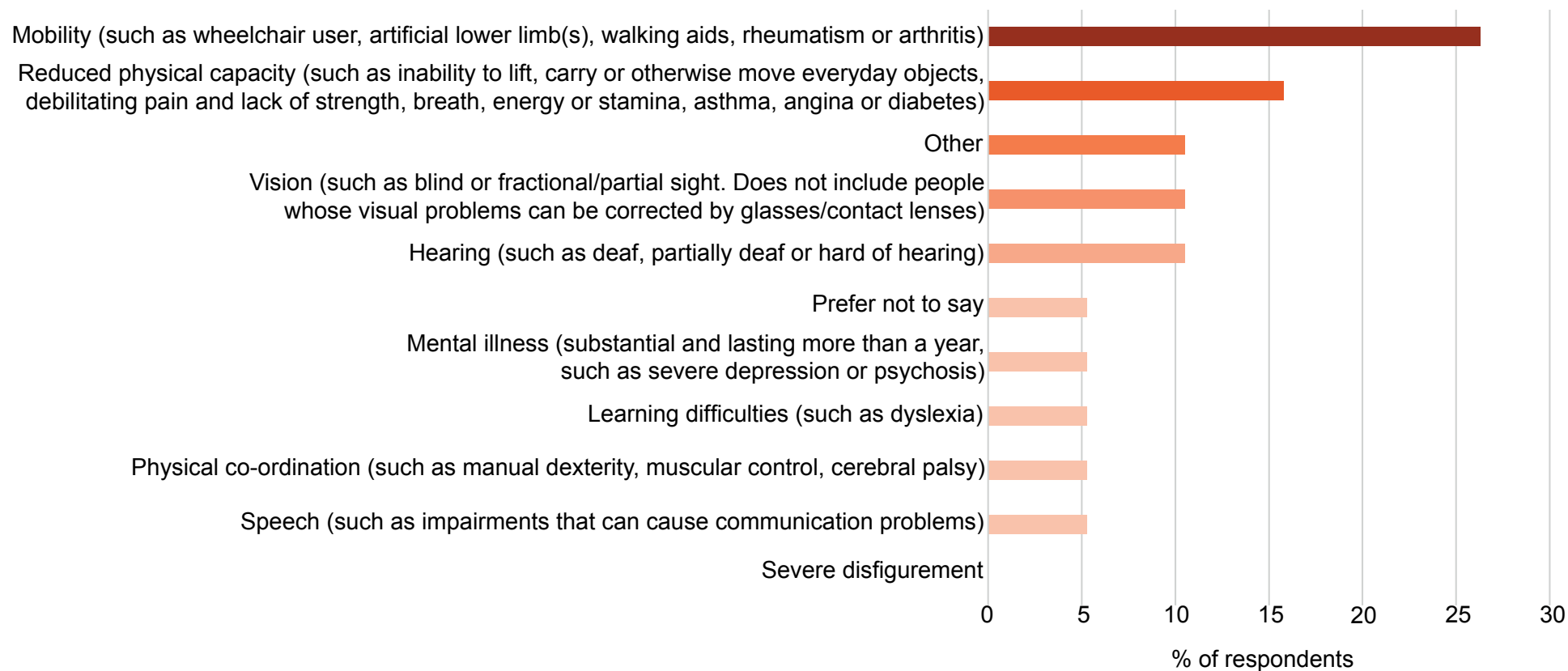


Q24. Do you consider that you have a disability as described above?

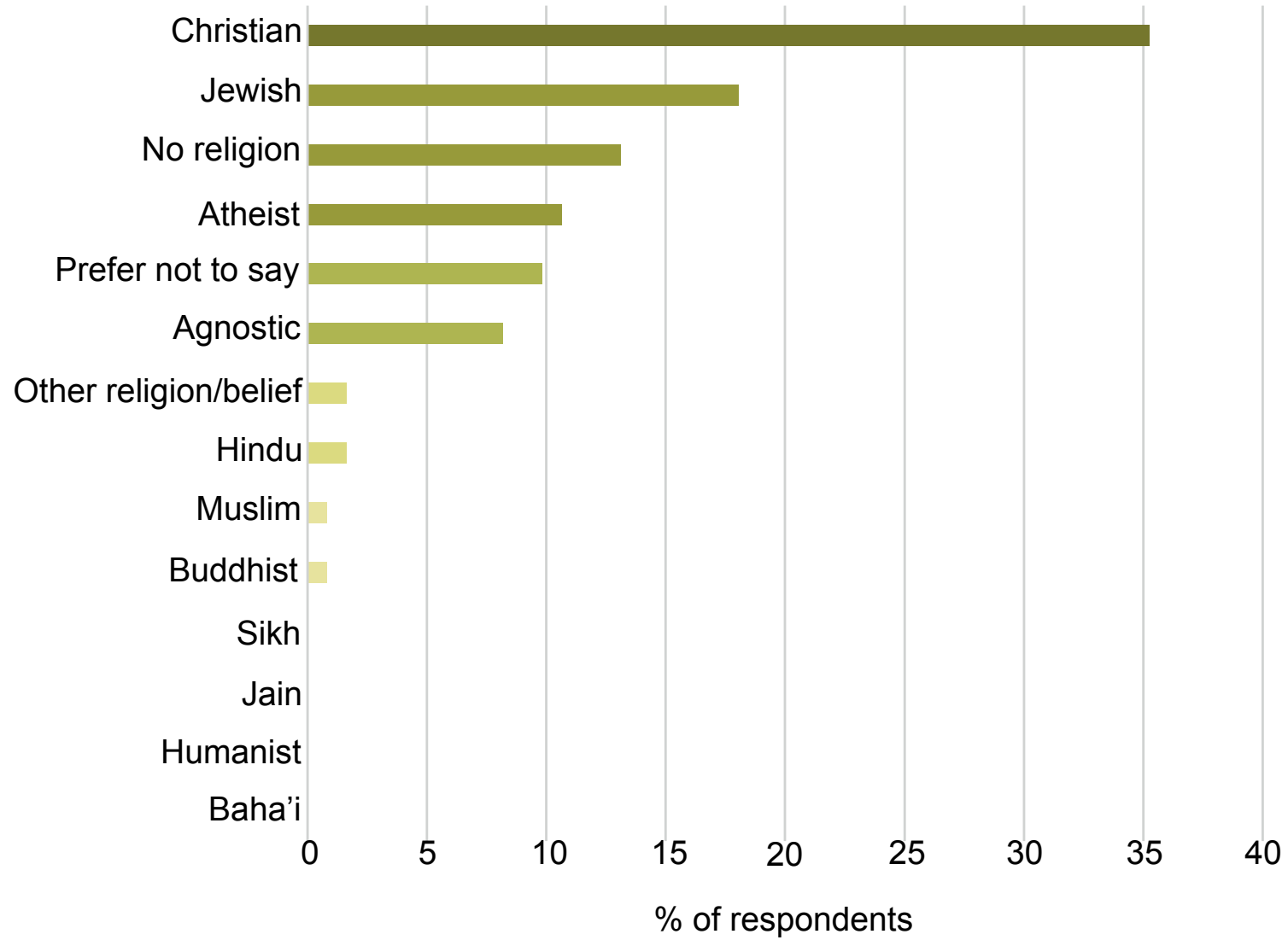


● Yes ● No ● Prefer not to say

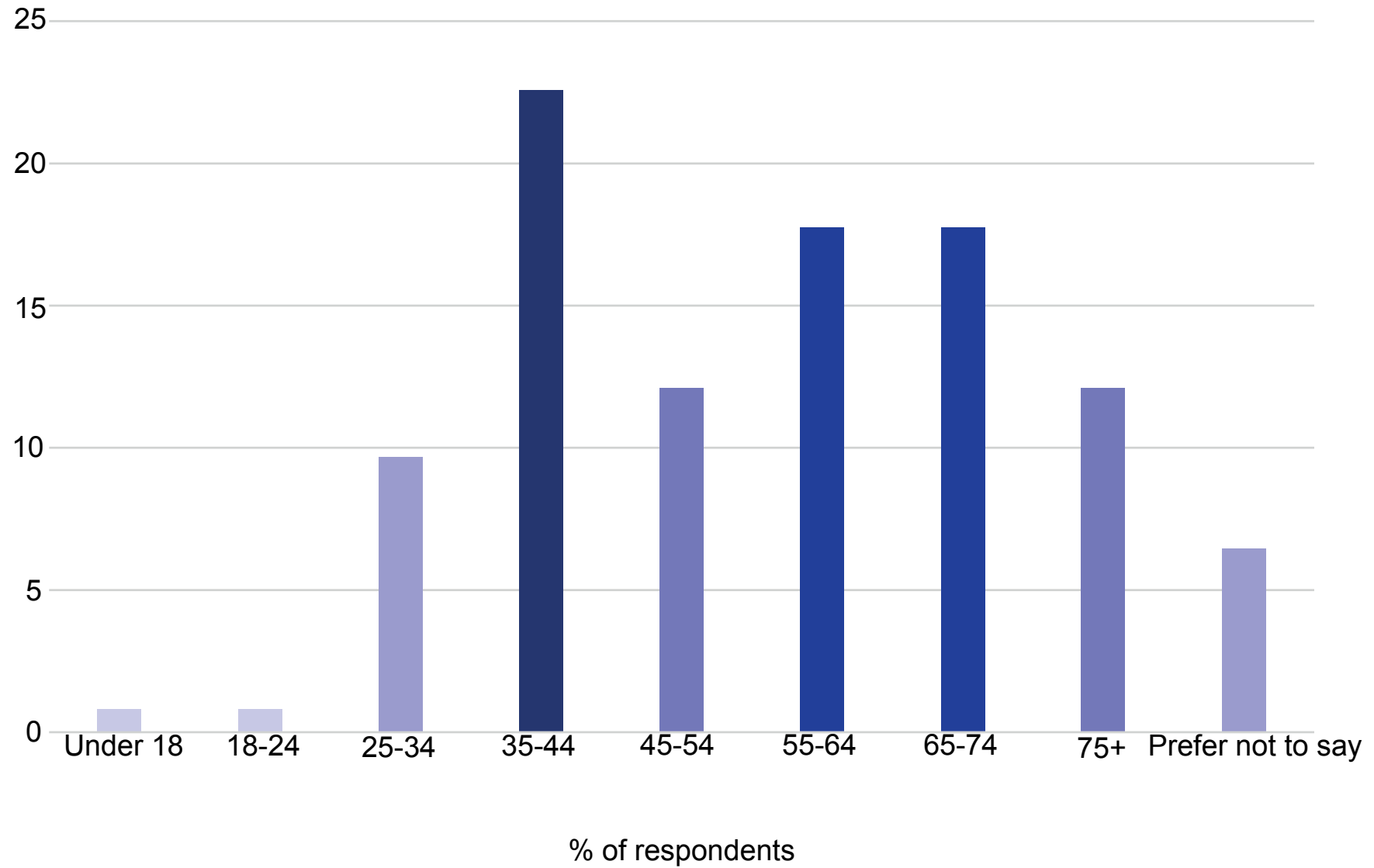
Q25. Please select the definition/s from the list below that best describes your disability/disabilities:



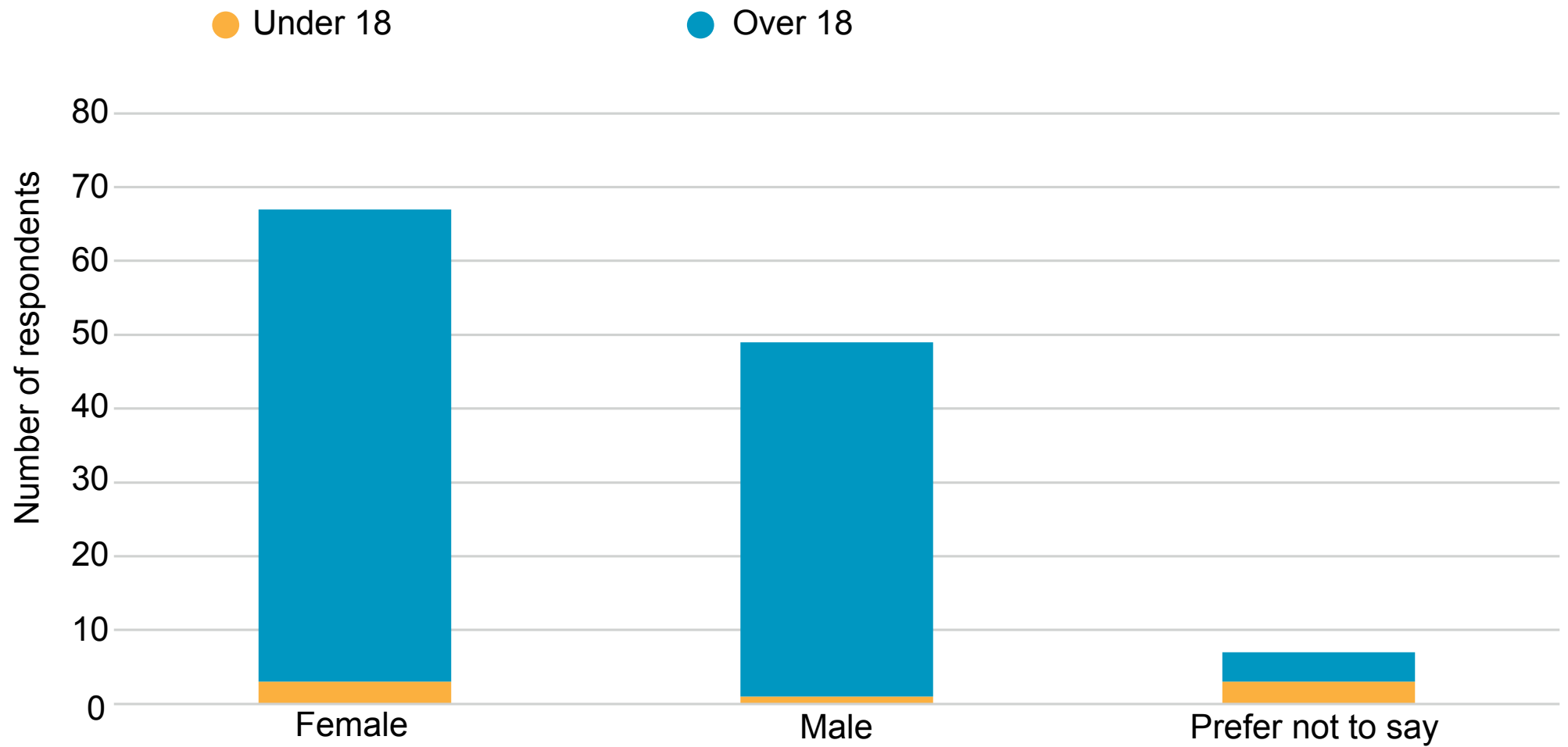
Q26. What is your religion/belief?



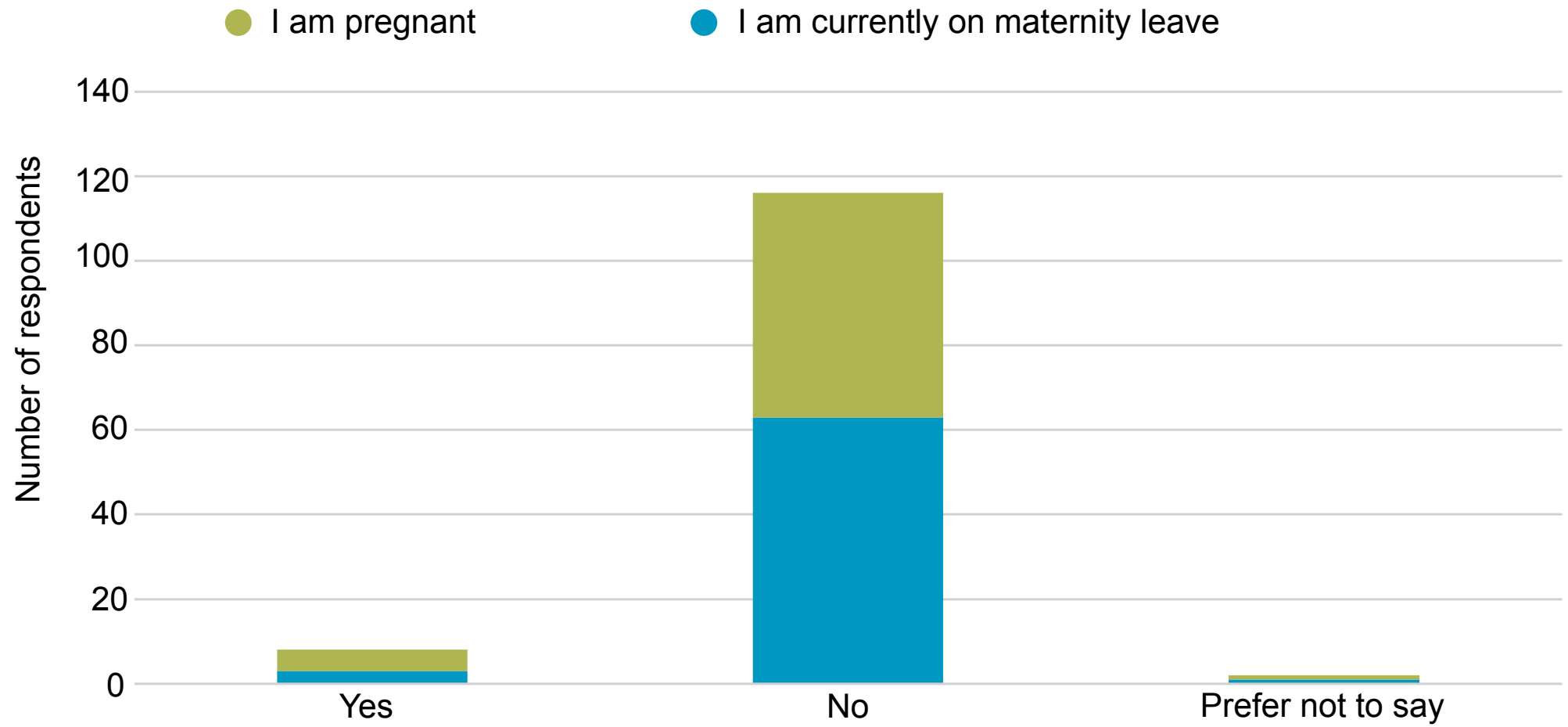
Q27. In which age group do you fall?



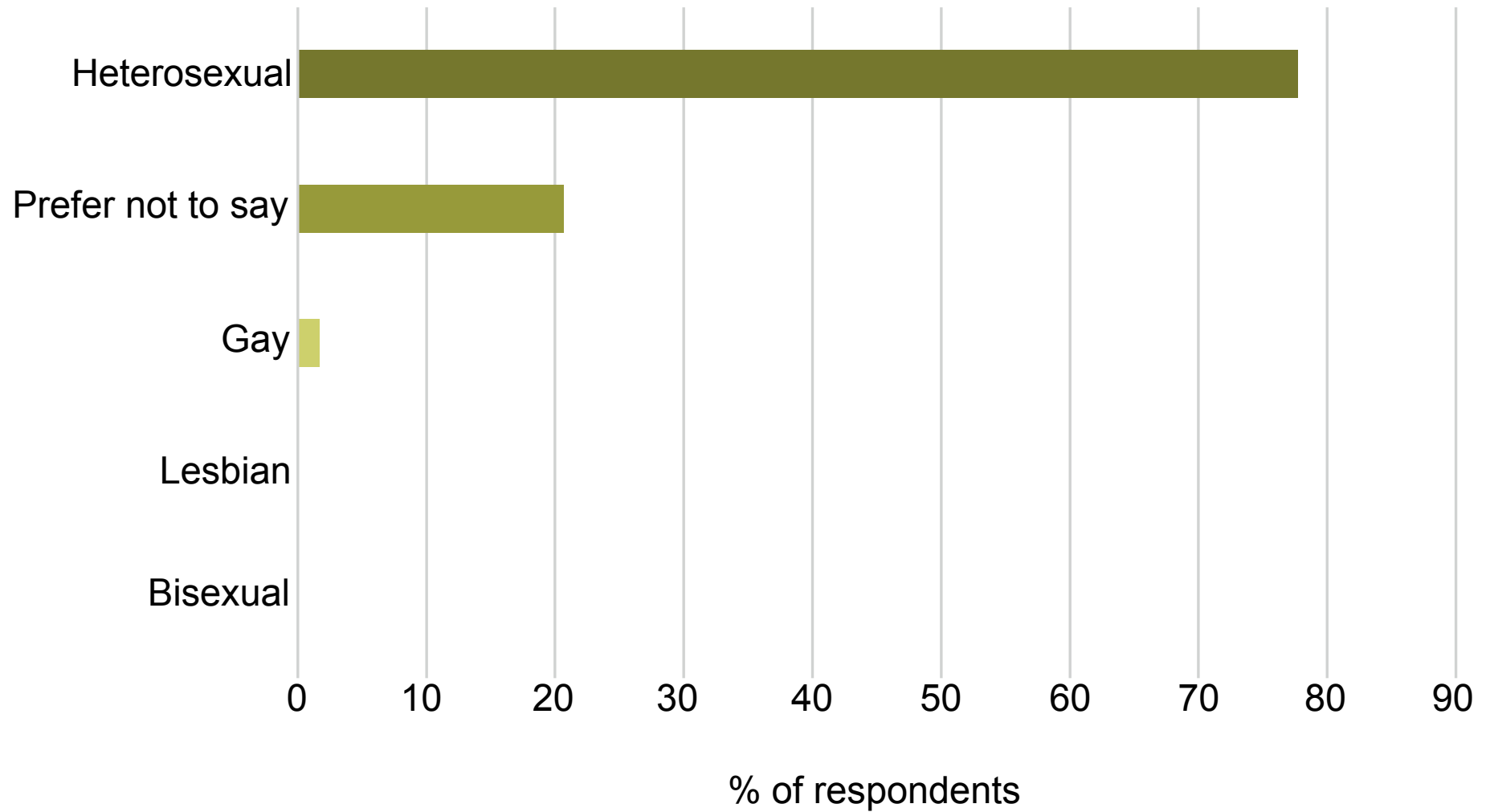
Q28/Q29. Are you:



Q30. Are you pregnant and/or on maternity leave?



Q31. What is your sexual orientation?



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Detailed Open Spaces

	Action
1	To investigate the potential to meet the All London Green Grid (ALGG) aspiration for a new Regional Park within Barnet by 2026
2	To plan the development and investment in the borough for the creation of at least 1 new district park and 13 new local parks utilising planning and other services by 2040
3	To support the Development of the Green Infrastructure Supplementary Planning Guidance by 2018
4	Pitch strategy with the Parks and Open Spaces s
5	To ensure that the 2017 Local Plan review considers and supports the Parks and Open Spaces Strategy by 2017
6	To deliver the approved parks and open spaces improvements planned for Brent Cross, including re-naturalisation of the river corridor, transformation of Clitterhouse Playing Fields, delivery of new town squares and re-landscaping of existing local parks by 2026
7	To deliver new investment in the parks and open spaces of Colindale and Burnt Oak associated with the Regeneration Programme, including improvements to Montrose Playing Fields, Silk Stream Park, Heybourne Park and, Colindale Park by 2021
8	To deliver improvements to the Brent Reservoir SSSI associated with the West Hendon Regeneration Scheme, and improvements to the West Hendon Playing Fields by 2018

9	To identify pilot sites for Business Improvement Districts or Neighbourhood Improvement Districts in order to identify partnership and funding opportunities for local parks by 2018
10	Develop design guides for parks and open spaces to ensure identity of local area and promote entrepreneurial activity by 2020
11	To create, facilitate and promote locations for meanwhile activities and uses for those in local areas by 20250
12	To work with partners to create a framework to promote a or Barnet's night time economy in appropriate public spaces such as pocket parks within/adjacent to town centres by 2017
13	To review future funding and governance options pilots to explore feasibility of the viability by 2018
14	To create opportunities for structured career progression through contract partners, delivery partners, graduate schemes and apprentices by 2017
15	To work with partners to assess opportunities for flood risk management in Barnet's river valleys by 2017
16	To work with partners to identify opportunities to address water quality in Barnet's river valleys and develop a programme of targeted activities and investments by 2019
17	To work with partners to enhance bio-diversity in river valleys as well as other parks and open spaces to improve awareness, education and recreation by 2022
18	Pursue opportunities to complete the delivery of the All London Green Grid Dollis Valley project, by 2025

19 To identify opportunities to develop and promote the borough's walking and cycling network, including school travel plans by 2017

20 To ensure measures to promote biodiversity and enhance the ecological quality and interconnectedness of the borough's greenspaces are included within all capital investment projects from 2016

21 To develop proposals with partners to protect and enhance the habitat types and values in parks and open spaces by 2018

22 To Identify locations for tree planting across the borough with a focus on:

To Commit to recycle 25% of waste produced within parks and open spaces by 2017 and recycle 50% of waste by 2020

24 To create a high quality distinctive local programme to upgrade the borough's playgrounds and ensure the inclusion of all schools by 2019

25 To Identify educational establishments in close proximity to parks and open spaces and selectively pilot school use of these spaces, in particular focus on forest School learning by 2017

26 To Identify funding for the development of KS1 and KS2 school packs related to local parks and open spaces by 2018

27 From crime statistics identify opportunities to address community safety issues by 2017

28 To identify sites with the potential for tranquil 'dog-free' areas or special needs to meet with a wide range of mental health requirements, Trial implementation by 2018

29 To create a framework to encourage communities to feel ownership for and activate their local open spaces by 2020

To Support the development of a 'Barnet Parks Friends Forum' to create a broader community
30 , a network for sharing learning and ideas
around parks and open spaces in the borough
by 2016

To assess parks and open spaces against
31 accessibility standards set out in the Accessible
London Supplementary Planning Guidance by
2017

32 To Develop a stronger volunteering culture
associated with local open spaces, from 2017

To identify specific parks and open spaces
33 opportunities that can help tackle priority
public health issues, such as obesity, diabetes
and smoking from 2016

To pilot social impact bonds for parks targeted
34 at securing the investment for improvements to
parks facilities/ services that will achieve health
outcomes by 2020

To identify Sites and partnerships where health
35 outcomes and informal and formal physical
activities can work in tandem to enhance and
promote health and wellbeing by 2020

s strategy Ation Plan

Details	Priority	Economic Outcomes	Social Outcomes
<ol style="list-style-type: none"> 1. Understand the ALGG requirments 2. Review the political appetite for Regional park 3. Scope out the Implications for regional park on barnet and how it may help delive the goals of the strategy 4. Review what Funding will be needed for a regional park 	3	Yes	
<ol style="list-style-type: none"> 1. Liase with other departments to review the best strategy locals for the parks 2. Cary out option apprasial to acess the the locations of parks 3. Liase with planning and regeration deparments to secure future sites 	3	Yes	
<ol style="list-style-type: none"> 1. Work closely with Strategic planning in developing a Green Infastructure guidance 	1	Yes	
<ol style="list-style-type: none"> 1. Ensure the emerging pitch strategy aligns with POSS. 2. Work with team/ sit on board/ check final report 	1	Yes	
<ol style="list-style-type: none"> 1. Work with colleagues to ensure statgey refrenced 	1	Yes	yes
<ol style="list-style-type: none"> 1. Coordinate with colleagues in planning/ regeneration/ parks 2. Input into design and management 3. Liase with other agencies such EA, Thames 21 4. Stakeholder engagement with public, partners and interested parties 	2	Yes	yes
<ol style="list-style-type: none"> 1. Develop the brief and engage team to deliver technical aspects of design 2. Enagement with all ineterested parties 3. Construct the scheme 	1	Yes	yes
<ol style="list-style-type: none"> 1. Liase with Brent catchment partnership 2. Engage consultants 3. Engagemnet with all interested parties 4. Deliver s 	2		

1. work with entrepreneurial Barnet 2. Plan work schedule with Town Centre managers 3. identify partners 4. identify funding	3	yes	
1. Understand requirements 2. Engage design consultants 3. Develop criteria, guides 4. Engagemnet and consultation	3	Yes	yes
1. Understand requiremnets 2. Identify lists ofocations and identify uses 3. Identify local groups that wish to partake 4. deliver	3	yes	yes
1. Work with entrepreneurial Barnet to explore relevant nigh time uses 2. explore café leases and requirments 3. explore empty buildings and possibilities with local community	3	yes	yes
1. explore viable pilots for each option 2. get agreement on each option 3. set up pilots	3	Yes	yes
1. Liaise with skills and enterprise team 2. understand scope within parks service	3	yes	yes
1. Assess parks effected 2. Discuss requiremnets with Environmnet Agency 3. underatke any river corridor assesments	3		
1. Assess parks effected 2. Discuss requiremnets with Environmnet Agency 3. Discuss with Brent Catchment Partnership/ Thames 21 4. Develop programme	3		yes
1. develop list of available partners and approach 2. develop programme of eductaion and awareness 3. Deliver the programme	3		
1. Upstream - the quality of the river corridor and footpath network in the Upper Dollis Valley particularly linked to the Dollis Valley Regeneration Scheme. 2. Downstream - improving the quality of the river corridor to Brent Reservoir	3		

1. Overlay existing travel plans with corresponding parks to ensure the best opportunities are being met	3		yes
1. Assess the current capital investment plan for opportunities 2. Contact the project owners and highlight any further opportunities for biodiversity/ ecological enhancement	3		
1. Identify any habitat types in parks 2. Develop proposals and discuss with relevant partners	3		
1. Committing to a programme that involves a net gain in trees across the borough 2. Strengthen quality of landscape through planting avenues, tree groups, woodlands 3. Address tree planting to counter urban warming particularly in south 4. Tree planting near major roads	2		
1. Benchmark current data from green spaces 2. Review alternative disposal methods and costs 3. Implement changes	1		
1. Identify parks that need playground upgrade 2. Design improvements/ engage consultant 3. Specify, tender and then construct	2		yes
1. Identify schools 2. Discuss school requirements with head teachers 3. Pilot any changes	3		yes
1. Identify funding 2. Develop information packs so schools can use parks more and benefits	2	yes	yes
1. Study crime statistics and requirements 2. Liaise with community safety 3. Implement recommendations	1		yes
1. work with colleagues to understand which parks have scope for quiet areas 2. understand mental health requirements 3. work with local groups to see if feasible 4. implement pilot	3		yes
1. remove barrier so the planning for local events on parks 2. remove barriers to the planning of local events of Parks	3		yes

1. identify existing and potential groups 2. set up forum with head of terms	1		yes
1. understand requirements 2. undertake assessment to ensure parks meet the requirements	2		yes
1 Working with local businesses and public sector partners to develop Corporate Social Responsibility (CSR) in 2018 2. Opportunities and models for encouraging volunteering in parks and open spaces in 2017 3. Identify pilot sites for Barnet's emerging Community Participation Strategy (CPS) and work with partners (Community Barnet and Groundwork) to deliver CPS outcomes in 2017 4.. Build up volunteer requirements and understand what benefits volunteers will gain 5. Promote new volunteering roles and ensure monitoring and evaluation undertaken	2		yes
1. Review public health priorities and overlay onto parks portfolio 2. Work with colleagues to develop proposals 3. Pilot schemes	3		yes
1. Review the success of social impact bond within Barnet 2. Work to understand the best use of social impact bonds within parks 3. Pilot a project	3		yes
1. Reviewing external providers that other councils use 2. Pilots	3		yes

- 1. already resourced
- 2. scoping work in process
- 3. resource not yet identified

Environmental Outcomes	Top 5 resources				
	Project lead	Technical knowledge	Communication	Consultation	planning policy
	Project lead	technical knowledge	Planning policy	stakeholder engagemnet	Housing
	Project lead	Planning policy	Technical knowledge	GLA liason	
	Project lead	Strategic planning	Technical knowledge	Sports and physical activity	
yes	Project lead	Strategic planning	Planning policy		
yes	Project lead	Development partners	Stakeholder engagemnet	Technical knowledge	Regeneration
yes	Project lead	External consultant	External partners	Technical knowledge	Engagement
yes	Project lead	External consultant	External partners	Technical knowledge	Engagement

	Development partners	Town centre managers	technical knowledge	Entrepreneurial	Stakeholder management
	Project lead	External consultant	Communication	Technical knowledge	Entrepreneurial
	Project lead	Town centre managers	Consultation	Entrepreneurial	Town centre managers
	Project lead	Town centre managers	Entrepreneurial	Estates	Legal
yes	Project lead	External partners	Estates	Entrepreneurial	Consultation
	Project lead	Entrepreneurial	Skills and enterprise	Education	Working with partners
yes	Project lead	External partners	Estates	Technical knowledge	
yes	Project lead	Environmental health	Technical knowledge	Environmental agencies	
yes	Project lead	Environmental agencies	Technical knowledge		
yes	Project lead	Finance	Stakeholder management	Estates	Technical lead

yes	Project lead	Technical knowledge	Stakeholder engagemnet	Skills and enterprise	
yes	Project lead	Technical knowledge	External partners	Education	
yes	Project lead	Technical knowledge	External partners	Education	
yes	Project lead	Tree officer	Technical knowledge		
yes	Project lead	Technical knowledge	Waste and recycling team		
yes	Project lead	Education and skills	Adults and communities	Barnet youth board	Technical lead
yes	Project lead	Education and skills	Adults and communities	Technical knowledge	
yes	Project lead	Technical knowledge	Communication	Education	
	Project lead	Technical knowledge	Safer neighbourhood team	Community safety	
yes	Project lead	Protected characteristic	Communication	Dog owners	Stakeholder managemnet
	Project lead	Technical knowledge	Communication	Stakeholder engagemnet	sustainable communituies

yes	Project lead	Technical knowledge	Communication	Stakeholder engagement	
yes	Project lead	Technical knowledge	Communication		
	Project lead	Sustainable communities			
	Project lead	public health	Communication	Technical knowledge	
	Project lead	public health	Consultation		
	Project lead	public health	Sports and physical activity	stakeholder managemnet	

initiate project	Intermedite	project completion
Jul-16	Proposals explored and recommendation to committee by 2020	2026
Jul-16	Proposals reviewed by 2020	2040
Jul-16	Interim review 2017	2018
Jul-16	tbc	2017
Jul-16		2017
Jul-16	Review in 2018	2026
2016	2018	2024
2016	Review plans and scope of work 2017	2018

2016	pilots start 2017	2018
2017	2019 for consultation	2020
2017	review in 2020	2025
2016		2017
2017	tbc	2018
2016	tbc	2017
2016		2017
2016	2019 to develop programme	2019
2016	2019 interim review	2022
2016	2020 start construction	2025

2016		2017
2016	2018 measures developed	tbc
2016	enagage schools and LWT by 2017	2018
2016	Identify locations by 2018	2020
2016	commitmnet by 2017	2020
2016	outline the programme by 2018	2019
2016	pilot 1 in 2017	2018
2016	Initial list of funders by 2017	2018
2016		2017
2016	identify sites by 2017	2018
2016	Volunteering cordination by 2018	2020

2016		2016
2016	tbc	2017
2017	pilot 2017	2020
2016	explore smoke free park 2017	2020
2016	explore impact of social impact bond in 2017	2020
2016	initiate project in 2017	2020



Environment Committee

12 May 2016

Title	Recycling and Waste Strategy 2016 to 2030
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix 1 – Summary strategy document Appendix 2 – Municipal Recycling and Waste Strategy 2016 – 2030 Appendix 3 – Recycling and Waste Detailed Action Plan
Officer Contact Details	Kitran Eastman Kitran.Eastman@barnet.gov.uk (020 8359 2803)

Summary

The Council recognises that the recycling and waste services in Barnet have a major role to play in its continued drive to provide a more sustainable future for the built and natural environment of the Borough.

The Recycling and Waste Strategy 2016 – 2030 has been developed to provide future vision for services which reflects the changing nature of the Borough, with increased population, housing and commercial infrastructure. The strategy will also provide a strategic and policy framework to assist in the delivery of the Environment Committee’s Commissioning Plan 2015/16 to 2019/20. It supports the Councils Corporate Plan 2015-2020 targets, which includes the aim of being a Leader in London for recycling, with over 50% of waste collected will be reused, recycled or composted in 2020.

In addition, the strategy provides a longer term view of recycling and waste collection services, and will assist in the Boroughs’ strategic development of future assets, both in Borough and as part of the North London Waste Authority (NLWA)

The strategy has been developed from a series of evidence based assumptions. A public consultation on the draft strategy and the assumptions that underpin the strategy took place between 18 January 2016 and 13 March 2016. The results of the consultation have been reflected in updates to the final waste strategy and the development of its accompanying Action Plan.

Recommendations

- 1. That the Environment Committee approves the adoption of the Recycling and Waste Strategy 2016 – 2030 and its action plan**
- 2. That the Environment Committee request the Commissioning Directors for Environment and Growth & Development ensure that planning guidance and policy is updated to ensure that all new developments in Barnet are designed to enable their new residents to recycle 70% of their waste, both through recycling collection facilities outside the flat and suitable storage for recycling and waste inside the flats**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council is taking steps to address the demands of a developing Borough and the impacts on its built and natural environments through developing a number of strategies, frameworks and policies. These include strategies for recycling and waste, parks and open spaces, enforcement against environmental crime as well as a new cleansing framework. These will ensure that we are well placed to respond to these challenges now, and are prepared to be able to manage the issues in the future.
- 1.2 Waste strategies exist at national, regional (London) and sub-regional (North London) level but Barnet Council does not currently have its own municipal Recycling and Waste Strategy. It is considered to be an appropriate time to be planning ahead for the recycling and waste services as Barnet's recycling rate in 2014/15 was 37.95% and there is a 50% recycling target in 2020. It is envisaged that future targets will be even more challenging whilst local authority budgets are planned to reduce over the medium term. Barnet is anticipating significant household growth so demand on services will continue to rise and this strategy will help to deliver the Environment Committee's Commissioning Plan 2015/16 to 2019/20 which includes the targets in 2019/20 of:
 - 50% of household waste to be sent for reuse, recycling and composting
 - 502 kilograms of household residual waste per household.

Municipal Recycling and Waste Strategy

- 1.3 Municipal waste is controlled and affected by many different influences. It was felt that the most logical way of developing the waste strategy was to construct a series of assumptions under the headings of: legislation and targets, residents, local facilities and technology, market dynamics, economic and financial outlook, local demographics and the built environment, and these would be the foundation on which to develop the waste strategy.
- 1.4 A final set of assumptions has been produced and evidence has been collated and is available to view on the Open Barnet data portal <https://open.barnet.gov.uk/publisher/municipal-waste---recycling-strategy> .The list of Final Assumptions can be seen within the strategy Appendix 2.

- 1.5 Two assumption have been update between draft status and this committee report i)“North London Waste Authority costs will be paid for through a menu pricing arrangement by 2021” has been updated to “North London Waste Authority costs will continue to be paid for through a menu pricing arrangement” ii) “Waste production is linked to the economy. When disposable income grows waste production increases. Therefore there is likely to be growth in household waste as the economy grows”. Has been update to “There are conflicting views on whether waste production is linked to the economy. As such when disposable income grows waste production may or may not increase. Therefore we will need to closely monitor waste per household figures as Barnet experiences a growth in households”
- 1.6 The Strategy and its summary can be seen in Appendix 1 and 2. The overarching goal of the strategy is to recycle 50% of Municipal waste by 2020. There are four aims which support this:
- Provide services that help our rapidly growing community to manage its environmental impact
 - Manage the rising cost of waste collection and disposal by designing services that promote recycling and reuse and are integrated, intuitive and efficient.
 - Encourage all Barnet’s residents, businesses and visitors to take responsibility for the waste that they produce, using enforcement where necessary
 - Embrace new technologies and ways of working that help us deliver services that respond better to the needs of our community.

Consultation

- 1.7 On 11 January 2016 Environment Committee approved the draft Recycling and Waste Strategy for consultation. The consultation took place between 18 January 2016 and 13 March 2016. A summary of the consultation results can be seen below and the full report can be found on the open data portal. Responses to the draft strategy, through the formal consultation process, using an on-line questionnaire, and paper based questionnaire available upon request. A number of written responses to the questionnaire were also received.
- 1.8 There were 73 responses to the consultation questionnaire. All responses were through online questionnaire, no paper questionnaires were returned. The majority of on-line questionnaire responses were received from resident. Over 74% of respondents identified themselves as Barnet Residents, while a further 2% identified themselves as representing a voluntary/community organisation.
- 1.9 Those who responded to the general consultation closely match Barnet’s population profile in terms of gender. In terms of age, however, respondents in their mid-20s to mid-40s are slightly over represented, as are those over 65. Those under 25 are significantly under represented, and those between 24 and 65 are slightly under represented. There is also a significant over representation of white respondents, and a significant under representation of Asian respondents and a slight under representation of Black respondents. Disabled responds are also slightly under represented.

1.10 The consultation focused questions in three key areas

- The aims and objectives in the Recycling and Waste Strategy
- The assumptions on which the Recycling and Waste Strategy are built
- How services could be delivered in the future

1.11 **The consultation showed:** In response to the aims of strategy the consultation process confirmed that respondents agreed with the four key aims of the strategy, as can be seen in the table below:

The extent to which respondents agreed or disagreed with each of the strategy aims?	Agree		Disagree	
	%	Number	%	Number
Provide recycling and waste services that help our rapidly growing community to manage its environmental impact	90%	66	3%	2
Manage the rising cost of waste collection and disposal by designing services that promote recycling and reuse and are integrated, intuitive and efficient	89%	64	3%	2
Encourage all Barnet's residents, businesses and visitors to take responsibility for recycling the waste that they produce, using enforcement where necessary	79%	57	7%	5
Embrace new technologies and ways of working that help us deliver services that respond better to the needs of our community.	86%	62	1%	1

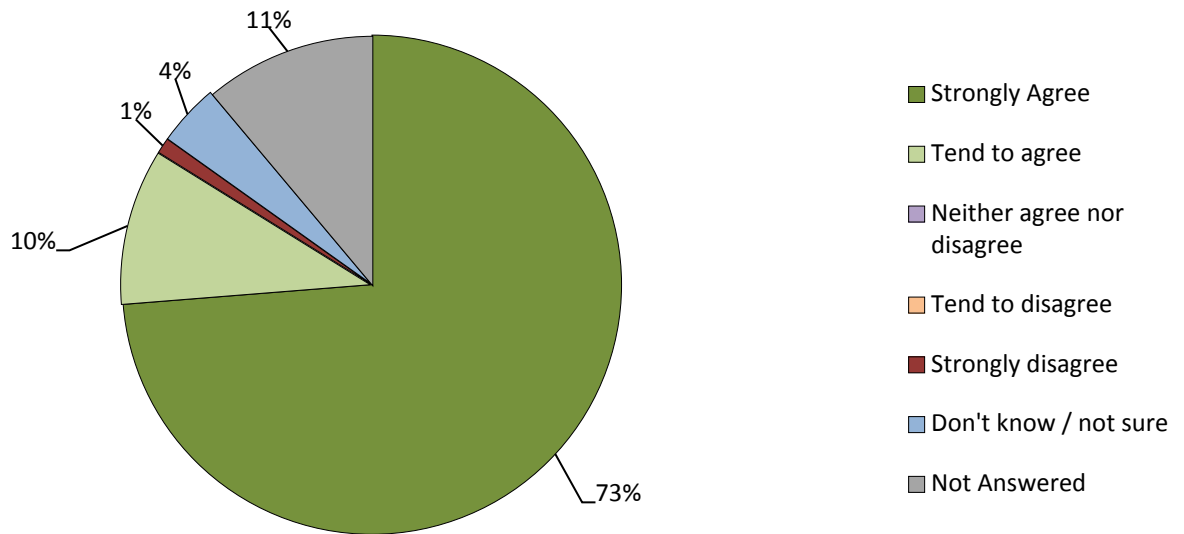
We will: keep the aims of the draft strategy and embed them within the action plan and development of recycling and waste services

1.12 **The consultation showed:** There was strong support for the principles of the waste hierarchy, with support for each of the aims with between 73% and 84% of respondents strongly agreeing or tended to agree. The most supported part, with 84% of respondents strongly agreeing or tended to agree was "Recycling and composting". This may be due to it being the area where residents can most easily see an impact of their actions.

We will: ensure that the principles of the waste hierarchy are embedded within the action plan and development of recycling and waste services

1.13 **The consultation showed:** Respondents strongly agreed that businesses should have and use recycling facilities, as shown in the graph below.

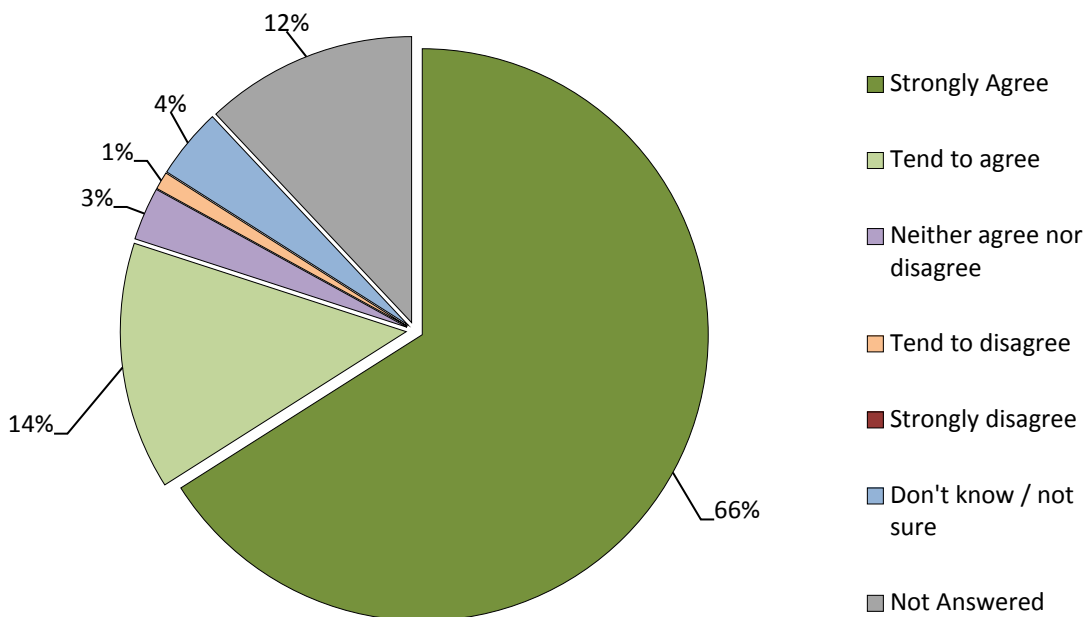
The extent to which respondents agreed or disagreed with the statement that the businesses of Barnet should be given the facilities to recycle and be expected to recycle as much of their waste as possible



We will: Implement a new recycling scheme for commercial waste, and ensure that all of our business customers recycle.

1.14 **The consultation showed:** Respondents strongly agreed that new developments in Barnet should be designed to enable their new residents to recycle 70% of their waste, both through recycling facilities outside the flat and suitable storage for recycling and waste inside the flats.

The extent to which respondents agreed or disagreed with the statement that Council should ensure through the planning process that new developments can recycle 70% of their waste



We will: Work to implement planning guidance and policy in Barnet that ensures that all new developments in Barnet are designed to enable their new residents to recycle 70% of their waste. This will be through, both through recycling collection facilities outside the flat and suitable storage for recycling and waste inside the flats. We will engage with developers to understand how bring about such design and were improved Council guidance can help.

- 1.15 **The consultation showed:** In relation to specific assumptions on waste growth 49% believed that that as the economy becomes stronger people are more likely to have more waste. Likewise 49% did not agree that households with fewer people in them, i.e. couples or a single person produce more waste per person. When combined with the comments it seems that a number of their views may be due to a belief that waste production cannot be generalised in this way, or based on their own experiences.

We will: ensure that waste growth statistics are monitored to understand where waste minimisation methods can be targeted.

- 1.16 **The consultation showed:** In relation to ways which would help to increase recycling respondents gave feedback on a number of different ideas. The most supported idea with 75% agreeing was “Increased communications to residents about recycling and waste”. All but one idea had a higher level of agreement than disagreement from respondents.

To what extent do you agree or disagree with each of statement?	Agree		Disagree	
	%	Number	%	Number
Having a smaller black bin	39%	29	22%	16
Having the current black bin collected less often but having recycling and food still collected weekly	41%	30	32%	23
Increased communications to residents about recycling and waste	75%	55	3%	2
Having a larger or extra recycling bins	49%	36	16%	12
Black bins which have recycling or food waste in them, not being emptied.	27%	20	41%	30

We will: embed increased communication into the strategy action plan, to increase behavioural change. We will also further explore other options for increasing recycling through alternative collection methods, utilising feedback from the consultation.

- 1.17 The strategy has been updated to reflect the responses to the consultation; the responses have also been used in the formation of the action plan for the strategy. Especially in regard to the emphasis put on communication, recycling in flats and the importance of high quality services by residents.
- 1.18 From the consultation it was interesting to note a number of trends in responses, such as:

- Residents really value communications on recycling and waste – not just when the bins are collected but also what happens next and what impact it makes
- Residents are in favour of recycling more
- Residents were more in favour of reducing the frequency of the black bin collection rather than reducing its size
- The support for collecting the black bins less often was higher than the resistance, however, comments showed some very strong views for and against

Key Challenges in Delivering Strategy

1.19 Delivering the new recycling and waste strategy will not be simple or straight forward. There are many challenges facing Barnet and balancing which we have to be looked at. Between 2016 and 2020 we will need to resolve, in light of the strategy aims, the continuing financial pressure and the views expressed during the consultations:

- What services are free at point of use and what it may be fairer to charge users
- The knowledge and motivation which residents have over recycling, and how we communicate effectively on these issues
- How frequent our scheduled services to drive the strategy and balance costs
- What collections are essential to residents and what are nice to have
- How we balance the need of those in medium and high-rise accommodation verses those in more traditional housing

2. REASONS FOR RECOMMENDATIONS

2.1 **Recommendation 1** - It is recommended that Environment Committee approves the adoption of the Municipal Recycling and Waste Strategy 2016 – 2030 and its action plan. This will enable the recycling and waste service to have a clear focus on what it needs to accomplish, and ensure other services can support the aims of the strategy.

2.2 **Recommendation 2** - It is recommended that Environment Committee request the Commissioning Directors for Environment and Growth & Development ensure that planning guidance and policy is updated to ensure that all new developments in Barnet are designed to enable their new residents to recycle 70% of their waste, both through recycling collection facilities outside the flat and suitable storage for recycling and waste inside the flat. This will ensure that future development in Barnet is sustainable and supports the aims of the strategy.

The 70% target is in excess of the 50% recycling target by 2020 as the strategy holds the assumption that this may need to be higher in future years. Experience has taught us that retro fitting solutions in these sorts of developments is difficult and expensive. As such designing solutions in from the outset for our future aspiration is a more desirable option.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The council could have developed a four year waste strategy from 2016 to 2020. This was considered but not recommended as it is felt that a longer term approach needs to be taken with the services, particularly as Barnet has significant household growth projections. The strategy is therefore for fourteen years, from 2016 to 2030.
- 3.2 The development of a household only waste strategy was also considered but is not recommended as it is felt that a holistic approach should be taken with all the waste services that the council provides. In the long term it is predicted that targets will be based on all council waste services (municipal waste), and financial savings will need to be delivered through a “whole system” approach. A municipal waste strategy has therefore been developed to include all the services that generate waste that the council is responsible for such as waste and recycling collected from households, litter bins, street sweepings, fly tips and commercial waste collected by the council.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is so minded to adopt the Recycling and Waste Strategy then the document will be published on the Barnet website, and the action plan items will be developed for implementation.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Corporate Plan 2015-2020 is based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:
- Of opportunity, where people can further their quality of life
 - Where people are helped to help themselves, recognising that prevention is better than cure
 - Where responsibility is shared, fairly
 - Where services are delivered efficiently to get value for money for the taxpayer.
- 5.1.2 The Corporate Plan 2015-2020 includes the following aims:
- We will be a Leader in London for recycling
 - Over 50% of waste collected will be reused, recycled or composted in 2020.
- 5.1.3 There are no implications relating to the Health and Wellbeing Strategy and its stated priorities, or the future health and wellbeing needs of the local population as identified in Barnet’s Joint Strategic Needs Assessment.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 **Finance and Value for Money** – The 2015/16 expenditure budgets for the current services that deal with municipal recycling and waste is £12.564 million, with a further £10.736 million projected to be spent on waste treatment

and disposal in 2015/16 through the North London Waste Authority (NLWA) levy. The NLWA levy costs are projected to increase significantly in future years for all member boroughs.

- 5.2.2 At the meeting of the Environment Committee on 10 November 2015 the following savings were agreed and referred to December 2015 Policy and Resources Committee for approval. They are all or in part linked to the municipal Recycling and Waste Strategy.

Description	Savings year (£000s)			
	2016/17	2017/18	2018/19	2019/20
Transfer of Summers Lane CARC to NLWA	80	0	0	0
Alternative Delivery Models for all of Street Scene	0	250	450	0
Street Cleansing	0	600	0	0
Street Scene - Income generation from non-statutory services	50	200	300	1000
Demand management via enforcement and education	0	25	25	0
Street Scene - improve service efficiencies to reduce growth demand	360	75	0	0
North London Waste Authority	1,900	500	100	100
Revised waste offer to increase recycling	31	50	200	200

- 5.2.3 The final strategy and accompanying Action Plan include initiatives to address the agreed savings. One of the aims of the strategy is to “manage the rising cost of waste collection and disposal and budget reductions by designing services that are integrated, intuitive and efficient”.

- 5.2.4 **Procurement, Staffing, and Property** – at this stage in the development of the strategy there are no implications.

- 5.2.5 **IT** – One of the aims of the strategy is to “embrace new technology and ways of working that help us deliver services that respond better to the needs of our community”. The action plan includes these aspirations and individual projects will need to take into account new and existing information technology and how this can be used to improve participation in the recycling services.

- 5.2.6 **Sustainability** – two of the aims of the strategy are clearly linked to sustainability, which are; “provide services that help our rapidly growing community to manage its environmental impact” and “encourage all Barnet’s residents, businesses and visitors to take responsibility for the waste that they produce”. The overall vision of the strategy is to protect our wider environment by reducing waste and increasing reuse and recycling, and we want everyone to play their part.

5.3 Social Value

- 5.3.1 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. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders. In taking forward the action plan due regard will be paid to the Social Value Act.

5.4 Legal and Constitutional References

- 5.4.1 There is no statutory duty for the council to produce a waste strategy. Section 32 of the Waste and Emissions Act 2003 has a requirement for the North London Waste Authority and its constituent councils to produce a joint waste strategy. This joint waste strategy was produced and agreed in February 2009.
- 5.4.2 The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This includes
- Commissioning refuse and recycling, waste minimisation and street cleaning,
 - Approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources Committee.
 - Approve fees and charges for those areas under the remit of the Committee
- 5.4.3 This matter is not reserved to Full Council or to the Policy and Resources Committee as the Constitution specifically allocates matters of this type to the Environment Committee.

5.5 Risk Management

- 5.5.1 The management of risk is undertaken on a continual basis and reported as part of the Council Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report.
- 5.5.2 The fourteen year strategy is based on a series of assumptions which have been tested and are supported by evidence that will be publicly available as part of the consultation. There is a risk with this method that the assumptions and accompanying data will be scrutinised and challenged. However it is felt that this evidence based approach will generate a sound basis on which to make decisions for the future.
- 5.5.3 The strategy is built upon a series of assumptions. There is a risk that a current substantial assumption has been overlooked, this has been mitigated by a range of internal staff and external experts being involved in the development and evidence gathering for the assumptions, so this risk is

considered to be low. There is a risk that an assumption materialises during the life of the strategy that has a significant impact on the strategy or the implementation of the strategy. This risk will be reduced by carrying out regular reviews of the strategy and accompanying Action Plan.

5.6 Equalities and Diversity

5.6.1 The Corporate Plan 2015-2020 sets the Strategic Equalities Objective, which is: that citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer. Changes to policies and services are analysed in order to assess the potential equalities impacts and risks and identify any mitigating action possible before final decisions are made.

5.6.2 The strategy has been reviewed against the protected characteristics under the 2010 Equality Act namely age, disability, ethnicity, gender, gender reassignment, marriage and civil partnerships religion and belief, sexual orientation and transgender. At this time the high level nature of the strategy and the use of a wide range of assumptions including those on population and demographic changes mean that no specific impacts can be identified. Appropriate equality impact assessments will be produced for the projects/work streams noted in the action plan, as they are initiated

5.7 Consultation and Engagement

5.7.1 On 11 January 2016 Environment Committee approved the draft Recycling and Waste Strategy for consultation. The consultation took place between 18 January 2016 and 13 March 2016. A high level overview can be found in section 1.6 above and the summary of the results of the consultation can be seen on Open Barnet

5.7.2

5.8 Insight

5.8.1 The strategy is based on a series of assumptions which have been tested and are supported by evidence that is publicly available on Open Barnet.

6. BACKGROUND PAPERS

6.1 [Environment Committee 11 January 2016 Papers](#)

6.2 [Open Barnet – Strategy Assumption Documents](#)

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Municipal recycling and waste: a summary of our plans for Barnet

2016 – 2030

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Foreword from Chairman of Environment Committee

We want everyone in Barnet to play their part in keeping our local environment clean and attractive, to protect the environment by reducing waste and giving materials another chance through reuse and recycling. This municipal recycling and waste strategy covers all waste that the council collects.

Recycling is cheaper than sending waste for disposal, and in the current tough financial climate we all need to be recycling as much as we can and make full use of the services that are provided. This is particularly true in Barnet as the current waste to energy facility is over 40 years old and will need significant investment in the next 15 years which will lead to much higher disposal costs.

We all need to work together and rise to the challenge of preventing waste, recycling more and reducing what we dispose of. We have a challenging target of 50% recycling in 2020, which is likely to increase before the strategy finishes in 2030.

It is in everyone’s interest that we meet the aims of this strategy. Before we finalise the strategy we are looking for feedback from you, our residents and businesses on our assumptions about what the future looks like and proposed approach to reaching our challenging targets. Please visit engage.barnet.gov.uk or visit our local library, to let us know what you think,

more details about how to do this are at the end of this document.

Dean Cohen
Chairman of Environment Committee



Our vision and aims

We want everyone in Barnet to play their part in keeping our local environment clean and attractive, and protecting our wider environment by reducing waste and giving materials another chance through reuse and recycling.

By achieving these aims, we hope to see success through at least a 50 per cent household recycling rate by 2020, and a rate which exceeds 50 per cent by 2030.

Our four aims

Provide services that help our rapidly growing community to manage its environmental impact.



Manage the rising cost of waste collection and disposal by designing services that promote recycling and reuse and are integrated, intuitive and efficient.



Encourage all Barnet's residents, businesses and visitors to take responsibility for the waste that they produce, but using enforcement where necessary.



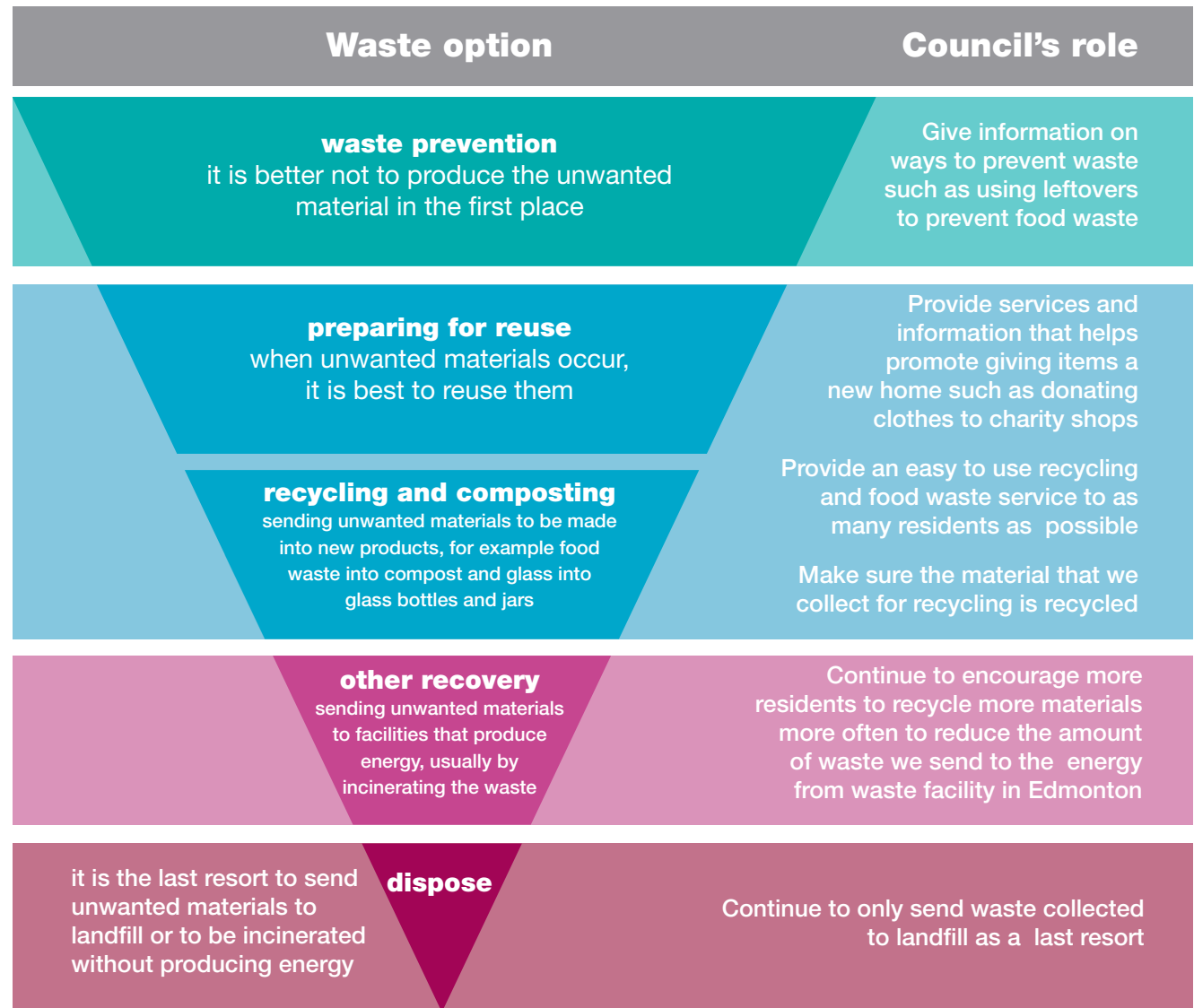
Embrace new technologies and ways of working that help us deliver services that respond better to the needs of our community.



Embracing Barnet’s future challenge and opportunity

Barnet is growing. We live in a vibrant and thriving borough, with millions of pounds being invested in housing, offices, schools, hospitals and transport networks. Local businesses are succeeding – existing ones are growing, and new ones are coming to the area. Barnet is now London’s most highly populated borough, and we expect the population to grow by another 10 per cent by 2025.

While our growing economy and population creates exciting opportunities for residents and businesses, it will mean more waste being produced. This makes it more essential than ever that we manage this waste in an effective and efficient way, and ensure that residents moving into new housing – 85 per cent of which is likely to be flats – are encouraged to recycle as much as possible.



Waste is the new resource

Since we first introduced a borough-wide recycling service in 2001, the way we think about ‘waste’ has changed dramatically – from a problem to be managed to a source of valuable materials.

‘The waste hierarchy’ sits at the core of what we, the Government and the European Union do. It sets out the priority order in which, waste should be managed.

We need to do more with less

Central Government is continuing to cut council budgets across England, meaning that the financial pressure on all council services is growing.

Recycling, reusing and composting waste is not only better for the environment, but also much cheaper than disposing of it. Sending mixed recycling to be sorted costs half as much as sending residual waste to an ‘energy from waste’ facility (to be burnt to generate electricity). With more money saved, we can continue to deliver services that meet the needs of our growing population. Evidence from other local authorities suggests that our residents would be encouraged to separate out over 10,500 tonnes per year of additional material for recycling and composting if their residual waste capacity was restricted. This would reduce the amount of material sent to the energy from waste facility and would mean a financial saving of around £440,000 per year.



View of Brent Cross Shopping Centre, image supplied by Brent Cross Cricklewood Development Partners

Barnet’s people understand

Our residents are recycling more materials than ever before – we have moved from a household recycling rate of just 8 per cent in 2001/02, to 37.95 per cent in 2014/15. 75 per cent of residents say that they are happy with their doorstep recycling service¹.

But we could do a lot more. Our recycling rate has plateaued and we are not on track to achieve the challenging target we have set for 2020, of at least a 50 per cent household recycling rate.

In 2014/15 we fell short of meeting our recycling target of 41 per cent and of the 33 London Boroughs we ranked 10th in terms of our recycling performance. We know we can do better, and need everyone – the council, residents, visitors and businesses – to do their bit to make sure we leave a positive legacy for future generations.

¹ Barnet Council, Residents’ Perception Survey, 2014

So we need to be ambitious

The next 15 years hold lots of promise, and this summary document sets out how we will deal with Barnet's waste up to 2030.

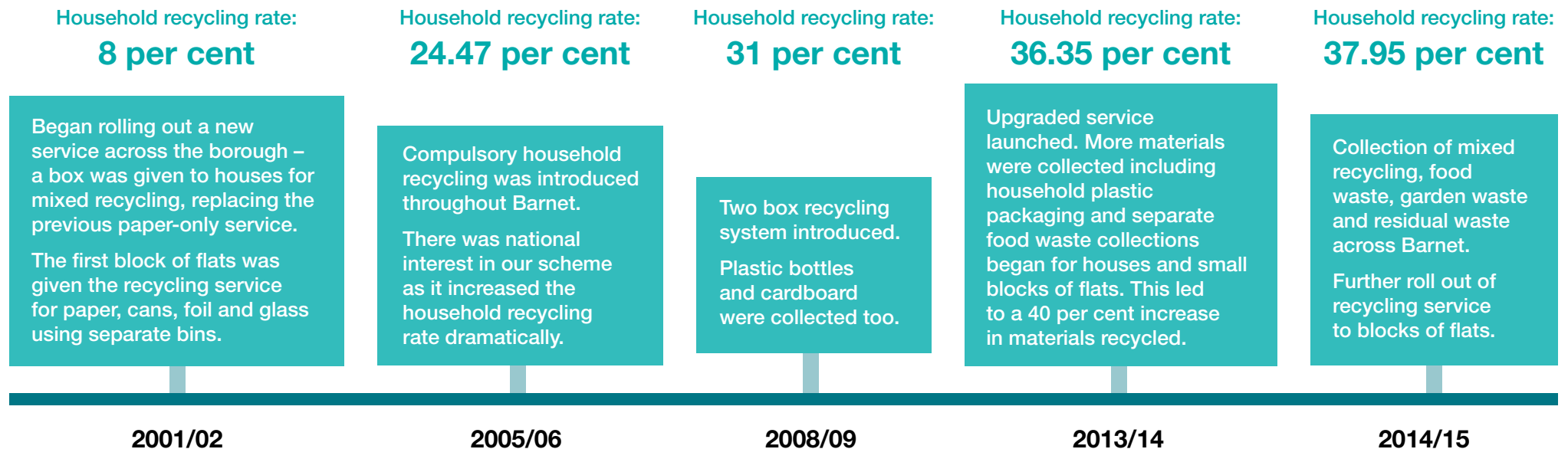
We have set ourselves challenging waste and recycling targets. We plan to increase the household recycling rate of 37.95 per cent in 2014/15 to at least 50 per cent by 2020, and exceed 50 per cent by 2030.

We expect any new recycling targets from the European Union will apply to all the waste that a local authority collects; 'municipal waste'. A target for municipal waste will be challenging as it will mean increasing recycling of waste from more sources, for example waste from businesses, parks and fly-tips as well as households. Some of this waste, such as fly-tipped waste, often cannot be recycled.

Barnet and the bigger picture

Local government recycling and residual waste collection services will look very different by 2030. We anticipate that public sector agencies will work together more closely - pooling resources, sharing staff and assets, and developing joint solutions. Waste streams will change, North London Waste Authority will be developing a replacement energy from waste facility, and private waste management firms will become fewer and larger, potentially reducing competitiveness and increasing service costs. Recycling and composting of materials will continue to be much cheaper than sending materials to landfill sites or energy from waste facilities. In the future, some materials such as food waste and textiles may be banned from landfill.

Our plans have been put together based on assumptions about what the future will look like. The assumptions and the data that supports them will be available in an online data room during the draft strategy consultation.



How Barnet will rise to the challenge

Working together. It is the council's responsibility to ensure that our recycling and waste plans are delivered, but we can only succeed with help and support from a range of people and organisations. We all need to contribute to continue making Barnet a place in which people are proud to live.



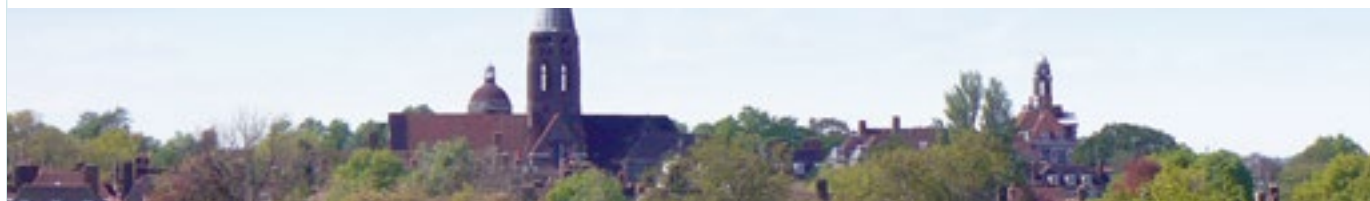
Our council services and staff need to do more to support and encourage recycling



Our residents (permanent and temporary) need to use the recycling services we provide fully



Our businesses need to dispose of their waste correctly



Our visitors need to use the services that we provide, particularly for litter



Our registered social landlords (including Barnet Homes) and private landlords need to work with us to help deliver high quality services to residents

Our plans for a successful future

More people than ever are using our recycling services. Today, all of our residents living in houses are offered collections for mixed recycling, food waste, garden waste and residual waste, and about two thirds of residents in blocks of flats have a service for mixed recycling.

More people than ever are using our recycling services. Today, all of our residents living in houses are offered collections for mixed recycling, food waste, garden waste and residual waste, and about two thirds of residents in blocks of flats have a service for mixed recycling. We clean up litter and fly-tipping, maintain green spaces, collect trade waste and have a reuse and recycling centre, generating further materials for recycling and disposal.

We are making encouraging progress, and our residents consider our recycling and residual waste services the top two performing council services². Our residents have high expectations of our recycling and waste collection services – rightly so, and we strive to continue providing a service that meets, and where possible exceeds, these expectations. Here are some of our plans for changing services in the future.

Now

- by 2018, there will be a predicted 34,000 more properties than in 2011
- 85 per cent of these 34,000 properties will be flats, which often have a lower recycling rate than houses as residents can find it harder to recycle.



Serving new properties

Our plans

- introduce more efficient ways to collect materials and embrace new technologies
- work with architects and developers to make sure that new and refurbished properties are designed in a way which helps achieve our target recycling rate.



Houses

Now

- most houses have a blue wheeled bin for mixed recycling, a caddy for food waste, and can request a wheeled bin for garden waste
- 85 per cent of households now put out mixed recycling for collection but only 38 per cent use the food waste collection service
- 1,400 tonnes of material collected for mixed recycling in 2014/15 was too contaminated with the wrong materials to be recycled
- there is still a lot of potential to reduce the amount of waste we produce in the first place.

Our plans

- make sure that everyone knows all of the materials that can be recycled
- encourage and support residents to reduce waste and recycle more
- review the residual waste capacity that is provided to encourage residents to reduce waste and recycle more
- target communications at new residents
- support residents to recycle more when preparing for Passover by providing additional collection via the food waste and mixed recycling service rather than residual waste service.

² Both about 75 per cent satisfaction in the Barnet Council, Residents' Perception Survey, 2014



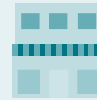
Blocks of flats

Now

- two-thirds of residents have a mixed recycling service
- groups of wheeled bins are located close to blocks of flats for residents to use.

Our plans

- provide every household with easy access to the mixed recycling service
- ensure everyone understands how and what to recycle to try to stop contamination with the wrong materials
- look at reducing the number of residual waste bins and increasing the number of mixed recycling bins
- design recycling collection points in a way which makes it more difficult for irresponsible users to contaminate the bins
- look at opportunities to broaden recycling services to help residents living in flats recycle even more materials, including trialling a food waste collection service for around 12 blocks of flats in 2016.



Flats above shops

Now

- many flats above shops are located in our high streets, where it is important that recycling and residual waste do not block pavements or contribute to overfilled litter bins
- we need to keep the recycling and residual waste created by our residents and businesses separate.

Our plans

- carefully assess the needs of each individual area when introducing improvements
- consider introducing a requirement for residents and businesses to set out materials for collection within separate time-slots
- consider introducing the use of specific coloured sacks for residents in flats above shops and businesses
- support improvements with an education and enforcement campaign.

Now

- by 2018, there will be a predicted 34,000 more properties than in 2011
- 85 per cent of these 34,000 properties will be flats, which often have a lower recycling rate than houses as residents can find it harder to recycle.



Reuse and recycling centres

Our plans

- work closely with North London Waste Authority to support residents to use the network of reuse and recycling centres available across north London
- ensure that sites are as easy as possible to use.



Bulky waste collection service

Now

- residents can book a collection for large items, such as mattresses, televisions and fridges
- a charge is made to the customer which covers the costs of collection and not disposal (disposal is covered by residents' council tax).

Our plans

- look at ways for items to be reused or recycled
- see if we could allow for items to be collected directly from residents' properties where these are not on the ground floor
- continue to review collection charges, as we recognise that the cost of collection is more than some residents can afford.



Collections for our businesses

Now

- over 10,000 tonnes of residual waste was collected in 2014/15 from local businesses via the paid-for commercial waste service
- represents more than 10 per cent of the waste collected by the council in 2014/15
- we believe that by 2030 recycling and composting of waste from local businesses will make a significant contribution to the municipal recycling rate.

Our plans

- provide competitively priced mixed recycling and food waste collection services for those businesses that use our residual waste collection service
- undertake a fly-tipping enforcement campaign to ensure that businesses have suitable contracts for the disposal of waste and that those caught dumping are punished
- investigate how to address difficulties in distinguishing commercial waste from household waste.



Collections for our schools

Now

- services to schools are central to engaging children in positive behaviours
- almost all schools that use our residual waste collection service also use the mixed recycling service, but under 10 per cent use the food waste collection
- only around 31 per cent of waste generated by schools is recycled.

Our plans

- promote the food waste collection service to schools
- ask schools to commit to increasing recycling and reducing residual waste, with potential rewards for those that make a positive change
- deliver a communications campaign to encourage the use of all recycling services and ensure recycling is free from contamination
- review how schools are charged for collection services to help motivate them to reduce residual waste and recycle more.



Our streets, parks and open spaces

Now

- our teams work in all weathers picking up litter and emptying litter and dog bins, servicing public recycling sites and clearing fly-tipping
- we collected and disposed of 1,500 tonnes of dumped waste in 2014/15. The cost of disposing of this was covered by local taxpayers (our residents and businesses).

Our plans

- continue reviewing whether on-street recycling sites should be removed or relocated, as the sites have recently suffered from a substantial increase in fly-tipping
- develop a communications and enforcement campaign to address fly-tipping
- continue looking at how we can increase recycling of the litter and fly-tipped materials we collect.



Clinical flytipping and hazardous waste

Now

- our teams work in all weathers picking up litter and emptying litter and dog bins, servicing public recycling sites and clearing fly-tipping
- we collected and disposed of 1,500 tonnes of dumped waste in 2014/15. The cost of disposing of this was covered by local taxpayers (our residents and businesses).

Our plans

- continue reviewing whether on-street recycling sites should be removed or relocated, as the sites have recently suffered from a substantial increase in fly-tipping
- develop a communications and enforcement campaign to address fly-tipping
- continue looking at how we can increase recycling of the litter and fly-tipped materials we collect.

The roadmap to 2030

We know it will take more than just sending out a service leaflet or a placing an advert in the local newspaper to achieve our aims.

In fact, we all need to act, work and change our behaviour together and we understand that this will take time. We will follow national best practice to support our residents, businesses, visitors and staff to act in new ways.

We have agreed with our members¹ what we need to do at an overarching level (see below). Following the public consultation on the draft strategy, an Action Plan has been developed to help deliver these goals, this action plan can be seen in the full strategy document.

What we need to happen

Reuse, recycle or compost 50 per cent of all household waste by 2020

Minimise the amount of municipal waste being sent to disposal

Encourage residents to change their behaviours in relation to waste

Provide waste services to local businesses that are cost effective and that allows them to manage their waste sustainably

Provide a waste collection service that is accessible and easy to use, that encourages residents to recycle their waste effectively

High level actions

Review and implement (in partnership with North London Waste Authority) new transparent arrangements for re-charging the cost of disposal and treatment of recyclables and residual waste

Consult on and finalise this Municipal Waste Strategy

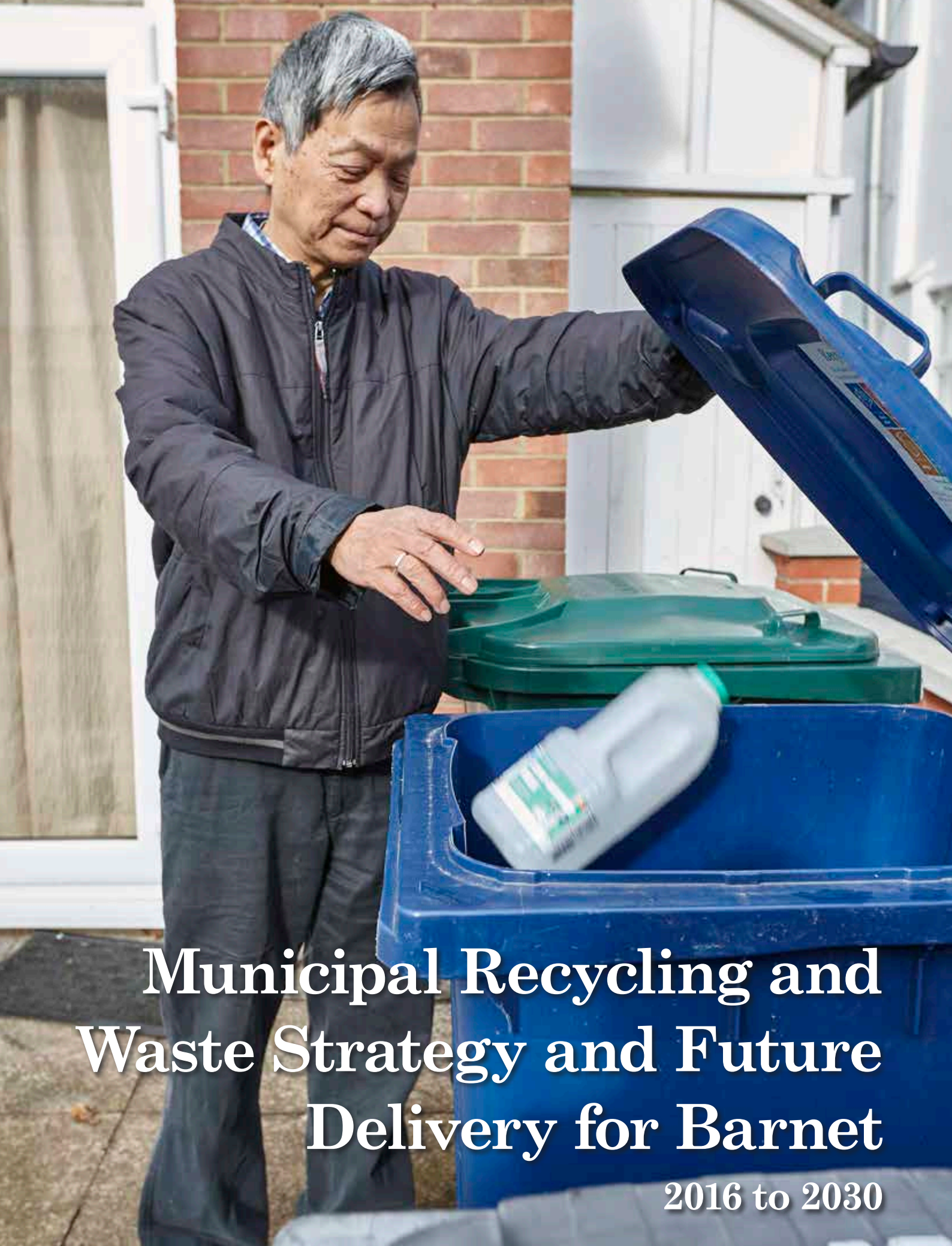
Develop and implement a waste minimisation and resident engagement plan

Options analysis and delivery plan for revised Trade Waste offer

Develop new waste collections offer to deliver improved recycling including garden waste recycling

¹ Environment Committee Commissioning Plan 2015 – 2020

For more information:
tel: 020 8359 2000 email: first.contact@barnet.gov.uk
or visit www.barnet.gov.uk/citizen-home/rubbish-waste-and-recycling



Municipal Recycling and Waste Strategy and Future Delivery for Barnet

2016 to 2030

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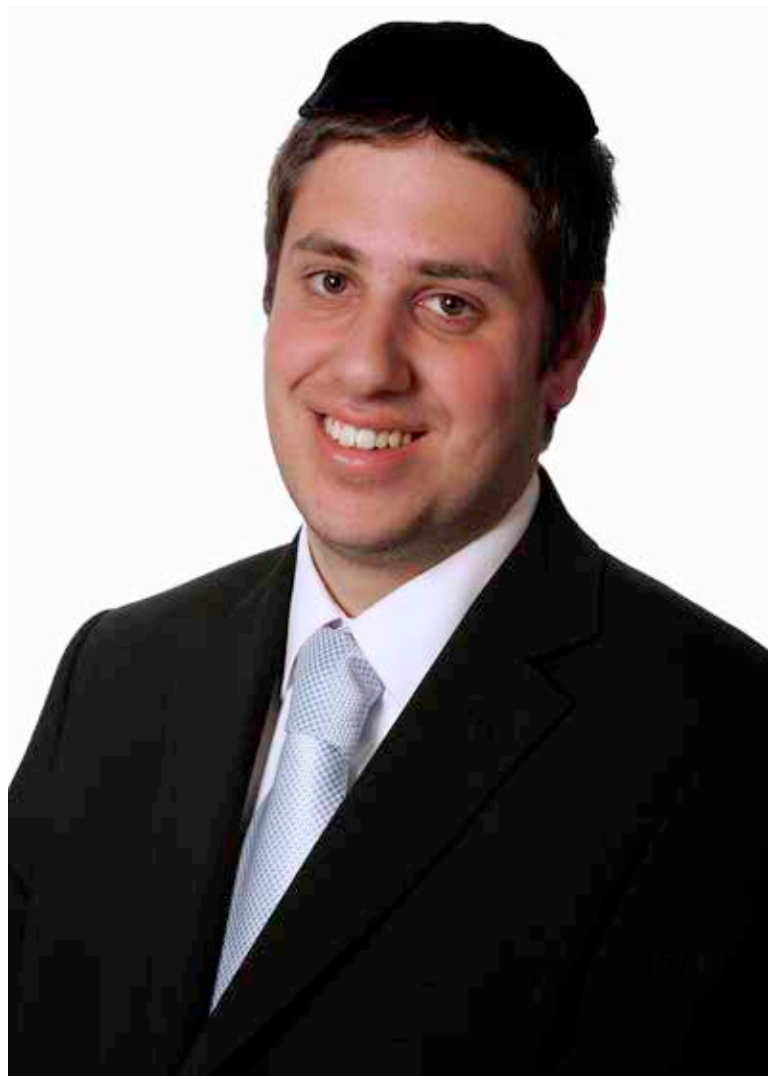
Foreword from Chairman of Environment Committee

We want everyone in Barnet to play their part in keeping our local environment clean and attractive, to protect the environment by reducing waste and giving materials another chance through reuse and recycling. This is a municipal recycling and waste strategy so it covers all waste that the council has a responsibility for dealing with – including waste generated by both residents and businesses.

Recycling is cheaper than sending waste for disposal, and in the current tough financial climate we all need to be recycling as much as we can and make full use of the services that are provided. This is particularly true in Barnet as the current waste to energy facility is over 40 years old and will need significant investment in the next 15 years which will lead to much higher disposal costs.

We all need to work together and rise to the challenge of preventing waste, recycling more and reducing what we dispose of. Our performance has improved as a result of the service changes in October 2013 when we started to provide the mixed recycling bins and the separate food waste service, but we have a challenging target of 50% recycling in 2020, and this strategy covers the period to 2030 by which time the target is likely to have increased. This strategy sets out our way forward when dealing with these challenges; its success is in everyone's interests and I hope all residents, customers and partners will work with us to achieve its aims.

Councillor Dean Cohen
Chairman of Environment Committee



Our vision and aims

We want everyone in Barnet to play their part in keeping our local environment clean and attractive, and protecting our wider environment by reducing waste and giving materials another chance through reuse and recycling.

By achieving these aims, we hope to see success through at least a 50 per cent household recycling rate by 2020, and a rate which exceeds 50 per cent by 2030.

Our four aims

Provide services that help our rapidly growing community to manage its environmental impact.



Manage the rising cost of waste collection and disposal by designing services that promote recycling and reuse and are integrated, intuitive and efficient.



Encourage all Barnet's residents, businesses and visitors to take responsibility for the waste that they produce, but using enforcement where necessary.



Embrace new technologies and ways of working that help us deliver services that respond better to the needs of our community.



Introduction

Barnet is growing. We live in a vibrant and thriving borough, with a growing population and millions of pounds being invested in housing, offices, schools, hospitals and transport networks. Our growing economy creates opportunity for residents and businesses and makes it more essential than ever that the growing amount of waste and recyclable resources that we produce is managed in an effective and efficient way.

Waste is the new resource

Since we first introduced a borough wide recycling service in 2001, the way we think about ‘waste’ has changed dramatically – from a problem to be managed to a source of valuable materials. New laws require us to increase the quality and quantity of materials recycled, and there is growing interest in finding ways to avoid waste altogether by using resources again and again. We also need to think about ways of reducing the amount of waste we generate in the first place, so we have less to deal with.

Barnet’s people understand

We have made great progress in the way that we manage our waste. The recycling rate for the borough has increased from just 8 per cent in 2001/02 to just under 38 per cent in 2014/15. 75 per cent of residents say that they are happy with the doorstep

recycling service¹ and new recycling services are being introduced to over 12,000 households in flats.

But it is not easy

There are still huge challenges to contend with. The global and national approach to waste management is changing and materials such as food waste and textiles may be banned from landfill. We have made progress towards increasing our recycling rate but we recognise that we could do a lot more. The council will need to invest in new ways of managing waste which could increase the cost of services at the same time that the public sector is under pressure to improve efficiency and reduce expenditure. We need everyone, the council, residents, visitors and businesses, to do their bit to make sure we leave a positive legacy for future generations. The council will have to be more efficient, innovative and committed than ever, and the public will have to play their part.

¹ Barnet Council, Residents’ Perception Survey, Spring 2015.



So we need to be ambitious

This strategy sets out how we will approach waste management in the next 15 years and help residents, businesses and visitors reduce the amount of waste sent for disposal. We want to help prevent waste happening in the first place but, when it does, to recycle, compost and reuse as much as possible. This will prevent valuable materials going to landfill or the energy from waste facility to generate energy and will help us reduce our costs. We have set ourselves challenging waste and recycling targets. We plan to increase the household recycling rate and expand our targets to also include other waste streams managed by the council (so our new targets will be for 'municipal' waste). We plan to increase the household recycling rate of 37.95 per cent in 2014/15 to 50 per cent by 2020 and exceed 50 per cent by 2030. It is an ambitious plan, but we believe it can be done.

What is behind the strategy?

Local government recycling and residual waste collection services will look very different by 2030. We anticipate that public sector agencies will work together more closely by - pooling resources, sharing staff and assets, and developing joint solutions. Waste streams will change, North London Waste Authority will be developing a replacement energy from waste facility, and private waste management firms will become fewer and larger, potentially reducing competitiveness and increasing service costs. We believe that recycling and composting of materials will continue to be much cheaper than sending materials to landfill sites or energy from waste facilities.

This strategy is underpinned by a number of assumptions about what the future will look like. We have summarised them in the appendix of this document, and the data that supports the assumptions will be available in an online data room.



Meeting the challenge: Key areas to address with our strategy

A short history of recycling in Barnet

Recycling has improved dramatically in Barnet since we began work 15 years ago.

Today, all of our residents living in houses are offered a mixed recycling, food waste, garden waste and residual waste collection and about two thirds of residents in blocks of flats also have a mixed recycling service. We clean up litter and fly-tipping, maintain the green spaces, collect business waste and have a reuse and recycling centre, generating further materials for recycling and disposal.

Successful roll out of the service

We are still rolling out the mixed recycling service to blocks of flats, and working hard to promote the service to all our residents. We are making good progress and our recycling and residual waste services are our top two performing services for resident satisfaction, running at 75 per cent and 80 per cent respectively satisfaction². Our residents have high expectations of our collection services – rightly so, and we strive to continue to provide a service that meets and where possible exceeds these expectations.

The people of Barnet are recycling more materials than ever before; our current household recycling rate is 37.95 per cent (in 2014/15), which is the highest it has ever been. But this is not the time to get complacent. Our recycling rate has plateaued and we are not on track to achieve the challenging target in 2020. In 2014/15 we fell short of meeting our recycling target of 41 per cent and of the 33 London Boroughs we ranked 10th in terms of our recycling performance. There are many reasons why we need to recycle and compost more materials.

² Autumn 2015

There are also a lot of changes happening in Barnet that bring both challenges to the services we provide and opportunities.

October 2001

One mixed box kerbside recycling introduced and started being rolled out across the borough, replacing the previous paper only service

First block of flats gets recycling service for paper, cans, foil and glass in separate bins

Household recycling rates 8 per cent

March 2005

Compulsory recycling introduced throughout Barnet to houses

National interest in the scheme as household recycling rates increase to 27.47 per cent in 2005/06

2008 to 2009

Two box recycling system introduced

Plastic bottles and cardboard were added to materials collected for recycling

Household recycling rates of 31 per cent in 2008/09

October 2013

Upgraded service with more materials collected including household plastic packaging

Food waste collection for houses and small blocks of flats












Leading to 40 per cent increase in materials recycled

October 2015

Collection of recycling materials, garden waste, food waste and rubbish from across Barnet






Roll out of recycling service to blocks of flats

Household recycling rate in 2014/15 37.95 per cent

Materials sources of municipal waste (tonnes 2014/15)							
	 Mixed recycling	 Food waste	 Garden waste	 Residual waste	 Other ³	Total	Municipal recycling rates
 Houses	22,648 tonnes	5,751 tonnes	15,073 tonnes	57,240 tonnes	1,448 tonnes	102,161 tonnes	43 per cent
 Flats	1,846 tonnes	-	-	17,926 tonnes	113 tonnes	19,885 tonnes	9 per cent
 Businesses	-	-	-	10,283 tonnes	1 tonnes	10,284 tonnes	0 per cent
 Schools	625 tonnes	80 tonnes	230 tonnes	2,080 tonnes	38 tonnes	3,052 tonnes	31 per cent
 Streets and grounds	270 tonnes	-	619 tonnes	7,548 tonnes	2 tonnes	8,439 tonnes	11 per cent
 Reuse and recycling centre	9,353 tonnes	-	1,788 tonnes	5,488 tonnes	-	16,629 tonnes	67 per cent
Total	34,741 tonnes	5,831 tonnes	17,710 tonnes	100,564 tonnes	1,603 tonnes	160,450 tonnes	36 per cent

Please note that our municipal recycling rate of 36 per cent is slightly lower than our household recycling rate of 37.95 per cent.

³ Other waste streams include recycling rejected due to contamination, clinical waste and hazardous waste

What happens to the materials after collection?	
 <p>Mixed recycling</p>	Our mixed recycling is sorted into separate materials at a materials recovery facility in Edmonton before the materials are sent on to be made into new products.
 <p>Food waste</p>	Our food waste is taken to an anaerobic digestion plant at Dagenham, where the gas captured during processing is used to generate electricity, and the remaining material is used as a fertiliser.
 <p>Garden waste</p>	Our garden waste is either taken to an in-vessel composting facility at Edmonton or to an outdoor composting facility, where it is processed into a valuable soil conditioner.
 <p>Rubbish</p>	The rubbish we collect is either landfilled in Buckinghamshire or sent to the energy from waste facility in Edmonton which generates electricity from the waste.
 <p>Other³</p>	Various treatment methods are used depending on the type of materials collected.

Barnet is changing

Barnet's population is growing. Barnet is now London's most highly populated borough, with around 367,000 residents living here in 2015. This is expected to grow by over 10 per cent to reach over 406,000 by 2025. It is clear that as the number of people living in Barnet increases so will the volume of recycling and residual waste that needs to be collected by the council. We collected around 146,000 tonnes of recycling and residual waste from Barnet residents in 2014/15, a figure we expect to increase significantly by 2030.

Year	2014/15	2019/20	2025	2030
Houses	105,579	107,556	108,972	109,910
Flats	38,177	48,911	57,313	63,437
Total	143,756	156,467	166,285	173,347

Household numbers are growing and the make-up is changing. In 2011, there were 136,600 households in Barnet. Of these, 62 per cent were houses (terraced, semi-detached or detached) and 38 per cent were flats and maisonettes⁴. The number of households in the borough is set to reach over 170,000 by 2028⁵. We expect 85 per cent of these new households to be in blocks of flats.

⁴ Barnet Core Strategy 2012

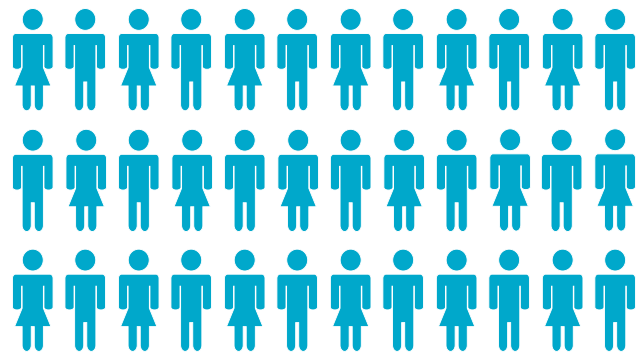
⁵ 2013 GLA Barnet Population Projections 2011 – 2041

Recycling is complicated for flats. Older flats and maisonettes are often in blocks not designed to deal with modern methods of waste collection, separation and disposal. Blocks of flats often have different methods for residents to dispose of residual waste which means it can be difficult to make recycling as easy as residual waste disposal. There are also a large number of private landlords that manage blocks of flats within the borough, which makes setting up recycling services and communicating with these residents more complicated.

Our planners can influence the design of recycling and residual waste arrangements within new developments and can enforce this. We want new buildings to be designed to enable residents to recycle at least 70 per cent of their waste by giving enough space for recycling and food waste to be stored within flats and the external space for recycling and food waste containers. The challenge is to ensure the recycling systems encourage maximum use by residents while allowing our collection systems to operate cost effectively. But with more materials to collect from more properties, we will have to invest – in collection vehicles, containers and sustained communications.

People are on the move

Around eight per cent of Barnet’s population has moved into the borough each year and the census data shows that a large number of people move within Barnet. This means that people may have experienced different services in other local authority areas and within Barnet e.g. people moving from blocks of flats to houses. These people may not yet understand how to use our recycling and residual waste services correctly or fully. We need to help them get to grips with these services.



2013 Population: 362,100

We are not getting any younger

By 2028 we expect the proportion of 25 to 34 year olds to decrease and the number of people 65 or older to increase by almost 19,000. We will need to meet the needs of more people whose age or health means they are unable to use our normal services, or need additional services such as clinical waste collections and assisted collections. And we will have to find the best way to communicate with them.



Projected 2028 Population: 420,000

We have lots of families: About 40 per cent of Barnet households have dependent children. Families with children generally generate more food waste and when the children are under three years old they also throw away lots of disposable nappies and baby wipes, for which there are limited recycling options available. We have to continue to meet the needs of these families.

We are highly diverse

Around 170 different languages⁶ are spoken in Barnet, and not everyone speaks English as a first or second language which can make communicating recycling and waste information challenging. Our four most common languages are English, Gujarati, Farsi and Somali⁷. Barnet also has the largest Jewish community in the United Kingdom and one of the largest Chinese populations. We have to design collections and communication to meet these needs, for example with additional collections prior to Passover and revised services around Christmas and New Year.



View of Brent Cross Shopping Centre, image supplied by Brent Cross Cricklewood Development Partners

6 Barnet Core Strategy 2012
7 Barnet Core Strategy 2012

Our businesses

We have a vibrant local economy, with the third highest number of businesses and start-ups in London⁸. Over the lifetime of this strategy we expect that local businesses will increase in size and new businesses will come to the area. As this happens the volume of waste produced by our businesses will increase. The materials thrown away by most businesses are cardboard, paper and food waste, all of which are recyclable or compostable. The council, along with many private companies offer a service collecting waste from businesses in Barnet. As the number of businesses increases this brings likely new customers and income for the council.

When businesses do not use the correct services to dispose of their waste it can cause many issues for the council, our residents and other businesses, including dumping of waste on our streets and housing estates. We will address this illegal dumping through enforcement with fines and prosecutions.

Budget challenge

Central Government is continuing to cut council budgets across England meaning that the financial pressure on all council services is growing. We will need to find more and greater efficiencies in the services we provide, while meeting the needs of residents and businesses in the borough. With waste and recycling services this offers opportunities.

8 Developing Barnet's Economic Strategy, Middlesex University London

Recycling, reusing and composting waste is not only better for the environment, it is also much cheaper. Sending mixed recycling to be sorted is just over half the price of sending residual waste to the energy from waste facility. This means that increasing recycling, composting and reuse of waste could go some way to helping us continue to deliver services that meet the needs of a growing population.

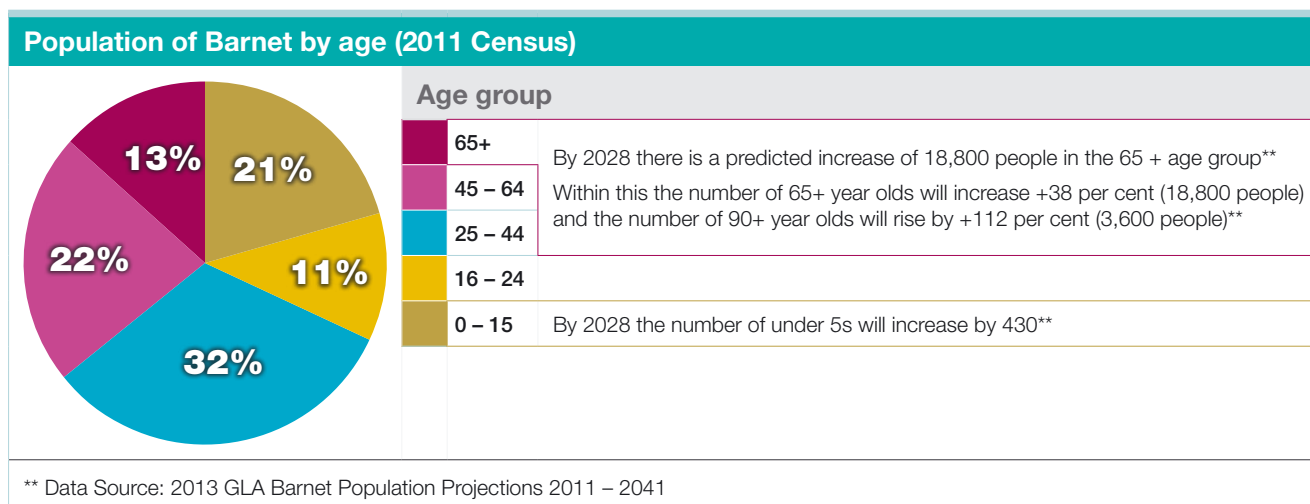
Changes to the law, policies, strategies and financial instruments

The way we provide our recycling and residual waste collection services is guided by European, national, regional and local laws, policies and strategies. These have changed over the last 15 years and we expect will continue to change over the next 15 years.

These laws, policies and strategies exist to:

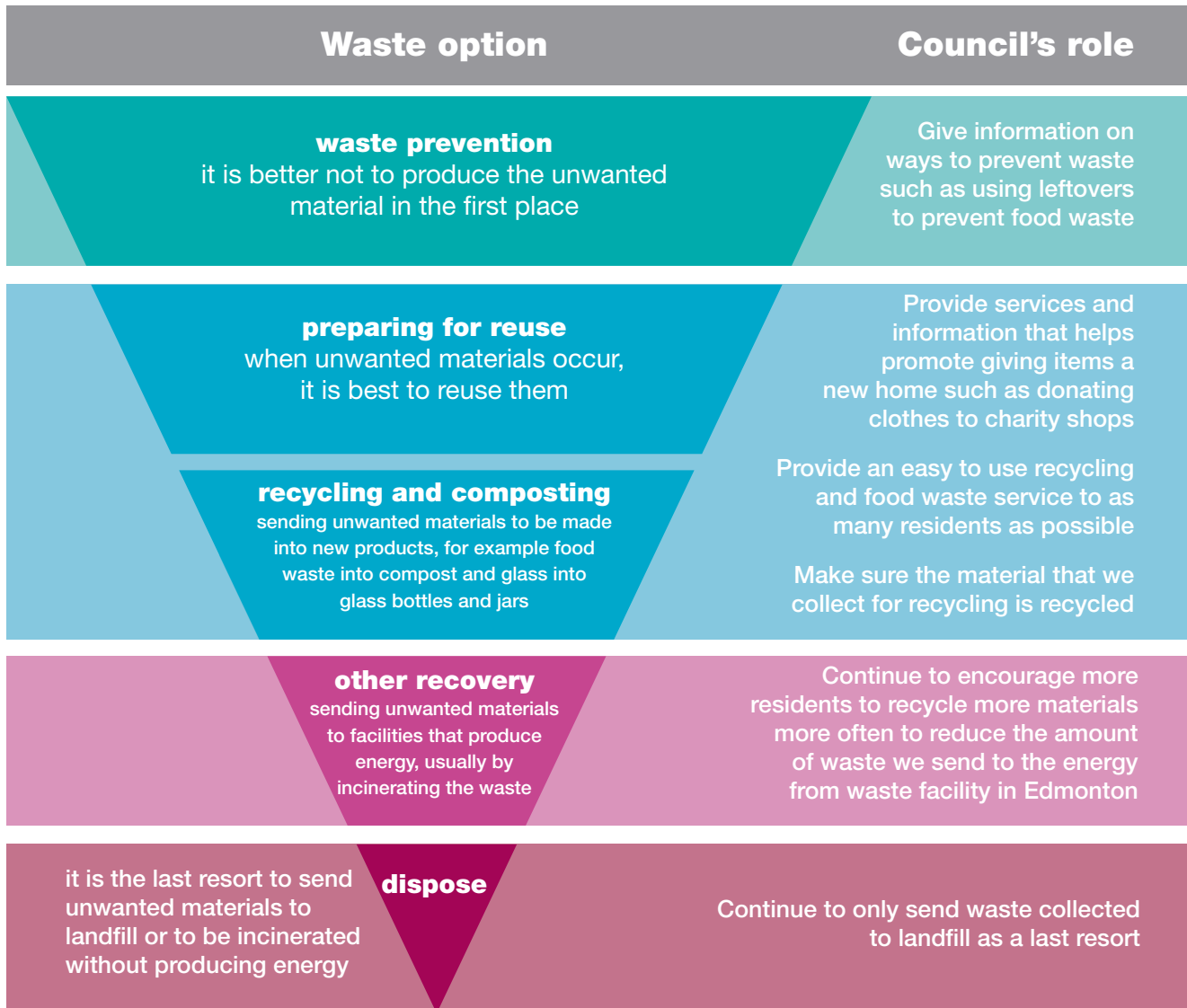
- reduce waste and increase the quality and quantity recycled.
- ensure that waste is managed safely with minimum effect on the environment and human health.
- provide a reliable, efficient and cost effective service.
- provide clear communications, instructions and guidance to residents and businesses.

A summary of the main laws, policies and strategies from Europe, our central and regional governments as well as from Barnet Council is given in the appendix. As the UK is part of the EU, our central government is required to reflect EU laws in national law.



The Waste Hierarchy

‘The Waste Hierarchy’ forms the basis of much of our legislation and sets out the order in which it is most sustainable to deal with waste. We expect that the ‘Waste Hierarchy’ will continue to guide legislation and waste related policy throughout the lifetime of this strategy. We know that our residents identify most with recycling and composting, and we will need to work harder to promote reuse and recycling.



Our recycling targets: Our current target is to recycle, compost or reuse at least 50 per cent of the household waste that we collect by 2020. This target recycling rate currently relates to ‘household waste’. Household waste is defined as materials collected from householders, for example from the waste and recycling collections for flats and houses, bulky waste collections, litter collections, and materials dropped off at public recycling sites. We expect any new recycling targets from the EU will apply to all the waste that a local authority collects which is referred to as ‘municipal waste’. We expect that a target for municipal waste will be more challenging than a

target for household waste as it will mean increasing recycling of waste from more sources, for example household waste as well as waste from businesses, parks and fly-tips. Some of this waste, such as fly-tipped waste, often cannot be recycled and we will need to engage with more people and expand the services we provide to make sure that more waste is recycled.

Changing the rules: In July 2014 the European Commission published its ‘Towards a Circular Economy: a zero waste programme for Europe’, along with draft legislation setting out a change to existing waste targets. The programme was criticised for

focusing too much on waste management and being potentially undeliverable across all 28 Member States. As a result it was removed from the EU's work programme in August 2014. At the time of removing the programme, the EU promised to introduce more ambitious and broader proposals that address the whole of the circular economy, and not just waste, by the end of 2015. The EU is currently discussing these proposals and is due to announce a new approach.

There is uncertainty about what they will propose but there are indications that the following may be considered:

- an emphasis on improving the quality of recyclable material collected.
- commitments on eco-design of products and packaging.
- action focussed on food waste, construction waste and industrial and mining waste.
- recycling targets and landfill reduction targets.

Whatever the new approach turns out to be, we will ensure that the way we deliver our recycling and residual waste services complies with the new requirements.

How Barnet will rise to the challenge

Working together. It is the council's responsibility to ensure that our recycling and waste strategy and the detailed Action Plans associated with it are delivered. But we can only succeed with help and support from a range of people and organisations.

We all need to do better:

- our council services and staff need to do more to support and encourage waste minimisation, reuse and recycling
- our residents (permanent and temporary) need to use the services we provide
- our businesses need to dispose of their recycling and waste correctly
- our visitors need to use the services that we provide, particularly for litter
- our registered social landlords (including Barnet Homes) and private landlords need to work with us to help deliver high quality services to residents.



Who will deliver the strategy and how we will work with them?	
Residents, businesses and visitors to Barnet	We will engage residents, businesses and visitors to ensure they understand how and what to recycle and how to reduce the waste they generate. We will extend recycling schemes to make it easier for people to access.
Multiple internal council departments will help deliver the strategy	<p>Recycling and waste officers will work with our:</p> <ul style="list-style-type: none"> • planning team to ensure that the new developments in Barnet provide residents with the facilities they need to fully participate in the recycling and residual waste collections services we provide. • communications team to ensure that our service users are kept informed of any service changes and can input into the development of any new services. • enforcement team to ensure that those who are misusing our services (for example using communal bins on estates incorrectly) or are engaged in fly-tipping, litter or other such acts are stopped, educated and where appropriate penalised. • information management team to ensure that we manage any service requests and complaints effectively, in-line with the corporate complaints process.
Council staff	<p>All of our staff have a responsibility to promote our recycling and residual waste collection services. We will ensure they understand the services we provide.</p> <p>40 per cent of our staff also live in the borough so experience our services first hand. They can give us valuable insights into how the services work for residents.</p>
Our key service delivery partners; contractors and suppliers	We will work with our key service providers to ensure that we get the best value for money from the services provided and that they give the highest standard of customer care.
Businesses leaders in Barnet	We will work with businesses leaders to understand the waste services required by local businesses and to help promote the council's services to the public.
Barnet Homes and other registered social landlords	We will work with these landlords to ensure that the services provided to their properties meet the needs of the residents. We will also identify how these organisations can assist in communicating the recycling services to their residents and increase the levels and quality of recycling for each of their properties.
Private landlords	
Our elected members	Council officers will work closely with our elected members during the development of this strategy and will continue this close working relationship throughout the delivery of the strategy.

Stakeholders outside of Barnet that will influence and support the delivery of the strategy	
North London Waste Authority (NLWA) neighbouring London borough's and other waste disposal authorities	We will engage with these organisations to ensure that the delivery of the strategy takes into consideration the lessons learned from other local authorities, knowledge from experts within the recycling and waste management industry and conforms with the requirements and aspirations of the bodies where possible.
London Waste and Recycling Board	
Resource London	
Greater London Authority	
Waste and Resources Action Programme	
Department for Environment Food and Rural Affairs	
Environment Agency	
Other relevant industry stakeholders	



Council services and how they might change

We have made great progress improving our recycling performance, with more people than ever accessing and using our recycling and residual waste services. In this section we set out current council waste services and how we expect them to change in the future.

Collection from our residents

Collection services for residents living in houses



Now: The recycling and residual waste service that we provide to houses is the most important contributor to our overall recycling performance. In 2014/15 over 100,000 tonnes of recycling and residual waste was collected from houses in Barnet.

Our collection service for mixed recycling collects paper, cardboard, glass bottles and jars, cartons, food tins and drinks cans, and household plastic packaging. Most houses have a blue wheeled bin for the collection of all their mixed recycling. We gave residents a caddy for their food waste and residents can request a wheeled bin for garden waste. Items that are not collected for recycling through any of these services can go in the black wheeled bin and they are collected as residual waste. A small number of properties do not have space for bins and use sacks for recycling and residual waste instead. All of the collections are given to residents weekly, except garden waste which is collected fortnightly.

Recycling is on the rise, but there is still more to do: Support for recycling is high and growing with 85 per

cent of houses now putting out mixed recycling for collection. This is around 11 per cent more than took part in 2012 but only 38 per cent use the food waste collection scheme. Over 50 per cent of what ends up in the black bin residual waste collection could have been recycled or composted. Our households generate a large amount of waste - there is also still a lot of potential to reduce the amount of waste we produce in the first place. Based on evidence from other local authorities we believe residents would be encouraged to separate out over 10,500 tonnes per year of additional material for recycling and composting if we collected residual waste fortnightly from houses. This would save the material being sent to the energy from waste facility and would mean a financial saving of around £440,000 per year.

Getting it right: We need to make sure that everyone knows what materials can be recycled. Unfortunately in 2014/15 around 1,400 tonnes of material collected from householders for mixed recycling was too badly contaminated with the wrong materials, including textiles, nappies and polystyrene, to be recycled. Disposing of contaminated recycling costs a lot of money which could have been spent on other services.

Our plans: We want to encourage and support residents to reduce waste and recycle more, particularly new residents. We need to understand the barriers to recycling and how we remove them. We will also be learning from authorities such as the London Borough of Bromley and Royal Borough of Kingston upon Thames which provide a similar range of services to us but achieve significantly higher recycling rates.

Collection services for residents living in flats



Now: Around 44,000 households in Barnet are flats - that is just over 30 per cent of all households - which means it is extremely important that we help residents living in flats to recycle as much as possible.

Flats tend to have lower recycling rates than houses. Older flats in particular are not designed with recycling in mind; it may be difficult to access recycling at the flats or find the space, both inside the flats and in shared areas, to store segregated waste bins.

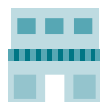
Currently about two-thirds of residents in flats have a mixed recycling service, which collects the same items as the service provided to houses. Groups of wheeled bins are located close to blocks of flats for residents to use. At the moment our flats only contribute one per cent to our total recycling rate, whereas our houses contribute 27 per cent.

Our plans: Getting the recycling bins in place. Our top priority is to ensure that each household in the borough has easy access to the mixed recycling service. We are working closely with managing agents to introduce mixed recycling containers for all flats (where the service is feasible) and expect this to be complete by the end of 2016. We will ensure residents that are new to the scheme, or new to the borough, understand how the mixed recycling service works, and will be working with the people who live in, manage, own and maintain the flats to help spread the message. Once everyone has access to the mixed recycling service we will look at reducing the number of residual waste bins and increasing the number of mixed recycling bins to help support our local 50 per cent+ recycling rate ambition. This includes working to ensure new developments and newly refurbished properties are designed to support recycling.

We will work to make sure that everyone living in a flat knows what they can recycle to try to stop recycling becoming contaminated with the wrong materials. We will also design the recycling collection points to make it more difficult for irresponsible users to contaminate the bins.

In the longer term we will be looking at opportunities to broaden recycling services to help residents living in flats recycle even more materials. As part of this we will trial a food waste collection service for around 12 blocks of flats in 2016.

Collection services for residents living in flats above shops



Now: Around 5,000 households in the borough are flats above shops. There are several challenges in providing recycling and residual waste services to these properties. Many are located in our high streets where it is important that recycling and residual waste do not block pavements or contribute to overfilled litter bins. To stop

residents unfairly covering the cost of the collection and disposal of business waste (which businesses must pay for separately) we need to keep the recycling and residual waste created by our residents and businesses separate.

Our plans: Each parade of flats above shops has different requirements for recycling and residual waste services so we will carefully assess the needs of each area when introducing improvements. Learning from authorities such as City of London, Camden and Lambeth we will consider introducing a requirement for residents in flats above shops and businesses on the same street to set out materials for collection within certain time-slots (known as time-banded collections) and an education and enforcement campaign to help keep our streets clear for pedestrians and maintain Barnet as an attractive place to live, work and visit. We will also consider the use of specific coloured sacks for residents in flats above shops and businesses.

Serving new properties



Now: We expect that by 2018 there will be 34,000 more new properties than there were in 2011. 85 per cent of these properties will be flats, which often have a lower recycling rate than houses as residents can find it harder to recycle.

Our plans: It is very important that new developments are designed to support recycling, for example by including space in the kitchen to allow recycling to be easily separated from residual waste. New developments also provide an opportunity for more efficient ways of collecting materials to be introduced and new technologies to be embraced. We will be working with architects and developers to make sure that when properties are built or refurbished, the design supports our ambition to achieve a 50+ per cent recycling rate.

Maximising use of reuse and recycling centres



Now: Reuse and recycling centres in North London play a vital role in helping residents to recycle materials that cannot efficiently be collected from the kerbside and drop off residual waste and recyclable items as

they need to. In 2014/15 nearly 17,000 tonnes of waste was managed through the site in Summers Lane with 67 per cent of this being recycled or reused.

In 2015 we transferred the management of our Summers Lane Reuse and Recycling Centre to North London Waste Authority. The aim of the transfer was to help improve and standardise Reuse and Recycling Centre services across north London.

Our plans: We will be working closely with North London Waste Authority to support residents to use the network of reuse and recycling centres available across north London. This will include ensuring that sites are as easy as possible to use and maximising reuse and recycling at the sites.

Our Passover collection service

Now: We offer a special waste collection service to help Jewish residents



to prepare for Passover. In 2015/16 an extra waste collection service was provided to 340 roads to remove foods traditionally forbidden in Jewish households during the annual festival. Residents living outside these roads can also contact the council to book a collection. Just over 130 tonnes of residual waste was disposed of.

Our plans. In the future, we hope to support residents to recycle more by providing this extra collection service via the food waste and mixed recycling service rather than a residual waste collection.

Clinical waste collection service

Now: We currently provide support for around 1,500 households in Barnet that have medical treatment at home and need to dispose of clinical waste. Special rules apply to this waste and we collect it separately from other materials. By 2028 we expect the number of people in the borough aged 65 or older to increase by almost 19,000. With pressure on health services, hospital stays are likely to be reduced with more patients being treated at home. This will lead to an increased demand for clinical waste collections.

Our plans: We will need to explore ways to increase service efficiency and reduce costs. This could mean



running the service in partnership with other councils, the NHS or another joint service provider.

Bulky waste collection service



Now: Our bulky waste collection service helps residents who are unable to transport bulky items, such as televisions and fridges, to the Reuse and Recycling Centre. Residents need to book the service and are charged depending on the type of items they need us to collect. The charge to the customer covers the costs of collection and not disposal, which is covered by residents' council tax.

We ask residents to leave items at the front of their property for collection and we make around 450 collections each year. Once collected, white goods and electrical items are sent for recycling and all other items are sent for disposal. Our preference is that bulky items are where possible reused so we also make residents aware of the Barnet Furniture Centre and other outlets that reuse donated unwanted furniture and white goods.

Our plans: We know there are a number of challenges the service needs to overcome:

many items we collect through this service are still in working order and we want to look for ways for them to be reused. Where items cannot be reused we want to see if there are ways to recycle some of the materials within the items.

asking residents to leave items at the front of their properties already causes problems for residents living in flats that are not on the ground floor. As the number of flats increases this will become an issue for a more people and we will need to investigate alternative ways this service can be provided in the future.

we recognise that for some residents the cost of collection is more than they can afford. We will continue to review these charges along with the tonnage collected to try to make sure we provide a cost effective service.

Hazardous waste collection service

Now: We have a contract with the City of London Corporation for the collection of hazardous wastes such as old chemicals and asbestos that cannot be



safely managed through the normal residual waste collection service. City of London Corporation will collect hazardous materials directly from residents and also remove hazardous items that have been dumped.

Our plans: The amount of waste managed through this service is minimal so our focus will be to make sure our current approach continues to provide a good quality of service, is cost-effective, and meets any new regulatory requirements.

Collection services for our businesses

Now: In 2014/15 over 10,000 tonnes of residual waste was collected by the council from local businesses via the paid for commercial waste service. This amount represents less than 10 per cent of the waste collected by the council in that year.

Our plans: A recycling collection service is not currently provided but we recognise the importance of encouraging business to recycle more. We are currently reviewing how we might provide competitively priced mixed recycling and food waste collection services for those businesses that use our residual waste collection service. By the end of this

strategy (2030), we expect that recycling collected from businesses will make up a significant proportion of our municipal recycling rate.

Illegal dumping of waste by businesses and households is an issue that we intend to address more rigorously. Dumping looks unsightly, can be dangerous and means that the local community unfairly ends up paying for collection and disposal of waste that they did not produce. We will undertake a fly-tipping enforcement campaign which will aim to ensure that all local businesses have suitable contracts for the disposal of waste materials and that those caught dumping are punished.

In some areas of the borough it is difficult to distinguish commercial waste from household waste, for example, where flats above shops set out their waste in the same location as the shops. This may be resulting in commercial waste being unintentionally collected with household waste and, causing additional and unnecessary disposal costs for the council. We will investigate how this can be addressed and will consider whether a requirement for businesses to set out materials for collection within certain time-slots (known as time banded collections) might help to address this.



Collections for our schools



Now: The services that we provide to schools are central to engaging children in positive behaviours. While almost all the schools that use our residual waste collection service also use the mixed recycling service, under 10 per cent use the food waste collection. Currently only around 31 per cent of waste generated by schools is recycled so to reach our 50 per cent target by 2020 this figure must greatly increase.

Our plans: We will engage schools by asking them to commit to increase recycling and reducing residual waste, with potential rewards for those that make a positive change. To support schools we will deliver a communications campaign to encourage the use of all recycling services and ensure that the recycling is free from contamination. We will also review how schools are charged for collection services to help motivate them to reduce residual waste and recycle more.

Street scene services

The vast majority of our residents, businesses and visitors take responsibility for the waste and litter they produce and use the services we provide. Sadly there is a small minority of people that do not. Their actions result in litter, fly-tipping, abandoned

and nuisance vehicles and dog mess on our streets and in our parks as well as graffiti and flyposting. All of which, damage the environment that we all live and work in. Our residents have told us that litter / dirt lying around is one of the top ten issues that they are concerned about⁹.

The council is legally responsible for the cleaning and maintaining the streets, parks, gardens and other public places in Barnet and we aim to keep the environment attractive for our residents, businesses and visitors. Saying that, we welcome, encourage and support local community groups and other volunteers to get involved in keeping the borough clean and tidy.

Street cleaning



Now: We have a dedicated team out in all weathers cleaning the streets in Barnet. Our team sweep and litter pick, empty litter and dog waste bins, clear fallen fruit, leaves and dead animals as well as using vehicles and manual sweeping to clean the roads. There are around 70 recycling bins and litter bins mainly in North Finchley and Cricklewood. In 2014/15 we cleared over 5,500 tonnes of waste from our streets but collected less than one tonne for recycling.

Our plans: Our biggest challenge for street cleaning is to increase the amount of recycling collected by the service in a cost effective way. As the borough becomes more densely populated, it is likely that our team will collect more waste from the pavements, roads and other public spaces. Increasing the amount of recycling collected from these areas will therefore become even more important.

The recycling litter bins are sadly not used very much and the wrong materials are often put in them. We are looking at these bins and other ways to increase recycling collected by the street cleansing service.

On street recycling sites



Now: There are currently 20 recycling sites throughout the borough which help residents recycle paper, cans, glass, textiles and waste electronic and electrical equipment. It

⁹ Barnet Council, Residents' Perception Survey, Spring 2015

is likely that the need for this service will reduce as the recycling service is provided to all flats. During 2014/15 the amount of dumping at recycling sites increased substantially compared to previous years resulting in increased costs for collection and disposal of this dumped waste.

Our plans: With the increased dumping of waste and recycling services being provided to more and more blocks of flats, we have started to review the bring bank service. As part of this review we will be considering whether some or all recycling sites should be removed or relocated and, if so, how we might best help residents to recycle textiles and waste electronic and electrical items which cannot currently be included with the mixed recyclable materials we collect.

Fly-tipping

Now: It is our responsibility to clear waste that is dumped on public land. All sorts of items get dumped from resident's residual waste in black bags, unwanted furniture and electrical items to builders' waste and sometimes even hazardous materials.

In 2014/15 we collected and disposed of 1,500 tonnes of dumped waste, two tonnes of which was hazardous materials. The cost of disposing of this was covered by local taxpayers (our residents and businesses).

Feedback from residents indicates that there is high concern regarding fly-tipping at blocks of flats. A rough estimate is that each household ends up indirectly paying around £20 per year for waste dumped by businesses and other residents to be removed from blocks of flats, with even more costs incurred for disposing of the items. We believe it is important that everyone takes responsibility for disposing of their waste in the right manner and that residents do not have to have to pick up the costs of businesses and other residents not using the services available to them.

We managed to separate some items, like tyres and electrical items, out for recycling. Unfortunately it is usually very difficult to recycle fly-tipped waste, for example, furniture left out could be damaged by rain and the way we have to collect the items often

damages them. We want to increase the amount of material reused and recycled so will look at how we can change the ways that these items are collected and disposed of.

Our plans: We think it is unfair that those dumping waste avoid charges and will be developing a communications and enforcement campaign to address fly-tipping. We will follow the lead of authorities such as those in Suffolk which delivered "Operation Tip Off" encouraging people to report fly-tipping with follow up enforcement actions. Operation Tip Off is delivered by the Suffolk Fly-Tipping Action Group; a taskforce that includes all Suffolk local authorities, the Environment Agency and trading standards as well as other interested parties.

Our open spaces

Now: It is important that the parks and green spaces are kept in an attractive condition for our residents and visitors to enjoy. A team do just that and are out in all weathers emptying litter and dog bins and picking up litter. In 2014/15 they removed 485 tonnes of waste. They also cut the grass, shrubs and trees and weed the flower beds. We are proud to say that all the garden waste from these activities is composted.

Our plans: At the moment we are seeing how well used a number of recycling litter bins in two of the parks are. Apart from this trial no other recycling is collected from the parks, which is something we want to change in the future.

As more people move into Barnet more people will want to enjoy our parks and green spaces. This is likely to mean that more waste is collected from the parks, which we will need to make sure our team is able to cope with.



Our approach to engaging the community

Step by step over the last 15 years the majority of people in Barnet have embraced mixed recycling and a minority have participated in food waste collections.

But, there is still a lot to do and a large amount of mixed recycling and food waste still ends up in the residual waste. We also still have problems with litter, dog mess and dumping of a large range of unwanted items and waste on our streets and estates.

We know it will take more than just sending out a service leaflet or a placing an advert in the local newspaper to achieve the aims of this strategy. We will follow national good practice to support our residents, businesses, visitors and staff to act in new ways.

The 6E's framework for behaviour change¹⁰ tells us that in order for us to support people to change how they act we need to 'Explore' the current situation

¹⁰MINDSPACE, Influencing behaviour through public policy, discussion document

through monitoring the performance of our services and seeking views and feedback from the public: 'Enable' people to do the right thing by making our services easy and straightforward to use; 'Engage' people by communicating in a way that is meaningful to them; 'Encourage' through rewards, recognition and penalties; 'Exemplify' by taking the lead ourselves; and 'Evaluate' the outcomes. Changing behaviour is not easy, and will take time. We will write detailed plans that explain what we will do to create change.

Over the years we have tried many different ways to encourage residents to recycling more and to stop people littering, dumping waste and dog mess. Below are some of the highlights:

The 6Es	Examples of what we have done so far
Explore	<ul style="list-style-type: none"> held focus groups with residents in flats to discuss waste and recycling services conducted surveys with residents and staff about how they use the food waste service and what they think of the recycling service looked at the performance of our collection services and the types of materials that residents are throwing away
Enable	<ul style="list-style-type: none"> changed the recycling service for houses from a service where residents have to sort the materials into two boxes, to a service where all materials are mixed and collected using a wheeled bin, making it easier for residents to recycle given residents and students in flats reusable bags to help take mixed recycling from the flat to the recycling bins offered a recycling service to all schools provided a separate food waste recycling collection to all houses triallyed different ways of making the food waste service easier to use for residents

The 6Es	Examples of what we have done so far
Engage	<ul style="list-style-type: none"> • launched a 50 per cent recycling by 2016 communications campaign • produced an issue of Barnet First magazine dedicated to recycling • talked with school children about recycling at the Jewish Family Centre Summer Camp • promoted recycling to students with a stall at the annual Middlesex University freshers fair • promoted the recycling and food waste collections and answered questions at community festivals • shared our street cleaning programme with residents through the council's website • supported litter picking events for local communities that want to clean up a chosen area
Exemplify	<ul style="list-style-type: none"> • all main council buildings have an internal recycling service • recycling is promoted to council staff • we have reviewed what happens at other councils
Encourage	<ul style="list-style-type: none"> • compulsory recycling was introduced in 2005 and remains one of our current policies. When it was first introduced the quantity of materials recycled increased by 28 per cent • carried out a doorstepping campaign linked with the launch of the mixed recycling service and food waste service targeting all properties provided with the collection service for houses • six months after the launch of the new recycling service a 'thank you' leaflet was sent to all the houses on the new service • if education and engagement are unsuccessful we enforce against graffiti, litter and fly-tipping through fines and prosecutions
Evaluate	<ul style="list-style-type: none"> • after the new mixed recycling service was started we spoke to residents to see if they understood the changes and see if they had any problems using the new service • the council surveys residents from across the borough annually and asks them about how all council services are performing • we have looked at the number of residents putting their recycling containers out for collection so we know roughly how many people use the recycling service regularly • we have looked at the composition of waste materials in the household waste stream, to understand what materials that can be recycled are being recycled, and how much of this material is not being recycled by residents

The roadmap to 2030

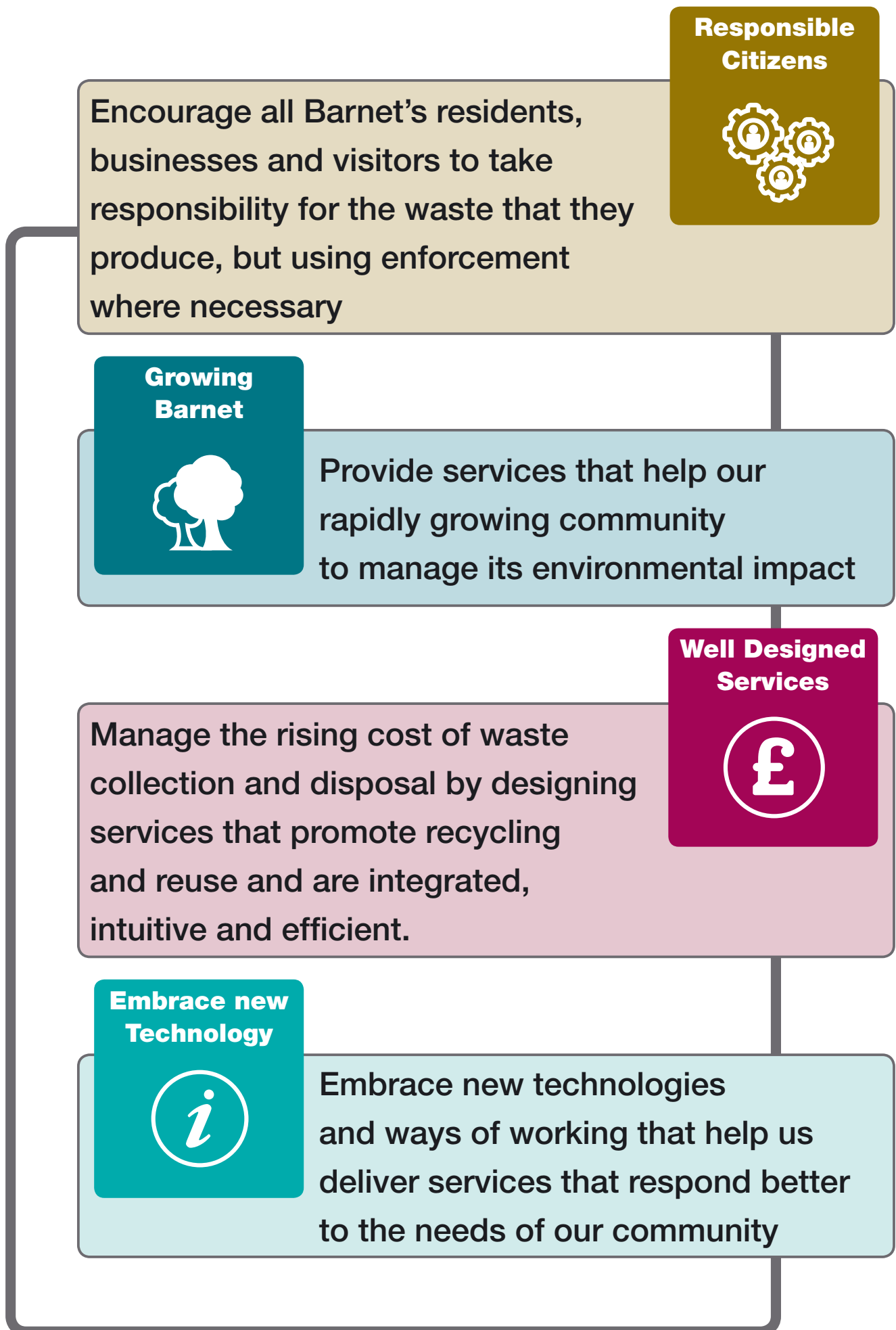
We know it will take more than just sending out a service leaflet or a placing an advert in the local newspaper to achieve our aims.

In fact, we all need to act, work and change our behaviour together and we understand that this will take time. We will follow national best practice to support our residents, businesses, visitors and staff to act in new ways.

We have agreed with our members¹¹ what we need to do at an overarching level (see below). Following the public consultation on the draft strategy, an Action Plan has been developed to help deliver these goals, this action plan can be seen in the full strategy document.



¹¹ Environment Committee Commissioning Plan 2015 – 2020



Action Plans



























To help achieve the vision of the strategy we need to engage with everyone in Barnet.

To help them play their part in reducing waste and giving materials another chance through reuse and recycling.

Delivering this strategy will not be simple or straight forward, there are many challenges

facing Barnet. Balancing will need to be done in light of the strategy aims, the continuing financial pressure and the views expressed during the consultation. This action plan sets out how we to look achieve our vision.

2016 to 2020				
Actions	Resources needed	Milestones	Lead	
1	Introduce time Banded commercial waste collections, including colour code bags for recycling and waste for the eight key town centres for business and residents by March 2017		Initiate project May 2016. Consultation Summer 2016. Action Complete March 2017	Commissioning Group
Priority: 1 Assumption: MD1 MTFS Saving: G2				
2	Re launch and expand trade waste service, which will achieve 50% recycling and embrace the use of customer friendly, self serve new technology which will reduce back office admin and increases customer satisfaction by 2018/19		Initiate project April 2016. Review options for recycling services Summer 2016. Action Complete March 2019	Streetscene Director
Priority: 1 Assumption: MD1, P3, EO1, P4 MTFS Saving: G2				
3	Review the Bulky Waste Service (Special Collections) offered to residents and businesses to ensure an increase in the amount of reused and recycling from 0% to 20% by 2019		Review service by March 2017. Launch revised service April 2018. Action Complete March 2019	Commissioning Group
Priority: 1 Assumption: P3, EO1, EO5 MTFS Saving: G4				
4	Review all recycling and waste policies to check if they are fit for purpose and promote maximum recycling and an improved Streetscene, revise and update where needed, and publish in a clear and easy to understand format for approval by committee in November 2016		Initiate project May 2016. Action Complete November 2016	Commissioning Group
Priority: 1 Assumption: R1 MTFS Saving: R1, G3				
5	Engage with management companies and Landlords to enable recycling facilities to be introduced to all flats to enable them to recycling 50% of their waste by 2020.		Initiate project September 2016. Action Complete March 2020	Streetscene Director
Priority: 1 Assumption: P3, EO1, BE1 MTFS Saving: R1, R2				

2016 to 2020				
Actions	Resources needed	Milestones	Lead	
6	Start Trial for new ways of delivering Streetscene enforcement to reduce demands on services, and enhance the Streetscene by August 2016		Initiate project April 2016. Action Complete February 2017	Commissioning Group
Priority: 1 Assumption: R5 MTFS Saving: G3 				
7	Start a communications campaign which promotes community pride in their local area and Barnet as a whole, highlight how to report issues such as flytipping and which will also encompass the introduction of greater Streetscene Enforcement by August 2016		Initiate project April 2016. Action Complete February 2017	Commissioning Group
Priority: 1 Assumption: R5 MTFS Saving: G3    				
8	Create an annual Streetscene Communications Campaigns plan which focuses on achieving the outcomes of the strategy from 2017/18 onwards. Key areas for inclusion are: Waste Minimisation, Food Waste Diversion, Reduction in Contamination, Enforcement, No flytipping, Littering		Initiate project January 2017. Review of progress Nov 2017. Action Complete March 2018	Delivery Unit
Priority: 2 Assumption: D6 MTFS Saving: G3    				
9	Restructure of the Street Scene business model, considering options such as enterprise, mutual, shared service or outsourcing for Waste, Recycling, Street Cleansing and Grounds Maintenance services to increased productivity and reduction of overheads by 2018		Initiate project 2015. Env. Committee decision March 2016. Action Complete 2018	Delivery Unit
Priority: 1 Assumption: R9 MTFS Saving: E8 				
10	Continue to review best practice for promoting waste minimisation, while also linking with NLWA, London wide and national campaigns to ensure that more people from different backgrounds hear the campaign message in 2017.		Initiate project January 2017. Action Complete December 2017	Delivery Unit
Priority: 2 Assumption: R2, R4, P8 MTFS Saving: G3   				
11	Review, expand and publish new Planning Guidance on recycling and waste requirements within new build properties and external to property for storage of bins by November 2016		Initiate project May 2016. Action Complete November 2016	Commissioning Group
Priority: 2 Assumption: EO5 MTFS Saving: R1, R2  				
12	Work with Customer Contact Centre to create a training programme to ensure all staff can give excellent clear guidance, promote waste minimisation and reuse by May 2017.		Initiate project September 2016. Action Complete May 2017	Delivery Unit
Priority: 2 Assumption: P3 MTFS Saving: G3    				














-  Project Lead
-  Research and analysis
-  Engagement
-  Communication
-  Development Partners
-  Finance
-  Training
-  Internal Partners
-  Stakeholder management and liaison
-  Technical knowledge
-  Legal Support
-  External Partners





















2016 to 2020				
Actions	Resources needed	Milestones	Lead	
13	Work with Barnet Homes to ensure all caretaking staff have training to promote recycling and waste services and cleansing, to help reduce waste and flytipping and increase recycling, by May 2017.		Initiate project September 2016. Action Complete May 2017	Delivery Unit
Priority: 2 Assumption: P3 MTFS Saving: G3				
14	Review collection of difficult waste types i.e. Disposable nappies, WEEE, offensive waste, textiles, and trial new collection methods which aim to increase reuse/recycling by March 2017.		Initiate project May 2016. Action Complete March 2017	Commissioning Group
Priority: 2 Assumption: P3, EO1, EO5 MTFS Saving: R2				
15	Trial new systems for collecting waste and recycling from low rise properties which increase recycling and reduce residual waste while keeping public satisfaction with the service high, by 2017/18		Initiate project May 2016. Action Complete November 2017	Commissioning Group
Priority: 2 Assumption: P3, EO1, EO5, R4 MTFS Saving: R2				
16	Re launch Barnet compulsory recycling scheme, and add in the new materials collected for recycling, promoting recycling and enabling progressing from education to enforcement where needed in Spring 2017		Initiate project February 2016. Action Complete March 2017	Delivery Unit
Priority: 2 Assumption: P2, R5 MTFS Saving: G3				
17	Review the income generation options from Non-Statutory Waste Services, and the impacts and implications of introducing new or changing services such as Garden waste, including viable levels of charging and participation by 2018		Initiate project September 2016. Action Complete April 2018	Commissioning Group
Priority: 2 Assumption: EO5 MTFS Saving: G2				
18	Review litter bin locations, litter flows and expand the integration of smart city thinking, to increase the amount of recycling diverted from cleansing waste to 50% by 2017		Initiate project May 2017. Action Complete March 2017.	Delivery Unit
Priority: 3 Assumption: P3 MTFS Saving: E10				
19	Review the collection method for all adhoc or on request collection services such as events, Passover collections and community litter picks to ensure recycling is the default option by April 2017		Initiate project September 2016. Action Complete April 2017.	Delivery Unit
Priority: 3 Assumption: P3 MTFS Saving: R2				
20	Review the recycling and waste services to schools by May 2017 and develop ways of encouraging more recycling and waste minimisation for September 2017		Initiate project September 2016. Contact Schools May 2017. Action Complete September 2017.	Delivery Unit
Priority: 3 Assumption: P3 MTFS Saving: P3				

Project Lead
 Research and analysis
 Engagement
 Communication
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 Stakeholder management and liaison
 Technical knowledge
 Legal Support
 External Partners

2016 to 2020				
Actions	Resources needed	Milestones	Lead	
21	Review the make up of waste from parks and open spaces to ensure more is sent for recycling by 2018		Initiate project April 2017. Action Complete March 2018.	Delivery Unit
Priority: 3 Assumption: P3, EO1, P4 MTFS Saving: R2				
22	Review operational areas to see where additional efficiencies and improvements can be made by 2017. Key areas for inclusion are: alternative fuel source vehicles, real time links between crews and back office systems		Initiate project May 2016. Action Complete March 2017.	Delivery Unit
Priority: 3 Assumption: R1, R6 MTFS Saving: E3				
23	Review of all recycling and waste stream flows, costs (collection and treatment/disposal) and predictions to be carried out to support all action plan projects for October 2016.		Initiate project May 2016. Action Complete October 2016.	Commissioning Group
Priority: 1 Assumption: E02				
Project Lead Research and analysis Engagement Communication Development Partners Finance Training Internal Partners Stakeholder management and liaison Technical knowledge Legal Support External Partners				

2020 to 2025		
Actions	Top 6 resources needed	
1	To review the Municipal Recycling and Waste Strategy to ensure it is refreshed, update the action plan and that the assumption are still accurate by June 2020	
Priority: 3		
2	To be prepared for the assumption “As targets become harder to deliver – groups of Councils act together to standardise communications campaigns – possibly London wide” & “There will be more harmonised collections with neighbouring authorities such as having the same containers, collecting the same materials, and potentially sharing the same services” by reviewing options for further partnership working with neighbouring boroughs and the NLWA, such as potential for harmonisation of services where it enables improved services or sustainable savings by 2021	
Priority: 3 Assumption: R2, MD2		
3	To be prepared for the assumption “Materials Recovery Facility technology will continue to improve to give higher quality material available for local markets” by ensuring that trend changes are known through research and regular review of waste composition with the North London Waste Authority, to ensure we know what is being produced, where it goes, and what can we do differently to minimise waste and maximise recycling, and embed within the annual service plan from 2020 to ensure our services remain fit for purpose	
Priority: 3 Assumption: T3		
4	To be prepared for the assumption “A Barnet Council depot will exist for waste and recycling, and there will be a bulking facility for dry recycling and food waste as well as transfer station capacity for residual waste.” by working with the regeneration and planning teams to ensure that suitable site for waste transfer are available in the borough	
Priority: 3 Assumption: T1		
Project Lead Research and analysis Engagement Communication Development Partners Finance Internal Partners Stakeholder management and liaison Technical knowledge Legal Support		

2020 to 2025	
Actions	Top 6 resources needed
5	To be prepared for the assumption “Material prices will continue to fluctuate against raw material costs” by ensuring that Barnet’s recycling is not only of a high level but also high quality through focused data driven campaigns to reduce contamination of blue, green and brown bins and promote the need and reasons for quality recycling, where possible utilising modern technology to reach people and gain feedback
Priority: 3 Assumption: MD3  	
6	To be prepared for the assumption “There will be further consolidation within the waste industry – collection and disposal” by ensuring that during any procurement full market engagement is carried out to ensure best value is achieved
Priority: 3 Assumption: MD5 	
 Project Lead  Research and analysis  Engagement  Communication  Development Partners  Finance  Internal Partners  Stakeholder management and liaison  Technical knowledge  Legal Support	

2025 to 2030	
Actions	Top 6 resources needed
1	To be prepared for the assumption “There could be landfill bans on waste streams by 2030” by working with the North London Waste Authority on the development of facilities to ensure Barnet’s waste is handled in a secure and sustainable way
Priority: 3 Assumption: P6  	
2	To be prepared for the assumption “By 2030 further efficiencies will be required to meet Member and residents expectations.” Continually review of all waste systems including collection and disposal systems to ensure they remain fit for purpose
Priority: 3 Assumption: E06    	
3	To be prepared for the assumption “By 2030 most people, residents and traders, will be more digitally engaged” by reviewing ways of communicating with residents and businesses digitally and prove new platforms for communication
Priority: 3 Assumption: T5 	
4	To be prepared for the assumption “NLWA will build a replacement energy from waste plant before 2030 and until then the existing waste to energy plant at Edmonton will be used” by continuing to work with the NLWA
Priority: 3 Assumption: C4  	
5	To be prepared for the assumption By 2030 there will be a 70% recycling, composting and reuse target for municipal waste” by ensure Barnet is a leader in prompting waste minimisation and reuse and refurbishment, linking with local businesses and social enterprises to promote market for reused goods, economic benefits and business opportunities and that best practice for waste minimisation to ensure that waste growth is capped where possible
Priority: 3 Assumption: P5 	
 Project Lead  Research and analysis  Engagement  Communication  Development Partners  Finance  Internal Partners  Stakeholder management and liaison  Technical knowledge  Legal Support	

For more information:

tel: 020 8359 2000 email: first.contact@barnet.gov.uk

or visit www.barnet.gov.uk/citizen-home/rubbish-waste-and-recycling

#	2016 to 2020 Actions	Priority	Assumption	MTFS Saving	Growing Barnet	Well Designed Services	Responsible Citizens	Embrace new Technology	Top 6 resource Areas					
									1	2	3	4	5	6
1	Introduce time Banded commercial waste collections, including colour code bags for recycling and waste for the eight key town centres for business and residents by March 2017	1	MD1	G2	Yes	Yes	Yes	N/A	Project Lead	Operational Knowledge	legal support	Comm-unications	Engagement with stakeholders	Streetscene Enforcement
2	Re launch and expand trade waste service, which will achieve 50% recycling and embrace the use of customer friendly, self serve new technology which will reduce back office admin and increases customer satisfaction by 2018/19	1	MD1, P3, EO1, P4	G2	Yes	Yes	Yes	Yes	Project Lead	Operational Knowledge	Comm-unications	engagement with businesses	soft market testing	HR Support
3	Review the Bulky Waste Service (Special Collections) offered to residents and businesses to ensure an increase in the amount of reused and recycling from 0% to 20% by 2019	1	P3, EO1, EO5	G4	Yes	N/A	Yes	N/A	Project Lead	Operational Knowledge	Comm-unications	soft market testing	Research and analysis	Third sector engagement
4	Review all recycling and waste policies to check if they are fit for purpose and promote maximum recycling and an improved Streetscene, revise and update where needed, and publish in a clear and easy to understand format for approval by committee in November 2016	1	R1	R1, G3	N/A	Yes	N/A	N/A	Project Lead	Operational Knowledge	Research and analysis	Comm-unications	Engagement with stakeholders	
5	Engage with management companies and Landlords to enable recycling facilities to be introduced to all flats to enable them to recycling 50% of their waste by 2020.	1	P3, EO1, BE1	R1, R2	Yes	Yes	Yes	Yes	Project Lead	Operational Knowledge	Research and analysis	Comm-unications	Barnet Homes	Engagement with Management Companies
6	Start Trial for new ways of delivering Streetscene enforcement to reduce demands on services, and enhance the Streetscene by August 2016	1	R5	G3	N/A	N/A	Yes	N/A	Project Lead	Operational Knowledge	Comm-unications	Streetscene Enforcement	Procurement	legal support
7	Start a communications campaign which promotes community pride in their local area and Barnet as a whole, highlight how to report issues such as flytipping and which will also encompass the introduction of greater Streetscene Enforcement by August 2016	1	R5	G3	Yes	N/A	Yes	Yes	Project Lead	Operational Knowledge	Recycling comms Team	Corporate Comms Team	Comms Budget	
8	Create an annual Streetscene Communications Campaigns plan which focuses on achieving the outcomes of the strategy from 2017/18 onwards. Key areas for inclusion are: Waste Minimisation, Food Waste Diversion, Reduction in Contamination, Enforcement, No flytipping, Littering	2	D6	G3	Yes	Yes	Yes	Yes	Project Lead	Operational Knowledge	Recycling comms Team	Corporate Comms Team	Comms Budget	

9	Restructure of the Street Scene business model, considering options such as enterprise, mutual, shared service or outsourcing for Waste, Recycling, Street Cleansing and Grounds Maintenance services to increased productivity and reduction of overheads by 2018	1	R9	E8	N/A	Yes	N/A	N/A	Project Lead	Operational Knowledge	engagement with businesses	soft market testing	HR Support	Engagement with stakeholders
10	Continue to review best practice for promoting waste minimisation, while also linking with NLWA, London wide and national campaigns to ensure that more people from different backgrounds hear the campaign message in 2017.	2	R2, R4, P8	G3	Yes	N/A	Yes	Yes	Project Lead	Operational Knowledge	Recycling comms Team	Corporate Comms Team	Comms Budget	
11	Review, expand and publish new Planning Guidance on recycling and waste requirements within new build properties and external to property for storage of bins by November 2016	2	E05	R1, R2	Yes	Yes	N/A	N/A	Project Lead	Operational Knowledge	legal support	Planning support		
12	Work with Customer Contact Centre to create a training programme to ensure all staff can give excellent clear guidance, promote waste minimisation and reuse by May 2017.	2	P3	G3	Yes	Yes	Yes	Yes	Project Lead	Customer Contact Team	Training Time			
13	Work with Barnet Homes to ensure all caretaking staff have training to promote recycling and waste services and cleansing, to help reduce waste and flytipping and increase recycling, by May 2017.	2	P3	G3	Yes	Yes	Yes	N/A	Project Lead	Barnet Homes	Training Time			
14	Review collection of difficult waste types i.e. Disposable nappies, WEEE, offensive waste, textiles, and trial new collection methods which aim to increase reuse/recycling by March 2017.	2	P3, E01, E05	R2	Yes	Yes	N/A	Yes	Project Lead	Operational Knowledge	Research and analysis	Comm-unications	soft market testing	
15	Trial new systems for collecting waste and recycling from low rise properties which increase recycling and reduce residual waste while keeping public satisfaction with the service high, by 2017/18	2	P3, E01, E05, R4	R2	Yes	Yes	Yes	N/A	Project Lead	Operational Knowledge	Research and analysis	Comm-unications	Engagement with stakeholders	
16	Re launch Barnet compulsory recycling scheme, and add in the new materials collected for recycling, promoting recycling and enabling progressing from education to enforcement where needed in Spring 2017	2	P2, R5	G3	N/A	N/A	Yes	N/A	Project Lead	legal support	Comm-unications	Engagement with Crews		
17	Review the income generation options from Non-Statutory Waste Services, and the impacts and implications of introducing new or changing services such as Garden waste, including viable levels of charging and participation by 2018	2	E05	G2	N/A	Yes	N/A	Yes	Project Lead	Operational Knowledge	soft market testing	Research and analysis	Engagement with stakeholders	

18	Review litter bin locations, litter flows and expand the integration of smart city thinking, to increase the amount of recycling diverted from cleansing waste to 50% by 2017.	3	P3	E10	Yes	Yes	N/A	Yes	Project Lead	Operational Knowledge	Comm-unications	Research and analysis	Bin renewal budget	engagement - school and businesses
19	Review the collection method for all adhoc or on request collection services such as events, Passover collections and community litter picks to ensure recycling is the default option by April 2017	3	P3	R2	N/A	Yes	N/A	N/A	Project Lead	Operational Knowledge	Research and analysis	Comm-unications	Engagement with stakeholders	
20	Review the recycling and waste services to schools by May 2017 and develop ways of encouraging more recycling and waste minisation for September 2017.	3	P3	E3	Yes	Yes	Yes	N/A	Project Lead	Operational Knowledge	Comm-unications	engagement with schools	soft market testing	
21	Review the make up of waste from parks and open spaces to ensure more is sent for recycling by 2018	3	P3, EO1, P4	R2	N/A	N/A	N/A	Yes	Project Lead	Operational Knowledge	soft market testing	Waste analysis budget	NLWA liaison	

#	2020 to 2025 Actions	Priority	Assumption	Growing Barnet	Well Designed Services	Responsible Citizens	Embrace new Technology	Top 6 resource Areas					
								1	2	3	4	5	6
1	To review the Municipal Recycling and Waste Strategy to ensure it is refreshed, update the action plan and that the assumption are still accurate by June 2020	3	N/A	Yes	Yes	Yes	Yes	Project Lead	Engagement with stakeholders	Research and analysis			
2	To be prepared for the assumption "As targets become harder to deliver – groups of Councils act together to standardise communications campaigns – possibly London wide" & "There will be more harmonised collections with neighbouring authorities such as having the same containers, collecting the same materials, and potentially sharing the same services" by reviewing options for further partnership working with neighbouring boroughs and the NLWA, such as potential for harmonisation of services where it enables improved services or sustainable savings by 2021	3	R2, MD2	Yes	Yes	N/A	N/A	Project Lead	Engagement with stakeholders	Research and analysis			
3	To be prepared for the assumption "Materials Recovery Facility technology will continue to improve to give higher quality material available for local markets" by ensuring that trend changes are known through research and regular review of waste composition with the North London Waste Authority, to ensure we know what is being produced, where it goes, and what can we do differently to minimise waste and maximise recycling, and embed within the annual service plan from 2020 to ensure our services remain fit for purpose	3	T3	N/A	Yes	N/A	Yes	Project Lead	Operational Knowledge	Recycling comms Team	Corporate Comms Team	Comms Budget	
4	To be prepared for the assumption "A Barnet Council depot will exist for waste and recycling, and there will be a bulking facility for dry recycling and food waste as well as transfer station capacity for residual waste." by working with the regeneration and planning teams to ensure that suitable site for waste transfer are available in the borough	3	T1	Yes	N/A	N/A	N/A	Project Lead	Operational Knowledge	Engagement with stakeholders			
5	To be prepared for the assumption "Material prices will continue to fluctuate against raw material costs" by ensuring that Barnet's recycling is not only of a high level but also high quality through focused data driven campaigns to reduce contamination of blue, green and brown bins and promote the need and reasons for quality recycling, where possible utilising modern	3	MD3	N/A	Yes	N/A	Yes	Project Lead	Operational Knowledge	Recycling comms Team	Corporate Comms Team	Comms Budget	
6	To be prepared for the assumption "There will be further consolidation within the waste industry – collection and disposal" by ensuring that during any procurement full market engagement is carried out to ensure best value is achieved	3	MD5	N/A	Yes	N/A	N/A	Market engagement	Recycling comms Team	Procurement Team			

#	2025 to 2030 Actions	Priority	Assumption	Growing Barnet	Well Designed Services	Responsible Citizens	Embrace new Technology	Top 6 resource Areas					
								1	2	3	4	5	6
1	To be prepared for the assumption "There could be landfill bans on waste streams by 2030" by working with the North London Waste Authority on the development of facilities to ensure Barnet's waste is handled in a secure and sustainable way	3	P6	Yes	N/A	N/A	Yes	Research and analysis	Engagement with stakeholders				
2	To be prepared for the assumption "By 2030 further efficiencies will be required to meet Member and residents expectations" Continually review of all waste systems including collection and disposal systems to ensure they remain fit for purpose	3	EO6	Yes	Yes	Yes	Yes	Project Lead	Operational Knowledge	Research and analysis	soft market testing		

Yes	1
N/A	2
	3

1 Fully Resouces
2 In planning
3 Still to be resoused



Environment Committee

12 May 2016

Title	2015-16 Highway Network Recovery Planned Maintenance Programme, LIP and Section 106 Qtr 4 Update
Report of	Jamie Blake Commissioning Director - Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Q4 List of Planned Maintenance Schemes Appendix B: Q4 List of Section 106 Schemes Appendix C: Q4 List of LIP Schemes
Officer Contact Details	Chris Chrysostomou, chris.chrysostomou@barnet.gov.uk

Summary

This report updates the Committee on progress during the first 12 months delivering the 2015-16 Network Recovery Plan (NRP) Highways Planned Maintenance work programme at a total investment of £13.735m. It also reports on progress on the Local Implementation Plan (LIP) and Section 106 schemes at the end of Quarter 4.

Recommendations

1. That the Environment Committee notes the list of carriageway and footway planned maintenance schemes completed in the first four quarters of the financial year, shown in Appendix A.
2. That the Environment Committee notes the list of Section 106 schemes completed in the first four quarters of the financial year, shown in Appendix B.
3. That the Environment Committee notes the list of Local Implementation Plan

(LIP) funded schemes completed in the first four quarters of the financial year, shown in Appendix C.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide members of the Committee with an update on the progress of the delivery of the 2015-2016 Network Recovery Plan Highway Planned Maintenance work programme along with progress on LIP and Section 106 schemes at the end of quarter 4. Appendix A shows the progress on the delivery of year 1 of the Highway Network Recovery Planned Maintenance schemes.
- 1.2 The July 2015 Environment Committee report on the Highways Planned Maintenance Programme was presented by the Commissioning Director for Environment. The Committee agreed the list of roads for each treatment and the paragraphs below provide an update on the schemes completed during the first four quarters of the year.
- (i) Principal Road Resurfacing Programme. All 6 schemes on this programme have been completed at a total cost of £862K funded from the 2015/16 LIP allocation for Principal Road Maintenance. Additionally, a scheme to repair a small length of the southbound carriageway of the A1000 Barnet Hill between the Meadway and the entrance to High Barnet tube station car park has been completed in November at a cost of £21K.
 - (ii) Network Recovery Road Resurfacing Programme. All 23 schemes in the original programme have been completed at a total cost of £1,505K funded from Year 1 of the Network Recovery Plan.
 - (iii) Network Recovery Micro Asphalt Programme. Out of a total of 81 schemes, 44 have been completed by the end of October 2015. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £712K; however this figure does not include the cost of reinstating the road markings, which has been completed but its cost is yet to be agreed with the contractor. Also not included is any carriageway patching that is still to be carried out as part of the outstanding remedial works or the additional sweeping to complete the year 1 programme. The remaining 37 schemes have been deferred with most of these incorporated into the 2016/17 Programme, or Year 2 of the Network Recovery Plan, starting in April 2016.
 - (iv) Network Recovery Surface Dressing Programme. The surface dressing work programme was completed in September with some remedial work, such as additional sweeping and replacement of any missing road markings being undertaken in October. Of a total of 139 schemes, 127 have been completed so far, the remaining 12 being deferred due to conflict with utility works. As it has been agreed that there will be no

Surface Dressing Programme in Year 2, the 12 deferred schemes have been considered in the 2016/17 Micro Asphalt or resurfacing programmes. Appendix A provides a ward by ward list of the completed schemes. The total cost of the works paid so far is £2,107K; however, this does not include any patching that is still to be carried out by the contractor as part of the outstanding remedial work to complete the Year 1 Programme or any additional sweeping.

- (v) Network Recovery Footway Relay Programme. This programme is ongoing throughout the year and, at the time of writing this report, of a total of 76 schemes, 67 have been completed so far. The remaining schemes have started and are programmed to be completed by the end of April 2016. The total cost of the works to the end of the financial year is estimated at £6,895K. These figures include the 2 footway schemes that are funded by the LIP funding.
- (vi) Network Recovery Additional Road Resurfacing Programme. As a result of the decision to defer 37 Micro and 12 Surface Dressing schemes as mentioned above, an additional list of some 28 resurfacing schemes has been instructed for implementation in March 2016. As of the 31 March, 25 schemes have been completed and 2 were in progress. Appendix A provides a ward by ward list of all 28 schemes, the final cost of which is estimated at £2,100K.
- (vii) Outstanding Surface Dressing and Micro Asphalt remedial Works. Following all 21 ward visits, a list of all outstanding remedial works has been compiled and agreed with the contractor. In order to condense the time for completing these works, the Council's Cleansing Team has been given the task of sweeping some 72 surface dressing and 17 micro asphalt schemes to remove the loose chippings. In addition to the sweeping, the LoHAC Contractor, Conway/Aecom, will undertake patching and other remedial works on the remaining Surface Dressing and Micro Asphalt schemes. Both operations have been scheduled to start the week commencing 18 April 2016.

1.3 Good progress has been made on the other aspects of Network Recovery Plan, as follows:

(i) **Bridges and Structures**, the load assessment of 40 structures is well underway. It has been necessary to carry out intrusive testing which involved taking concrete core samples and tests to establish reinforcing details on 9 bridges, which was completed in March 2016. The results of this testing will enable the load assessment of all 40 structures to be completed. A further 5 bridges require underwater inspections later in the summer at a time of low water flow (bridges over watercourses). In addition to the load assessments as part of the Network Recovery Programme there was the repair, refurbishment and opening of the Windsor Open Space footbridge.

(ii) **Roadmarkings**. A Borough wide road markings renewal programme is under way with all the zebra crossing markings in the Borough completed in the summer. All remaining signalised crossings roadmarkings have also been renewed, and currently all road markings on all principal and main roads are being refreshed.

(iii) **Drainage.** A walked survey on the Decoy Brook has been carried out and a scoping study of the catchment area has been completed; the preliminary report on the outcome of this study has been received. A more detailed study is now under way to identify and recommend measures that could be taken to reduce the risk of flooding. The rest of the Council's Critical Drainage Areas (CDA's) are now being investigated to identify the next critical areas to carry out a similar study. The Council's draft Flood Risk Management Strategy has been completed. In parallel, a programme to clean and re-grade some of the Council's ditches has also been completed.

1.4 The Highways Planned Maintenance Programme for 2016/17 has been reported to the Area Committees on the 30 of March 2016. This programme was also opened to another round of ward visits and comments from all 63 Ward Councillors. All comments and suggestions received are currently being reviewed with the aim to finalising the Programme which will enable the necessary Work Permits and contractor programming arrangements to be put in place for maintenance works to commence as early as possibly in the new financial year.

1.5 Appendix B shows the progress on the following Section 106 schemes:-

- Aerodrome Road – zebra crossing
- ETZ Chaim School – school keep clear, parking review, dropped kerbs and pedestrian refuge
- Wren Academy – zebra crossing, school keep clear and pedestrian refuge
- Archers Academy – zebra crossing
- Perryfield Way, West Hendon – zebra crossing
- Menorah Foundation – zebra crossing
- Monkfirth School – zebra Crossing

1.6 Appendix C shows the progress on the Local Implementation Plan (LIP) 2015-16 funded projects.

2. REASONS FOR RECOMMENDATION

2.1 The Environment Committee is requested to note progress of the 2015-2016 Network Recovery Plan Highway Planned Maintenance programme along with progress on LIP 2015 -16 and Section 106 schemes at the end of quarter 4.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDATION

This section does not apply to this report.

4. POST DECISION IMPLEMENTATION

The agreed programme will continue to be implemented.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The proposed planned maintenance programme will contribute directly to two of the three Corporate Objectives by:

- Promoting responsible growth, development and success across the borough;
- Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.1.3 The proposed planned maintenance programme will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

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. They provide access for business and communities, as well as contribute to the area’s local character and the resident’s equality 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 2016/17 Programme aims to stop short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The £13.735m of the 2015/16 highways maintenance programme is being funded from the £15m agreed in the capital programme in March 2015 by Full Council and part of the overall £50 million of additional investment over 5 years.

5.2.2 The Network Recovery Plan planned maintenance programme as informed by the Operational Network Hierarchy will support optimum value for money from

expenditure for LBB Highway Maintenance Managed Budgets.

- cost effective whole life costs (over 20 years) through maintenance treatments suited to the road/footway conditions, in particular instances of footway parking and vehicle overrun.
- cost effective use of preventative treatments that seal the surface and fill in early stage defects to prevent further reactive repairs at a later date.
- a positive transformation from costly and disruptive reactive maintenance 'patching' to planned maintenance
- reducing LBB financial risk of insurance claim incidences.

5.2.3 Core funding for the implementation of the LIP is provided by TfL through programmes of funding including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues. The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL. The approved allocation of £3,300,000 was incorporated into the 2015/16 budget Policy and Resources Committee recommendations to Council. The final allocation was reduced to £2,900,000 in agreement with TfL.

5.2.4 The S106 schemes identified in Appendix B are to the value of £132,000 and are within capital programme agreed in March 2015 by Full Council.

5.3 **Social Value**

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.4 **Legal and Constitutional References**

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

5.4.2 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.

5.4.3 The Council's Constitution (Responsibly for Functions, Annex A) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management including agreement of the London Transport Strategy Local Implementation Plan.

5.5 **Risk Management**

5.5.1 The Operational Network Hierarchy that is being used to formulate the Network Recovery Plan programme is a key element of the risk management

approach.

5.6 Equalities and Diversity

5.6.1 Street design should be inclusive, providing for all people regardless of age or ability. There is a general duty for public authorities to promote equality under the 2010 Equality Act. There is also a specific obligation for those who design, manage and maintain buildings and public spaces to ensure that disabled people play a full part in benefiting from, and shaping, an inclusive built environment.

Designers will be required to refer to Inclusive Mobility, The Principles of Inclusive Design and Guidance on the Use of Tactile Paving Surfaces (1999) in order to ensure that the designs are inclusive.

5.6.2 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

1. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
2. advance equality of opportunity between people from different groups
3. foster good relations between people from different groups

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. As part of the consultation development a separate stakeholder management plan is being developed to ensure that equalities issues are incorporated into the policy development, consultation and implementation.

5.7 Consultation and Engagement

5.7.1 The Network Recovery Planned Maintenance programme is subject to suitable advanced and ongoing communications with local members and residents in roads or footways affected by the works.

5.7.2 The current planned maintenance programme is included on the LBB website.

5.7.3 Public Consultation is undertaken on individual schemes with the S106 and LIP programme on a scheme by scheme basis and details of the proposals are outlined on the council's website.

5.8 Insight

5.8.1 This section of the report does not apply to this report.

6. BACKGROUND PAPERS

- 6.1 Environment Committee 27 January 2015 Highway Planned Maintenance.
- 6.2 Environment Committee 15 July 2015, 10 November 2015 and 11 January 2016 Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Qtr.1,Qtr 2 and Qtr 3 Updates.

Environment Committee 11th January 2016:

Appendix A – Highway Network Recovery Plan – List of Planned Maintenance Schemes 2015-16 Q4

WORK COMPLETED Qtr 4: PRINCIPAL ROAD CARRIAGEWAY RESURFACING
Finchley Road Cricklewood Road Junction
Golders Green Road - Hodford Road to Hoop Lane
Fortis Green - A1000 High Road East Finchley to Twyford Avenue
Totteridge Village - Limes Grove to Grange Avenue
High Road Whetstone - Baxendale to Chandos Avenue
Deansbrook Road - Roundabout, Orange Hill Road/Deans Lane/ Deansbrook Road

WORK COMPLETED Qtr 4: NETWORK RECOVERY CARRIAGEWAY RESURFACING
Myddelton Park - A109 To B550
Hillside Gardens - Mays Lane To 32
Dury Road - A1000 To Hadley Green Road
Hadley Road - Potters Road To Bakers Hill
Bosworth Road - Woodville Road To End
Park Avenue - Park Avenue From The Park To Park Drive
Park Drive
The Park
Wentworth Road - From The Avenue To Byng Road

Somerton Road - Somerton Road From Dersingham Road To Claremont Road
Oak Grove - Oak Grove From A407 To End
Green Walk - Bell Lane To End
Orchard Drive - Orchard Drive From Kings Drive To End
Richmond Road - Richmond Road From Lyonsdown Road To Gloucester Road
The Ridgeway - Ballards Lane To End
Partingdale Lane - Reading Way To Partingdale Lane Near Partingdale Lodge
Engle Park - Bittacy Hill To Bittacy Rise
Victoria Road - Victoria Road From Lawrence Street To Albert Road
Flower Lane - Bunns Lane To End
Barnet Lane - Mays Lane To Ward Boundary
Golders Green Crescent
Montpelier Road - Long Lane To Avondale Road
Rawlins Close - Hendon Lane To End

WORK COMPLETED Qtr 4 - NETWORK RECOVERY MICRO ASPHALT CARRIAGEWAY RESURFACING

MICRO ASPHALT - BRUNSWICK PARK	
Falkland Avenue	

MICRO ASPHALT – BURNT OAK	
Blundell Road	Wolsey Grove
Horsecroft Avenue	

MICRO ASPHALT – CHILDS HILL	
Somerton Road	

MICRO ASPHALT - COLINDALE	
Rookery Close	Cecil Road
Hillfield Avenue	

MICRO ASPHALT - EAST BARNET	
Belmont Avenue	Heddon Court Avenue
Jackson Road	Ibsley Way
Roslyn Avenue	Carson Road
Brookside	Langford Road
Ridgeway Avenue B193 to Bohun Grove	Wilton Road
Ridgeway Ave Bohun Grove to end	Mansfield Avenue
Ashurst Road	Doggetts Close
Bohun Grove	Lancaster Road
Windsor Drive	

MICRO ASPHALT - EAST FINCHLEY	
Holmefields Gardens	Chapel Court

MICRO ASPHALT – EDGWARE	
Knightswood Close	Brockley Avenue

MICRO ASPHALT – FINCHLEY CHURCH END	
Chalgrove Gardens	Chessington Avenue

MICRO ASPHALT – HALE	
Riverdene	Westmere Drive

MICRO ASPHALT – HIGH BARNET	
Potters Lane	

MICRO ASPHALT - OAKLEIGH	
Monks Avenue	Calton Road

MICRO ASPHALT - TOTTERIDGE	
Badgers Croft	Ventnor Drive
Greenway Close	Swan Lane
Pine Grove	Tillingham Way
Totteridge Green	Lynton Mead

WORK COMPLETED Qtr 4 - NETWORK RECOVERY SURFACE DRESSING CARRIAGEWAY RESURFACING

SURFACE DRESSING - BRUNSWICK PARK	
Coppies Grove	Burleigh Gardens
Marne Avenue	Cowper Road
Marshalls Close	East Walk
Friars Walk	Cecil Road 1 of 2
Oakdale	Chase Way
West Walk	Whitehouse Way
Arlington Road	

SURFACE DRESSING - BURNT OAK	
Boston Road	Gaskarth Road
Briar Walk	Gilbert Grove
Eversfield Gardens	Goldbeaters Grove
Grange Road	

SURFACE DRESSING - CHILDS HILL	
Basing Hill	Horton Avenue
Powis Gardens	Howard Close
West Heath Drive	Rodborough Road
Church Walk	Woodstock Road

SURFACE DRESSING - COLINDALE	
Annesley Avenue	Colin Drive NW9

Colin Gardens	Corner Mead
Crossway	Rivington Crescent
Lynton Avenue	Rookery Way

SURFACE DRESSING - EAST BARNET	
Fordham Road	Ecclestone Close
Hamilton Road	St Wilfreds Road
Vernon Crescent	Welbeck Road
Berkley Crescent	

SURFACE DRESSING - EAST FINCHLEY	
Baronsmere Road	Manor Cottages Approach
Font Hills	

SURFACE DRESSING - EDGWARE	
Blackwell Gardens	Hillersdon Avenue
Heather Walk	Stream Lane

SURFACE DRESSING - EDGWARE	
Blackwell Gardens	Hillersdon Avenue
Heather Walk	Stream Lane

SURFACE DRESSING - FINCHLEY CHURCH END	
Fitzalan Road	

SURFACE DRESSING - GOLDERS GREEN	
Highfield Road	Brookside Road
Oakfields Road	Gloucester Gardens
Pennine Lane	Hamilton Road
Western Avenue	

SURFACE DRESSING - HALE	
Luther Close	Mount View
Mount Grove	

SURFACE DRESSING - HENDON	
Danescroft Avenue	Selborne Gardens
Green Lane	Southbourne Crescent
Glebe Crescent	Westchester Drive
North Street	

SURFACE DRESSING - HIGH BARNET	
Kingsmead	Ravenscroft Park
Martins Mount	Rowley Green Road
Potters Road	Tudor Road
Shaftesbury Avenue	Victors Way
Camlet Way	Barnet Gate Lane
East View	

SURFACE DRESSING - MILL HILL	
Bittacy Rise	Uphill Road
Reddings Close	Vineyard Avenue
Lawrence Gardens	Wise Lane 1 of 2
Tithe Walk	Bittacy Road
Rowlands Close	

SURFACE DRESSING - OAKLEIGH	
Somerset Road	Wycherley Crescent
Willenhall Avenue	Northumberland Road
Queens Avenue	Pank Avenue
Raydean	Western Parade

SURFACE DRESSING - TOTTERIDGE	
Brook Meadow	Great Bushey Drive
Coppice Walk	Guildown Avenue
Grange Avenue	Oaklands Road

SURFACE DRESSING - UNDERHILL	
Bells Hill	Redwood Way
Elton Avenue	The Croft

SURFACE DRESSING - WEST FINCHLEY	
Abingdon Road	Park Avenue

Lodge Lane	Willow Way
Oakfield Road	

SURFACE DRESSING - WEST HENDON	
Edgeworth Crescent	Talbot Crescent
Mount Road	Malcolm Crescent
Rundell Crescent	Shirehall Lane
Algernon Road	Vaughan Avenue
Edgeworth Close	Brent View Road
Layfield Crescent	Edgeworth Avenue
Neeld Crescent	Haley Road
St Davids Place	Shirehall Close

WORK COMPLETED Qtr 4: PRINCIPAL ROAD FOOTWAY RELAY

Fortis Green A504 - A1000 High Road East Finchley to Twyford Avenue

East Barnet Road A110 -Lytton Road to Margaret Road

WORK COMPLETED Qtr 4: BOROUGH ROAD FOOTWAY RELAY

Abbots Gardens	East Finchley	
Abercorn Road	Mill Hill	
Albert Road	Mill Hill	
Allandale Avenue	Finchley Church End	
Athenaeum Road	Oakleigh	
Booth Road	Colindale	
Brunswick Park Road	Brunswick Park	
Burnt Oak Broadway	Edgware	
Bushfield Crescent	Edgware	
Cambridge Gardens	Coppetts	Footway specifications changed - Paving to Flexible
Chalgrove Gardens	Finchley Church End	In progress at the time of writing the report
Chandos Way	Garden Suburb	
Chessington Avenue	Finchley Church End	
Colin Close	Colindale	
Colindeep Gardens	West Hendon	
Cressingham Road	Burnt Oak	Footway specifications changed - Paving to Flexible
Cyprus Avenue	Finchley Church End	
Downage	Hendon	
East End Road	East Finchley	
East View	High Barnet	
Edgwarebury Lane	Edgware	
Edgeworth Crescent	West Hendon	
Escot Way	Underhill	
Finchley Road	Garden Suburb	
Flower Lane	Mill Hill	

Frith Lane	Mill Hill	
Fryent Grove	West Hendon	
Golda Close	Underhill	
Goldbeaters Grove	Burnt Oak	Footway specifications changed - Paving to Flexible
Goodyer's Gardens	West Hendon	
Great North Road	Oakleigh	
Grimsdyke Crescent	High Barnet	
Hendon Avenue	Finchley Church End	
Heronsgate	Edgware	Footway specifications changed - Paving to Flexible
Kinloss Gardens	Finchley Church End	
Leeside Crescent	Golders Green	
Lodge Lane	Woodhouse	
Longmore Avenue	Oakleigh	
Lynford Gardens	Hale	
Lyonsdown Road	Oakleigh	
Manor Hall Avenue	Finchley Church End	
Marriotts Close	West Hendon	Footway specifications changed - Paving to Flexible
Marsh Lane	Mill Hill	
Mayfield Gardens	West Hendon	
Mays Lane	Underhill	
Mendip Drive	Childs Hill	
Milespit Hill	Mill Hill	
Millway	Mill Hill	
Moorlands Avenue	Mill Hill	Footway specifications changed - Paving to Flexible
Netherfield Road	West Finchley	
New Brent Street	Hendon	Footway specifications changed - Paving to Flexible
New Trinity Road	East Finchley	
Newlands Close	Edgware	In progress at the time of writing the report
Osidge Lane	Brunswick Park	
Pine Road	Brunswick Park	Footway specifications changed - Paving to

		Flexible
Pursley Road	Mill Hill	
Pyecombe Corner	Totteridge	Footway specifications changed - Paving to Flexible
Ravenscroft Park	High Barnet	In progress at the time of writing the report
Renters Avenue	West Hendon	
Richmond Gardens	West Hendon	
Rowlands Close	Mill Hill	
Rowley Lane	High Barnet	
Russell Grove	Mill Hill	
Sevington Road	West Hendon	In progress at the time of writing the report
Shirehall Park	West Hendon	
Springfield Close	West Finchley	Footway specifications changed - Paving to Flexible
Station Road	Edgware	In progress at the time of writing the report
St Margarets Road	Edgware	
Summers Lane	Woodhouse	
Sunny Gardens Road	Hendon	
Tenterden Grove	Hendon	
The Crescent	High Barnet	
Vicarage Road	West Hendon	In progress at the time of writing the report
Woodcote Avenue	Mill Hill	

Environment Committee 12 May 2016:

Appendix B – Section 106 Schemes

Qtr 4: SECTION 106 WORKS	
<p>BC000156-HTC S106 382 Aerodrome Road:-</p> <p>Installation of Zebra Crossing</p>	<p>Works on site completed.</p>
<p>BC-000186 ETZ Chaim School:-</p> <p>(1) Implementation of school keep clear (“SKC”) crossing markings, review of on-street parking on neighbouring roads and implementation of additional waiting restrictions that may include the extension of existing controlled parking zone (“CPZ”) together with making or amending the associated existing traffic orders; and</p> <p>(2) Implementation of dropped kerbs and alterations to the existing refuge at the junction of Daws Lane and Wise Lane.</p>	<p>Three options have been designed at the feasibility stage and a report is currently being prepared on these options including costings.</p> <p>Implementation will be dependent on additional funding.</p>
<p>BC000662 S106 Wren Academy:-</p> <p>(1) the introduction of a zebra crossing on Woodhouse Road east of the junction with Crescent Way;</p> <p>(2) the introduction of a pedestrian refuge island on Woodhouse Road west of Hilton Avenue and enhancements to existing pedestrian crossing points on Hilton Avenue;</p> <p>(3) the provision of a right turning lane into the new entrance for the Wren Academy School;</p> <p>(4) the provision of school keep clear markings on the northern side of Woodhouse Road outside the new entrance to the Wren Academy and on Woodhouse Road at the junction with the eastern side of Hilton Avenue;</p> <p>(5) the provision of ‘At any time’ (double yellow lines) waiting restrictions on the northern side</p>	<p>The date of the initial 6 month period will be complete at end of April 2106. Any comments received during the experimental period will be reviewed to see if the scheme will be removed, amended or made permanent.</p>

<p>of Woodhouse Road west of the junction with Hilton Avenue;</p> <p>(6) the provision of 'At any time' (double yellow lines) waiting restrictions on the southern side of Woodhouse Road opposite its junction with Hilton Avenue.</p> <p>(7) Improvements to bus stop accessibility at the westbound bus stop on Woodhouse Road, east of the junction with Crescent Way, which includes raising the kerb height and installing bus stop cage and clearway markings.</p>	
<p>BC000663 S106 Archers Academy:-</p> <p>(1) The requirement for improved crossing facilities for Archer School was based on the fact that the School will eventually be based on 2 sites with students and staff transferring between them. Alternatives across East End Road.</p> <p>(2) Installations of bollards on the existing pedestrian bridge on Stanley Road.</p>	<p>Options Study has proposed zebra crossing facilities in two different areas. A Road Safety Audit (RSA) Stage 1 has been carried out.</p> <p>The Options Study has been sent to the school and ward councillors for consideration. Currently awaiting a response from the school.</p> <p>Implementation is programmed by September 2016 for the crossing facilities.</p>
<p>BC000714 S106 West Hendon - Perryfield Way:-</p> <p>Installation of Zebra Crossing</p>	<p>The location of the zebra has been re-designed due to the alignment of the access road to the development being amended and being in conflict with the original location of the Zebra. Subject to the required approvals the zebra will be implemented in Summer 2016.</p>
<p>BC000664 S106 Menorah Foundation:</p> <p>(1) Implementation of School Keep Clear (SKC) markings on Orange Hill Road fronting the proposed new development and access and waiting restrictions on roads in the vicinity of the development (including preparation of a Traffic Management Order) to facilitate the proposed school expansion; and</p> <p>(2) pedestrian crossing facility across Orange Hill Road.</p>	<p>Detail design and the Road Safety Audit (Stage 1/2) report are completed. However, concerns have been raised by the school regarding the loss of parking on-street in the vicinity of the School that will result due to the location of the proposed crossing. Further discussions are required before the crossing can be progressed.</p>
<p>S106 Monkfrith School</p> <ul style="list-style-type: none"> • Provision of a Zebra Crossing including £5,000 for the feasibility to facilitate the pedestrian crossing for the increase in number of pupils 	<p>Initial meeting undertaken and feasibility to commence in April 2016.</p>

<p>walking to the school.</p> <ul style="list-style-type: none">• Provision of waiting restrictions to mitigate adverse impact on roads in the vicinity of the school as a result of vehicles parking injudiciously, causing obstruction and affecting highway and pedestrian safety.	
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Environment Committee 12th May 2016:

Appendix C – LIP Corridors Neighbourhoods & Supporting Measures Schemes

Corridors Neighbourhoods & supporting Measures Schemes	LIP Funding 15/16 (£k) (original)	LIP Funding 15/16 (£k) (revised)	Expected final value (£k)	2015/16 Delivery
North Finchley Cleaner Air Project	20	20	19	Partial match funding to Mayor's Air Quality Fund Work being progressed separately.
Electric Vehicle Charging Points	50	33	15	8 charging points installed at:- Bunns Lane Car Park (Mill Hill), East Finchley High Road, Finchley Road (Temple Fortune), and Lodge Lane Car Park. Installation complete and traffic orders to support being addressed. Cost saving through alternative arrangements with provider.
Cycle training	100	100	100	Progress relates to combined programme LIP (£100K) and the Borough Cycle Programme (£58K). 1764 Children and 261 adults trained in cycling and safety. 22 family cycle training sessions held. 532 Bikes safety checked at Dr Bike sessions.
Parking reviews	100	130	131	Progress of schemes is identified in table 2 below.
Disabled parking provision	100	70	65	Provision made in response to requests.
Implement outcomes of cycle route signage review	25	18	10	Improved signage of existing routes being implemented
Traffic management and accident reduction	500	620	638	Progress in delivering Traffic Management and Accident Reduction schemes is identified in table 3 below. Cost benefit assessment carried out to prioritise programme – see table 4.
Cycle routes	400	228	202	Draft cycle strategy produced. Work progressed to deliver signed route from Colindale to The Hyde and additional routes in parks identified and being delivered.
Cycle parking	20	13	9	Locations being delivered in response to requests, and identified demand. Additional funding (£107k) is provided by the London Mayor's Borough Cycle programme and has

				provided residential cycle parking at locations that have been identified by Barnet Homes, as well as supplementing on-street provision.
School Travel schemes, Various locations borough wide	500	169	169	Progress of individual schemes is identified in table 5 below.
Local Access and Accessibility Improvements	100	183	173	Work undertaken in response to specific requests and as identified by officers.
Town Centre proposals - Town centre de-cluttering	50	28	8	Neighbourhood Centres have been reviewed and minor work identified. Work commenced re-visiting major centres to address additional aspects.
Town Centre proposals - Chipping Barnet.	90	43	35	Proposal shared with ward members and Chipping Barnet Town team and part original scheme being taken forward for experimental provision. (Includes the introduction of restricted turns to facilitate junction improvement with improved pedestrian facilities.). (Further work 16/17) Feasibility work commenced for separate 2016/17 scheme
Town Centre proposal Finchley Central junction and station approach improvements	90	20	20	Development of part of proposal identified from 2014/15. Feasibility study proposal for part of Ballards Lane underway. (Further work 16/17)
Development of proposals/TfL liaison/Monitoring etc	50	50	51	Liaison, monitoring, etc.
Bus stop accessibility improvements (boroughwide)	50 +(400)	130 +(270)	130	202 bus stop locations audited with work 12 identified as no work required, 190 designed, 66 implemented, 28 consulted and ready to implement, 96 consultation to complete. TfL have dedicated additional funding to this work that is also being utilised to deliver this.
Travel Planning resources	400	400	400	90 schools have active and up to date travel plans and 88 schools received their STARS (Sustainable Travel; Active, Responsible, Safe) awards in the Autumn term). 5 schools chosen as Schools of Excellence in the STARS awards and one as school of the region. 247 children now acting as Junior Travel Ambassadors and 6 schools engaged in Youth Travel Ambassadors programme.

				2016 STARS applications to be submitted to TFL in July 16.
Road safety Education, Training and Publicity	200	200	195	3923 children have received high quality road safety education 17 Schools engaged in parking safety campaign 7 Schools hosted multi agency road safety campaigns
Cycling/walking promotion	25	25	25	Bikeit Officer worked with 29 schools with approx. 350 activities completed.
Support for cycling	20	20	20	Draft document produced, partly funding of cycle strategy development.
Roads task force response	50	10	3	Work with TfL progressed with less support than has been expected.
Borough transport modelling	100	93	85	Work in progress on phase 2 junctions. (Further work 16/17)
CPC Safer Urban Driver Training	1	1	<1	Allocation of funding for training for borough fleet drivers – main costs funded through BCP programme. Minimum allocation picking up balance of cost.
20mph limit/zone implementation	259	297	202	Following consultation works not proceeding (except minor items) at one site. Others delayed. Feasibility at additional locations undertaken although further development has not progressed as fast as planned.
Total	£3,330	£2,901	£2,706	

Table 2 – Parking review schemes

Work	Status
Schemes for completion	
CPZ extension into The Vale NW11 and neighbouring roads	Statutory consultation complete. Outcome reported to January 2016 Finchley and Golders Green Area Committee. Implementation scheduled for May 2016.
Naylor Road, Birley Road CPZ – now known as the proposed Totteridge & Whetstone Station CPZ	Statutory consultation complete. Outcome reported to January Chipping Barnet Area Committee. Implementation scheduled for April 2016
Garden Suburb CPZ review outcome	South Square Informal Consultation complete. DPR to be resolved Spring 2016. Heathgate/(South

	Square) statutory consultation now scheduled to commence May 2016
The Terraces NW2 CPZ operational hours review	On hold pending review with Ward Members. Original issue no longer apparent.
Town Centre and Shopping Parades Review	Scheduled for 2016/17
Schemes for investigation	
Oakleigh Gardens HA8 Informal Consultation	Informal consultation complete. Outcome to be reported to July 2016 Hendon Area Committee after the January 2016 Hendon Area Committee considered a petition relating to the consultation
Broadfields Avenue, Edgware	Investigation to alleviate traffic flow/parking concerns – reported to October see traffic management and Accident reduction schemes NO FURTHER ACTION
Mowbray Road HA8 Informal Consultation	Informal consultation complete. Outcome reported to January 2016 Hendon Area Committee. Statutory consultation scheduled for May 2016
Apex Corner Slip Road, Edgware	Investigation scheduled for 1st quarter of 2016/17 financial year
Temple Fortune NW11 Town Centre Parking Review	No works identified
Golders Green NW11 Town Centre Parking Review	No works identified
WH3 CPZ operational hours review	Scheduled for 1 st quarter of 2016/17 financial year

Table 3 - Traffic Management and Accident Reduction Schemes – for completion

The January 2015/16 Environment committee report identified the following schemes at or nearing implementation stage for completion in 2015/16.

Work	Status
Wellhouse Lane Pedestrian crossing and junction improvements - Crossing	Proposal reviewed in conjunction with junction improvements (see table 4) in progress. Implementation in conjunction with junction improvements now expected first half 16/17
Hillside Ave and Queens Parade Close	Complete - Scheme finalised following experimental provision
Beechwood Avenue - Investigation of impacts of closure	Complete - Feasibility study complete. Included in cost benefit assessment for further work
Wykeham Road	Implementation in progress – completion early 16/17
Silkstream Road	Implementation in progress – completion early 16/17
East Barnet Road Pedestrian crossing improvements	Complete – works complete
A5/Sheaveshill Road, NW9	Implementation in progress – completion early 16/17
Devonshire Road	Implementation in progress – completion early 16/17

Table 4 - Traffic Management and Accident Reduction Schemes – for further development subject to cost-benefit assessment

January 2015/16 Environment committee report also identified other schemes that would be subject to cost benefit assessment. The cost benefit prioritisation is identified below, for those higher priority schemes expected to proceed given the available funding. This uses an initial estimate of benefit and cost where detailed work is still required, and where preliminary work has already taken place, a cost to completion.

Work	Single year benefit/cost	Status
Traffic Management – Vehicle Actuated Signs (various locations borough-wide).	n/a	In progress – relates to orders placed in previous financial year, so cost benefit not applied. Works complete (some awaiting final checks).
Investigate: BROADWAY(W. HENDON)/COOL OAK LANE (Junction improvement)	145%	Assessment identified no viable short term improvements. Therefore the location should await major improvements through West Hendon development.
A5/ Edgware Road (by Lidl) (Investigate pedestrian desire lines and crossing to buses stops and possible removal of bus pre signal)	143%	Feasibility study identified closure of central reservation necessary for accident reduction. Design work deferred to 16/17
REGENTS PARK ROAD Link ID 161-162 (Hendon Lane-Nether Street)	137%	Investigation of options undertaken for 2016/17 programme
HIGH ROAD NORTH FINCHLEY Link ID 186-237 (Summers La - Kingsway)	133%	Investigation of options undertaken for 2016/17 programme
WOODHOUSE ROAD Link ID 247-248 (Summers Lane - Colney Hatch Lane)	110%	Investigation of options undertaken for 2016/17 programme
Woodside Park Road junction with Woodside Avenue & Gainsborough Road Investigation into speed and traffic concerns identified through area forum	94%	Proposal designed for discussion with ward members.
The Bishops Avenue - island j/w A1000	85%	Design work delayed – possible overlap with potential accident reduction scheme
Chesterfield Road improvements	84%	Feasibility study in progress
Investigate: HIGH STREET EDGWARE/STATION ROAD/WHITCHURCH LANE	83%	Investigation of options undertaken for 2016/17 programme
Wellhouse Lane – junction improvement	78%	Detailed design of junction improvements in progress. Implementation in conjunction with zebra crossing proposal (see table 3) first half 2016/17
Investigate: BURNT OAK BROADWAY/STAG LANE/WATLING	70%	Investigation of options undertaken for 2016/17 programme

AVENUE/BORO BDY		
Broadfields Avenue (Parking and traffic Investigations between A41 and Hale Lane	70%	Feasibility study complete – options reported to October Area Committee. No further work expected at this time.
Victoria Road, EN4 - Traffic calming request via area committee	69%	Construction in progress
Investigate: HIGH ROAD EAST FINCHLEY Link ID 119-662 (East End Road - Church Lane)	54%	Investigation of options undertaken for 2016/17 programme
Investigate: EDGWARBURY LANE/HALE LANE	53%	Investigation of options undertaken for 2016/17 programme
Investigate: FINCHLEY ROAD/GOLDERS GREEN ROAD	52%	Investigation of options undertaken for 2016/17 programme
Investigate: EDGWARE ROAD Link ID 759-761 (Hay Lane - Kingsbury Road)	52%	Investigation of options undertaken for 2016/17 programme
Pollard Road, N20 - Review of TM in area request from area committee	49%	Decision deferred at March 2016 area committee

Table 5 - School Travel Plan Schemes

Work	Status
School Travel Plans – Vehicle Actuated Signs (various locations borough-wide)	Complete
The Avenue, EN5 - Pedestrian Crossing	Alternatives to be considered following October area committee and discussion with ward councillor
Walksafe N10 - Phase 2 – zebra crossing(s)	Installed
Broadfields Avenue zebra crossing	Installed
Walksafe N14 – as agreed by area committee	Benefit / cost 9%. Following consultation and discussion at Area Committee construction of part scheme now intended early 2016/17. Re-design of zebra crossing on Hampden Way being pursued.
East End Road – advisory 20mph proposal	Benefit / cost 9%. Not progressed
Osidge Lane – pedestrian crossing	Benefit/cost 1% - reported to October area committee to proceed via backlog funding
Summerside School	Low benefit/cost (0%) – low priority – not proceeding (20mph proposal proceeding separately)
Brookland Junior School	Following consultation and discussion with school/ward member / trust only minor elements to proceed

St Catherine's RC School	Benefit/cost 47%. Design / consultation complete – construction early 16/17.
Deansbrook Infant School	Being developed in conjunction with 20mph proposal
Foulds Primary School	Benefit/cost 3%. Not proceeding following ward member consultation
Goldbeaters Primary School	Design / consultation complete – construction early 16/17.
Moss Hall Schools	Benefit/cost 18%. Construction early 16/17 subject to successful consultation with LU regarding bridge.
Queenswell Infant & Junior Schools	Minor work proceeding (low value resulting in high benefit/cost)
All Saints' CofE Primary School NW2	Design / consultation complete – construction early 16/17.
Sacred Heart Roman Catholic Primary School	Short parking restriction only identified – being addressed separately
St Agnes RC School	Being developed in conjunction with 20mph proposal

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	<p>Environment Committee</p> <p>12 May 2016</p>
<p style="text-align: center;">Title</p>	<p>Highways Planned Improvements - Local Implementation Plan (LIP) Programme 2016/17 and the LIP Scheme Prioritisation Tool</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals Appendix 2 – LIP Traffic Management Budget Appendix 3 Bus Stop Accessibility Sites – Design Appendix 4 Bus Stop Accessibility Sites – Implementation Appendix 5 – Proposed LIP Prioritisation Tool for 2016/17 schemes</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Richard Chalmers, Richard.chalmers@capita.co.uk 020 8359 3555</p>

<p>Summary</p>
<p>The Report seeks approval for the proposed Highways Improvement work programme to be funded from the 2016/17 - LIP annual settlement of £4.832 million.</p> <p>The report also identifies and seeks agreement for a Prioritisation Tool for assessing proposals for the 'Traffic Management and Roads Safety', 'School Travel Plans' and 'Parking Reviews' elements of the 2016/17 LIP programme, and future year programmes.</p>

Recommendations

- 1. That the Committee approve the Local Implementation Plan (LIP) work programme as detailed in Appendices 1- 4 of this report to be funded from the TfL's 2016/17 LIP allocation of £4.832 million.**
- 2. That authority to adjust the detailed programme and funding for individual proposals as they develop to be delegated to the Commissioning Director for Environment.**
- 3. That the Environment Committee agrees the prioritisation tool outlined at Appendix 5 for prioritising scheme requests from 2016/17 and developing future year LIP Programmes.**

1. WHY THIS REPORT IS NEEDED

- 1.1 TfL provide core funding for the implementation of the Local Implementation Plan (LIP) provided by TfL through a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues. These include holistic or area-based interventions including bus priority and accessibility, cycling, walking, safety measures, 20 mph zones and limits, freight, regeneration, environment, accessibility and controlled parking zones. This programme also includes expenditure on cycle parking, cycle training, shared space, car clubs, reduction of clutter, installation of electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.
- 1.2 In September 2015 the Environment Committee approved proposals for the borough's Local Implementation Plan (LIP) 2016/17 Annual Spending Submission to Transport for London (TfL).
- 1.3 In December 2015 TfL confirmed their support for the proposals set out in the LIP 'Corridors, Neighbourhoods and Supporting Measures Programme'. This is the main programme that supports Traffic Management Schemes and work to support Road Safety and Sustainable Travel, as set out in Appendix 1.
- 1.4 The report to the Environment Committee in September included a number of generic areas of work where it was noted that a more detailed programme of proposals for 2016/17 would be identified for approval by the Environment Committee for the 2016/17 financial year.
- 1.5 The LIP funding is one of a number of potential funding streams for traffic management schemes. Other proposals can be funded from, for example, developer contributions, Area Committees or grants provided for specific purposes.

LIP Prioritisation Tool

- 1.6 In view of the high demand for 'Traffic Management and Accident Reduction', 'School Travel Plan' and 'Parking Review' schemes a Prioritisation tool has been developed to ensure that only schemes that will best address borough priorities and provide the greatest benefit are considered first. The Prioritisation tool was previously reported to the November 2015 Environment Committee where it was resolved:
- That the Environment Committee agreed the prioritisation method outlined at Appendix A for addressing scheme requests to be approved from 2016/17 LIP and future year work programmes.
 - That the Environment Committee request that further information be provided to illustrate examples of how the process works.
 - That the Environment Committee noted that the Committee are to receive a further report at future meeting which sets out how the tool will work and will also include case studies to show scoring.
- 1.8 A prioritisation system is identified in Appendix 5 and will apply to the range of requests focusing on the policy objectives and targets. It incorporates readily available information regarding traffic, road users and facilities in the area to identify the schemes that should be prioritised for development.
- 1.9 For 'Traffic Management and Accident Reduction' schemes scores have been assigned to: LIP transport objectives, corporate plan objectives, LIP targets, initial estimate of the accident reduction benefits, a score if congestion reduction would be expected, and scores related to the road/traffic characteristics (speed and volume of traffic) and facilities in the vicinity (e.g. schools, health facilities, parks etc).
- 1.10 Appendix 5 contains a modified version of the Prioritisation Tool, which was reported to the November 2015 Environment Committee, and includes collision data together with a congestion reducing factor, which will be used for the development and prioritisation of future schemes.
- 1.11 A points based prioritisation is currently used to prioritise and develop School Travel Plan schemes until the Prioritisation Tool is formally agreed.
- 1.12 A similar scoring system and process is currently used to develop Parking Schemes although the proposals will also focus on the objectives of the Council's Parking Policy which was agreed in November 2014.
- 1.13 Furthermore as many requests are received for parking measures such as Controlled Parking Zones (CPZs), where residents struggle to park near their properties, additional emphasis has been placed in the Parking scheme scoring on requests received by the community for action.

2. REASONS FOR RECOMMENDATIONS

- 2.1 TfL's LIP capital allocation for 2016/17 totals £4.832m, covering Principal Road maintenance (£1.319m), Corridors and Neighbourhoods (£3.413m), Local Transport Fund (£100k) The LIP work programme is intended to address the Mayor of London and the borough's transport priorities identified in Barnet's LIP document.
- 2.2 The recommendations aim to move towards a more robust, evidence led prioritisation of proposals to ensure that benefits are maximised, while ensuring that proposals already being progressed are completed or brought to an appropriate conclusion.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Moving directly to a new prioritised list of schemes without allowance for work already in progress has not been recommended as this would involve wasted development costs and dropping proposals where an expectation of implementation or development already exists.
- 3.2 Retention of a method of prioritisation based on an assessment of monetised benefits could be used, but this would be unwieldy as a means of assessing the benefits of the many requests received from members of the public. Carrying out sufficient investigation on these to permit this type of assessment to be carried out would incur costs that would impact on programme delivery. The scoring systems identified for schemes allow relatively straightforward scoring based on policy objectives and allowing for community concerns to score, while retaining a focus on the main priorities for the particular work areas.
- 3.3 A single prioritisation system to address all schemes types has been considered but a workable solution has not been found given the constraints of the current three year delivery plan as it stands. Such prioritisation may be appropriate for the next three year delivery plan cycle.

4. POST DECISION IMPLEMENTATION

- 4.1 Approval of the recommendation will identify the proposals to be incorporated within the 2016/17 work programme of schemes.
- 4.2 As these are developed and fuller costs known it is intended that adjustments to the proposals identified in line with the principles set out in this report would be agreed by the Commissioning Director for Environment and reported to the Environment Committee at the next available meeting.
- 4.3 In future scheme requests will be prioritised in line with the agreed process to inform a detailed programme for 2016/17 and any future years.
- 4.4 Approval for changes to the method of prioritisation and significant movements between work areas would be sought from the Environment

Committee.

- 4.5 It is anticipated that approval for implementation of schemes within the budgets identified will be through powers delegated to officers or through Area Committee or Environment Committee approval depending on the scale of proposals.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed LIP programme will contribute directly to two of the three Corporate Objectives by:

- Promoting responsible growth, development and success across the borough;
- Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

- 5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

- 5.1.3 The proposed LIP 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. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

- 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. They provide access for business and communities, as well as contribute to the area’s local character and the resident’s equality 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.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The total 2016/17 LIP settlement from TfL is £4.832 million.

- 5.2.2 Core funding for the implementation of the LIP is provided by TfL through programmes of funding including a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues. The Annual Spending Submission provides the means by which proposals are

submitted and agreed by TfL.

- 5.2.3 Approved funding will be incorporated into the 2016/17 budget Policy and Resources Committee recommendations to Council. The £3,413,000 LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programme' is detailed in Appendix 1.

5.3 Social Value

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.4 Legal and Constitutional References

- 5.4.1 Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.
- 5.4.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.
- 5.4.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan.
- 5.4.4 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.5 Risk Management

- 5.5.1 A programme of work that is not based on clear criteria would risk not delivering the Council's priorities, potential reputational damage and may in some circumstances be open to legal challenge. Development of a programme based on relevant criteria mitigates this.
- 5.5.2 Lack of clarity over proposals within the programme due to changed priorities through the year presents risks to delivery. This is mitigated by defining the programme proposals and limiting the scope to make changes in year.
- 5.5.3 Conversely limiting the scope for in-year changes limits the flexibility to respond to changing priorities and new requests. However the ability to make minor changes through delegated powers and for the Committee to agree more major changes retains the ability to respond to the most critical issues.
- 5.5.4 Ceasing work on schemes risks reputational damage where an expectation already exists in relation to developing or implementing proposals on

proposals already underway. This has been addressed by incorporating in the programme those proposals that have been developed to a point where implementation is expected to commence within 2016/17.

5.5.5 Scheme design will seek to mitigate risks to safety in the long term and during construction. Construction risks will be identified through contractor Health and Safety Plans and contract managers' meetings.

5.5.6 These and other project risks identified locally will be escalated as necessary to programme and service risk registers.

5.6 Equalities and Diversity

5.6.1 The annual programme of Traffic Management Schemes includes road safety education initiatives and small scale traffic management and safety schemes that will tend to benefit groups currently disproportionately affected by road traffic collisions. This can include young people and older people, males, and some minority ethnic groups. Inclusion of provision for 20mph proposals especially near schools is expected to particularly benefit children.

5.6.2 Measures are also included to support cycling. The LIP equalities impact assessment identified that cycling was a higher priority among minority ethnic groups as a whole than among the population as a whole.

5.6.3 Work is included in relation to provision of accessible bus stops which would help to advance equality of opportunity for disabled people accessing the transport system.

5.6.4 Introduction of prioritisation based on objective criteria will help ensure that the programme is developed fairly.

5.6.5 The decision is not considered to compromise the Council in its compliance with the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

5.6.7 The proposals as a whole are considered to have a slight positive impact. Detailed impacts of specific proposals will receive further consideration as they are developed and implemented.

5.7 Consultation and Engagement

5.7.1 Public consultation was undertaken in relation to development of the original LIP and future statutory and non-statutory consultation will apply to implementation of various proposals contained within it.

5.7.2 Consultation on individual schemes will be carried out as appropriate to the type and scale of the proposals.

5.7.3 Engagement will seek to communicate the positive benefits of proposals, while acknowledging and seeking to mitigate the short term inconvenience that may result, where this applies.

5.8 Insight

5.8.1 The full LIP sets out the data informing the transport priorities used, and injury accident data, data from other public sources and survey data informs the prioritisation proposed.

6 BACKGROUND PAPERS

6.1 On 24 September 2015 the Environment Committee resolved:
That the Committee approve the proposals set out in Appendix 1 of the report for inclusion in Barnet's 2016/17 LIP Annual Spending Submission to TfL.

6.2 The report, appendix and decision can be found at:
<https://barnet.moderngov.co.uk/documents/s26022/Local%20Implementation%20Plan%20LIP%20201617%20Annual%20Spending%20Submission.pdf>
<https://barnet.moderngov.co.uk/documents/s26083/Appendix%20-%202016-17%20LIP%20ASS%20proposals.pdf>

Appendix 1 - Corridors, Neighbourhoods and Supporting Measures Programme

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
Electric Vehicle Charging Points	<p>Introduction of Electric Vehicle Charge Points - extension to new locations.</p> <p>Following development and implementation of first EVCPs in Barnet in public car parks and on street in 2014/15 and 2015/16, extend to additional locations.</p>	<p>Electric Vehicle Charging Points to be provided by Source London / Bluepoint.</p> <p>Budget to be re-allocation</p>	£50K
Cycle Training	<p>School based cycle training, adult cycle training, other child cycle training, to provide:- Yr 6 pupils , small group (Bikability level 2) - secondary school pupils, 1-2-1 training, with a focus on the route from home to school (Bikeability level 3) and adult 1-2-1 and small groups (focus on increasing skills and confidence to increase regular cycling).</p>	<p>Staffing for delivery of Cycle Training</p> <p>Level 1 - Cycle Training</p> <p>Level 2 - Cycle Training</p> <p>Level 3 - Cycle Training</p> <p>SEN Cycle Training</p> <p>Adult Cycle Training</p> <p>Family Training</p>	£100K
Parking Reviews	<p>Continued programme of parking reviews to address town centre parking issues, congestion and parking around transport hubs etc</p>	<p>Totteridge and Whetstone CPZ (Totteridge)</p> <p>WH3 - CPZ (Montagu Road) (West Hendon)</p> <p>Watford Way/Apex Corner (Hale/Mill Hill)</p> <p>Mowbary Road (Edgware)</p> <p>The Vale CPZ (Childs Hill)</p>	£100K

¹ CNSM – Corridors, Neighbourhoods & Supporting Measures programme.

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
		Garden Suburb Review (Garden Suburb) Town Centre and Shopping Parade Review – Totteridge Lane/Russell Parade, Golders Green Road (Totteridge/Golders Green) Ridgeview Road (Totteridge and Whetstone CPZ) (Totteridge) New Waiting Restrictions Schemes 16/17 Kingsley Way - Review of restriction on Sundays Bridge Lane (Golders Green)	
Disabled Parking Provision	Continued assessment and implementation of disabled parking bays	Implementation of ad hoc requests for Disabled Bays (£70,000). Review of existing Disabled to Bay - Removal of redundant bays (£30,000).	£100K
20mph Limit/Zone Implementation	Introduction of 20mph zones/limits as Cabinet decision March 2014	Detailed Design and Implementation Brookland Junior School (Garden Suburb) Deansbrook Infant School (Hale) St Agnes RC School (Childs Hill) Broadfields Primary School (Edgware) Garden Suburb Infant School (Garden Suburb) Reserve List for Detailed Design and Implementation Mathilda Marks-Kennedy Jewish Primary School (Hale) Mill Hill Foundation (Mill Hill School, Belmont and	£200K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
		Grimsdell) (Mill Hill) St Joseph's RC Primary School (Hendon) Summerside Primary School (Woodhouse) Feasibility Northside School (West Finchley) Minor School Travel Schemes with a Value of < £500 received in year (£25,000)	
Implement outcomes of Cycle Route Signage Review	Complete implementation of outcomes of cycle route signage review to enhance signing to better direct cyclists, including identification and implementation of additional isolated items [Original locations: Dollis Valley Route (on-road sections, some off-road sections and signing from surrounding areas), on-road routes and ad-hoc signage in Edgware area, on road routes between Hendon and Dollis Valley]	See scheme Definition	£25k
Traffic management and accident reduction	Small scale traffic management and accident reduction schemes addressing localised issues identified through the year.	See Appendix 2 for Detail	£500k

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
Cycle Routes	Programme of cycle route provision to develop aspirations of mini-Holland expression of interest and other routes in borough. Details subject to progression of Quietway routes in the borough and finalised cycle strategy.	Silkstream Route (Burnt Oak/Colindale) Sunny Hill Park (Hendon) Pursley Road/Copthall (Mill Hill) Mayoral Quietways Route (Hornsey – North Finchley) Dollis Valley Route (Oakdene Park Bridge) (West Finchley) Whetstone Stray (Totteridge)	£400K
Cycle parking	Cycle parking - on street and other public places.	Secure Cycle Parking at Transports hubs. Borough-wide on-street locations	£20K
School Travel Schemes, Various Locations Borough-wide	Measures in neighbourhoods around schools to support school travel plans, tackling school run traffic and parking. Investigation of Travel Issues to support safer and more sustainable Travel to Schools	Schemes for Completion in 16/17 Walksafe N14 (Coppetts) All Saints (Childs Hill) Deansbrook School (Hale) <i>Foulds (Chipping Barnet) On Hold</i> Sacred Hearts (Oakleigh) St Catherine's (Underhill) Moss Hall (West Finchley) Queenswell School (Totteridge) Schemes for Detailed Design/Implementation in 16/17 The Avenue, EN4 (High Barnet) New Schemes for Detailed Design in 16/17 Manorside/Tudor (West Finchley/Woodhouse (Finchley Church End)	£500K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
		New Schemes for Feasibility in 16/17 Annunciation Infants (Burnt Oak) Dollis Infants (Mill Hill) Edgware School (Edgware) ETZ Chaim (Mill Hill) Frith School (Mill Hill) Garden Suburb Infant (Garden Suburb) Mill Hill County (Hendon)	
Local Access and Accessibility Improvements Various Locations Borough-wide	Improvements to respond to localised accessibility issues provisionally identified through year.	Edgeworth Close Request for Footway (West Hendon) Localised accessibility issues raised by residents. Request for dropped kerb and Tactile paving from residents and Highways Inspectors	£100K
Town Centre proposals - Town Centre De- cluttering	Continue a rolling programme of de- cluttering in town centres.	Major and Minor Town centres: Chipping Barnet (High Barnet/Underhill) Edgware (Edgware) Golders Green (Childs Hill) Finchley Church End (Finchley Church End Mill Hill (Mill Hill) North Finchley (Woodhouse/West Finchley)	£50K
Town Centre proposals - Chipping Barnet	Junction improvement at A1000/ j/w Wood Street [Review/refresh previous feasibility work at A1000 j/w Wood Street for restricted turns to facilitate	Funding currently identified to make permanent the Banned Turn at A1000/Wood Street with associated pedestrian improvements subject a positive outcome of	£100K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
	junction improvement scheme with improved pedestrian facilities and streetscape]. Review bus stopping/bus stand positions/ turning arrangements into Park Road on High Street south of Wood Street junction to reduce congestion.	the experiment period. (High Barnet)	
Town Centre proposal Finchley Central junction and station approach improvements	Town Centre proposal Finchley Central junction and station approach improvements Commission investigations and develop proposals for future junction improvements and bridge widening and detailed proposals for Chaville Way station approach. Implementation of more minor elements of proposals including possible bus stop relocation expected in 16/17.	Scheme outlined in the Scheme Description Column (West Finchley/Finchley Church End)	£100K
Development of proposals/TfL liaison/Monitoring	Development of LIP proposals/TfL liaison/Monitoring etc.	Staffing - Development of LIP proposals/TfL Liaison/Monitoring etc	£50K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
Bus stop accessibility improvements (borough-wide)	Programme of bus accessibility improvements to bring bus stops up to standard over three years.	<p>Cricklewood Lane Bus Stop Re-location.</p> <p>Feasibility - A1000/High Barnet (Bus Stop outside The Red Lion Public House – (Additional funding to be sought from TfL for detailed design/ implementation.)</p> <p>Bus Stop Improvements at the follows stops to ensure compliance with Kerb Height, Cage Markings and Clearway Signage.</p> <p>See Appendices 3 and 4 for Bus Stops Improvements to be designed and implemented in 16/17</p> <p><i>(Please note: additional £400K BSA funding has been agreed with TfL to ensure the delivery of complete programme as the £50K LIP Allocation is insufficient to cover all these works)</i></p>	£50K
Travel Planning Resources	Staff and resources to support schools developing and implementing school travel plans and monitoring of development led plans.	<p>School Travel Plan related resources, services and grants to support schools in the implementation of the School Travel Plans such as Walk to School Week, Walk on Wednesday, Park and Stride, Scooter training and promotion, Theatre in Education etc.</p> <p>Staffing - School Travel Advisors x2, Safe and Sustainable Travel Officer, Part Cycling Officer.</p>	£400K
Road safety	Staff and resources to support and	Resources and services to support School Crossing Patrols	£200K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
Education, Training and Publicity	deliver road safety education, training and publicity initiatives including school pedestrian training and theatre in education initiatives.	and Road Safety Education in educational establishments and within the community. Such as Theatre in Education, 'Be Bright, Be Seen', Young Drivers, Yr6 Yr 7 transition, 'Holding Hands', 'Crossing Safely', child car seats, drug/drink driving etc. Staffing - Road Safety Education Officer and Travel Engagement Officer.	
Cycling/walking promotion	Activities to support and promote cycling and walking.	Match funding to engage a full time 'Sustrans' employed officer to work with schools on the 'Bikeit' programme promoting cycling.	£25K
Support for cycling	Cycle strategy development and staffing to support Borough cycle programme and other cycling activities.	Staffing - Part of Cycling Officer	£33K
Borough Transport Modelling	Borough transport modelling to support infrastructure delivery plan scheme development.	On-going Transport Modelling of the following locations to develop concept designs: A5 j/w A410 Spur Road (Canon's Corner) - Existing roundabout (Edgware) A5 j/w A5109 Deansbrook Road and Camrose Avenue - Existing signalised junction without controlled pedestrian facilities (Edgware/Burnt Oak) A504 Church Road j/w Church End and A504 Church Road	£100K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
		<p>j/w A502 Brent Street - Church End junction is currently uncontrolled. Brent Street junction has limited pedestrian facilities. (Hendon)</p> <p>A411 Barnet Road j/w Hendon Wood Lane - Signalised junction – uncontrolled pedestrian facilities. (Hale Totteridge/Underhill)</p> <p>A1003 Woodhouse Road/Friern Barnet Road j/w B550 Colney Hatch Lane - Signalised junction (Coppetts (Woodhouse)</p> <p>A1000 j/w A504 East End Road / Fortis Green - Signalised junction (East Finchley)</p> <p>B519 Hampstead Lane j/w The Bishops Avenue - Signalised junction – uncontrolled pedestrian (Garden Suburb/East Finchley)</p>	
CPC Safer Urban Driver Training	CPC Safer Urban Driving training for borough fleet drivers.	Driver Training for the Borough's Fleet Training.	£1K
North Finchley	Work to develop previous studies that have considered the potential for road layout and traffic management changes around the Tally Ho Gyratory. Feasibility	Scheme outlined in the Scheme Description Column (West Finchley/Woodhouse)	£60K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
	<p>work undertaken as part of the Outer London Fund Scheme in North Finchley investigated potential future traffic management changes that would make the area more inviting for pedestrians and cyclists. A concept proposal for a major redesign of Tally Ho triangle to reduce the dominance of motor traffic and transform the space for pedestrians and cyclists emerged that would reduce the carriageway width, re-route traffic and provide wider pavements and shared areas. Initial modelling indicated that this appeared feasible without significant adverse impact on traffic movement and development of the concept is now intended.</p>		
Options appraisal A5/Watling Av	<p>Study to consider options to make junction of the A5/Watling Avenue more pedestrian friendly. This staggered signalised junction, experiences above average vulnerable road user collisions and provision of pedestrian facilities is limited because of traffic requirements. A study to consider alternative methods</p>	Scheme outlined in the Scheme Description Column (Burnt Oak)	£60K

Scheme Title	Scheme Definition	Additional Information (Ward)	2016/17 LIP CNSM ¹ Funding
	of control and other options to improve the pedestrian experience at the junction is intended.		
Chipping Barnet - High Street	Study to consider changes to the high street to address the aspirations of the Chipping Barnet Town Team. In conjunction with work as part of scheme ID 24282 wider aspirations have emerged for the high street. This study aims to consider how these aspirations can be met.	Pavement Build-outs on High Street, Barnet, may require additional funding dependent on the results of the feasibility study. (High Barnet)	£60K
New Southgate (Crossrail 2)	Support for Crossrail 2 work and development of ideas for A406 tunnel in the area.	Development of ideas for A406 tunnel in the area. (Brunswick Park)	£9K
Review of lorry restrictions across the borough	Review of the various overlapping lorry restrictions in Barnet with a view to recommending changes to provide appropriate routes for deliveries, greater clarity regarding restrictions and better protection residential areas from inappropriate HGV use.	Review of lorry movements around Lancaster Road/Henry Road/Margaret Road (East Barnet/Oakleigh) Review of Lorry Restriction Signage - Brunswick Park Avenue/Road (Brunswick Park) Commence review of Lorry Restrictions Borough-wide.	£20K
		Total	£3,413k

Appendix 2 - Corridors, Neighbourhoods and Supporting Measures Programme

Scheme Title	Scheme Definition	Additional Information	2016/17 LIP CNSM ² Funding
Traffic management and accident reduction	Small scale traffic management and accident reduction schemes addressing localised issues identified through the year.	<p>On-going Schemes for Completion in 16/17 A5 Sheaveshill - Complete implementation (Colindale) Wellhouse Lane - Implementation (High Barnet) Pollard Road - Implementation (Oakleigh) A5/Edgware Road (Lidl)(Edgware) The Vale - Width Restriction (Childs Hill/Golders Green) Montagu Road - Banned Right Turn - Feasibility (West Hendon) Chesterfield Road – Traffic Scheme Detailed Design Implementation (Underhill) Woodside Park Road/Gainsborough Road - Traffic Scheme Implementation (Woodside/Totteridge)</p> <hr/> <p>Accident Reduction Schemes Detailed Design and Implementation in 16/17 EDGWARBURY LANE/HALE LANE (Edgware) FINCHLEY ROAD/GOLDERS GREEN ROAD (Childs Hill/Garden Suburb) REGENT'S PARK ROAD – Hendon Lane to Nether Street (Finchley Church End) Detailed Design in 16/17 BURNT OAK BROADWAY/STAG LANE/WATLING AVENUE/BOROUGH BOUNDARY (Burnt Oak) EDGWARE ROAD Hay Lane – Kingsbury Road</p>	£500K

² CNSM – Corridors, Neighbourhoods & Supporting Measures programme.

Scheme Title	Scheme Definition	Additional Information	2016/17 LIP CNSM ² Funding
		<p>(Edgware)HIGH ROAD (NTH FINCHLEY)/KINGSWAY (West Finchley) HIGH STREET EDGWARE/STATION ROAD/WHITCHURCH LANE (Edgware) HIGH ROAD EAST FINCHLEY -East End Road - Church Lane (East Finchley) STATION ROAD – Edgwareway Bury Lane - A5 (Edgware) WOODHOUSE ROAD – Summers Lane to Colney Hatch Lane (Woodhouse/Coppetts)</p> <p>Reserve sites BALLARDS LANE (West Finchley (Woodhouse)) CRICKLEWOOD LANE/CLAREMONT ROAD (Childs Hill) HIGH ROAD EAST FINCHLEY/EAST END ROAD (East Finchley) HIGH ROAD (WHESTONE)/FRIERN BARNET LANE (Totteridge/Oakleigh) GREAT NORTH ROAD/THE BISHOP'S AVENUE (East Finchley) HIGH ROAD NORTH FINCHLEY (West Finchley/Woodhouse) WEST HENDON BROADWAY (West Hendon)</p> <hr/> <p>Identified Schemes with a Value of < £500 for 16/17 (£25,000) Falkland Road, EN5 – (Request for Signage to deter large vehicles and speed signage) (High Barnet Hendon Lane N3 jw Allandale Avenue and (Waverley</p>	

Scheme Title	Scheme Definition	Additional Information	2016/17 LIP CNSM ² Funding
		<p>Grove) – (Keep Clear) (Finchley Church End)</p> <p>Constable Close/Friern Barnet Lane N11 - (Keep Clear) (Coppetts)</p> <p>Barnet Road j/w Arkley Park - (Keep Clear) (High Barnet)</p> <p>Manor View at the junctions of with Rosemary Avenue and Briarfield Avenue –(“No through road” signs) (Finchley Church End)</p> <p>Holland House School (Broadfields Avenue/Broadhurst Avenue) – (School warning sign(s)) (Edgware)</p> <p>Dunstan Road j/w The Vale – (Signage advising of the width restriction) (Child Hill)</p> <p>Gibbs Green – (Improved signage for the width restriction) (Hale)</p> <p>Green Lane, Edgware – (Width restriction too narrow) (Edgware)</p> <p>Hampstead Way – (Request for slow marking outside the entrance to The Orchard) (Garden Suburb)</p> <p>Holden Hill Road, NW4 j/w Timberdene - (Request for SLOW Marking) (Finchley Church End)</p>	

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Appendix 3 – Bus Stops Accessibility - Implementation in 16/17

Stop	Stop Name	Site (Road) Name	WARD	WORKS REQUIRED
16994	Hasluck Gardens	Lyonsdown Road	Oakleigh	- Cage markings -Provide Timeplate -Provide Litter Bin
16995	Hasluck Gardens	Lyonsdown Road	Oakleigh	- Cage markings -Provide Timeplate -Provide Litter Bin
26156	Clifford Road	Potters Road	High Barnet	- Clearway -Provide Timeplate -Remove vegetation
15623	Engel Park	Ridgeway The	Mill Hill	- Cage markings -Provide Timeplate -Provide Litter bin
16073	Dunstan Road	Vale The	Childs Hill	- Raise kerb - Cage markings -Provide Timeplate -Relocate Litter Bin
16074	Dunstan Road	Vale The	Childs Hill	- Raise kerb - Cage markings -Provide Timeplate -Relocate Litter Bin
15608	Great North Way	Holders Hill Road	Finchley Church End	- Raise kerb - Cage markings -Provide Timeplate -Relocate Litter Bin
1310	Friary Road	Friern Barnet Lane	Coppetts	- Raise kerb - Cage markings -Provide Timeplate
19612	The Ridgeway	Friern Barnet Lane	Coppetts	- Raise kerb - Cage markings -Provide Timeplate
20910	Golfside Close	Friern Barnet Lane	Oakleigh	- Raise kerb - Cage markings -Provide Timeplate -Provide Litter bin
15629	Mill Hill / The Three Hammers	Ridgeway The	Mill Hill	- Raise kerb - Cage markings - Provide Timeplate
19163	Grange Avenue	Totteridge Village	Totteridge	- Cage markings - Re-locate BSF - Provide Time plate - Provide Litter bin
BP2079	Oakleigh Gardens	Athenaeum Road	Oakleigh	- Cage markings

				<ul style="list-style-type: none"> - Re-locate BSF - Provide Time plate - Provide Litter bin
BP2080	Oakleigh Gardens	Athenaeum Road	Oakleigh	<ul style="list-style-type: none"> - Cage markings - Provide Time plate - Provide Litter bin
20860	Parkmead Gardens	Flower Lane	Mill Hill	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate
BP2835	Long Lane	Long Lane	West Finchley	<ul style="list-style-type: none"> - Raise kerb - Cage markings
BP4087	Finchley Central <>	Nether Street	West Finchley	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
BP4088	Finchley Central <>	Nether Street	West Finchley	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
1516	Hendon Station #	Station Road	West Hendon	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
15934	Audley Road	Station Road	West Hendon	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate
17580	Hendon Station #	Station Road	West Hendon	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
BP2077	Oakleigh Park Station	Netherlands Road	Oakleigh	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
12199	The Gate	Barnet Rd	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
12200	The Gate	Barnet Rd	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
12201	Glebe Lane	Barnet Rd	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
18104	Glebe Lane	Barnet Road	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
18105	Rowley Green Road	Barnet Rd	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
18106	Rowley Green Road	Barnet Rd	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
18107	Quinta Drive	Barnet Road	High Barnet	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate

18108	Quinta Drive	Barnet Rd	High Barnet	- Raise kerb - Cage markings - Provide Timeplate
18109	Garden Close	Barnet Rd	High Barnet	- Raise kerb - Cage markings - Provide Timeplate
18110	Garden Close	Barnet Road	High Barnet	- Raise kerb - Cage markings - Provide Timeplate
19215	Stirling Corner	Barnet Road	High Barnet	- Cage markings - Provide Timeplate
19216	Stirling Corner	Barnet Road	High Barnet	- Cage markings - Provide Timeplate
15095	Deansbrook Road	Deans Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate
15096	Deans Way	Deans Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate
15097	Laneside	Deans Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate
26165	Willow Drive	Manor Road	Underhill	- Raise kerb - Cage markings - Provide Timeplate
26166	Willow Drive	Manor Road	Underhill	- Raise kerb - Cage markings - Provide Timeplate
26167	Leeside	Manor Road	Underhill	- Raise kerb - Cage markings - Provide Timeplate - Re locate BSF
26169	Kenerne Drive	Mays Lane	Underhill	- Raise kerb - Cage markings - Provide Timeplate
26170	Kenerne Drive	Mays Lane	Underhill	- Raise kerb - Cage markings - Provide Timeplate
26171	Connaught Road	Mays Lane	Underhill	- Raise kerb - Cage markings - Provide Timeplate
11773	Broadfields Avenue	Hale Lane	Edgware	- Raise kerb - Cage markings - Provide Timeplate
15638	Hale Grove Gardens	Hale Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate

				- Relocation BSF
15643	Highview Gardens	Hale Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin
15644	Farm Road	Hale Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate - Relocate BSF
27455	Beech Walk	Hale Lane	Hale	- Raise kerb - Cage markings - Provide Timeplate - Relocation BSF
16494	Crooked Usage	Hendon Lane	Finchley Church End	- Raise kerb - Cage markings - Provide Timeplate
16495	Arden Road	Hendon Lane	Finchley Church End	- Raise kerb - Cage markings - Provide Timeplate
16496	Arden Road	Hendon Lane	Finchley Church End	- Raise kerb - Cage markings - Provide Timeplate
16500	St Mary's Church	Hendon Lane	Finchley Church End	- Raise kerb - Refresh Cage markings
BP2832	Great North Way	Hendon Lane	Finchley Church End	- Raise kerb - Cage markings - Provide Timeplate
17256	Wellgarth Road	North End Road	West Finchley	- Raise kerb - Cage markings - Provide Timeplate
18912	Golders Green Station <>	North End Road	West Finchley	- Cage markings - Provide Timeplate
BP2776	Golders Green Station <>	North End Road	Childs Hill	- Raise kerb - Cage markings - Provide Timeplate
27912	Uphill Road	Lawrence Street	Mill Hill	- Raise kerb - Cage markings - Provide Timeplate
15628	Mill Hill / The Three Hammers	Hammers Lane	Mill Hill	Raise kerb - Cage markings - Provide Timeplate
15630	Shakespeare Road	Hammers Lane	Mill Hill	- Raise kerb - Cage markings - Provide Timeplate
15631	Shakespeare Road	Hammers Lane	Mill Hill	- Raise kerb

				<ul style="list-style-type: none"> - Cage markings - Provide Timeplate
17469	Wise Lane	Hammers Lane	Mill Hill	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
16996	Pricklers Hill	Lyonsdown Road	Oakleigh	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Re locate BSF
34043	Holmwood Gardens	East End Road	Finchley Church End	<ul style="list-style-type: none"> - Raise kerb - Refresh Cage markings
12913	Beaconsfield Road	Oakleigh Road North	Coppets	
12914	Beaconsfield Road	Oakleigh Road North	Brunswick Park	<ul style="list-style-type: none"> - Raise kerb - Re paint Cage markings - Re locate litter bin
13422	Bawtry Road	Oakleigh Road North	Oakleigh	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate - Re locate litter bin - Relocate Shelter - Relocate BSF
13423	Bawtry Road	Oakleigh Road North	Oakleigh	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate - Re locate litter bin - Relocate Shelter - Relocate BSF - Removal of bench
14721	Whetstone / The Griffin	Oakleigh Road North	Oakleigh	<ul style="list-style-type: none"> - Raise kerb - Cage markings refreshment - Provide Timeplate - Re locate litter bin - Relocate BSF
14722	Whetstone / The Griffin	Oakleigh Road North	Oakleigh	<ul style="list-style-type: none"> - Raise kerb - Cage markings refreshment - Provide Timeplate - Re locate litter bin - Relocate BSF
70119	Ashcroft Court	Oakleigh Road North	Oakleigh	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Install existing Timeplate in BSF - Re locate litter bin
70120	Ashcroft Court	Oakleigh Road North	Oakleigh	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Re locate litter bin

37232	Westcroft Way	Lichfield Road	Childs Hill	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin
37233	Westcroft Way	Lichfield Road	Childs Hill	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin
37239	Cricklewood Lane	Lichfield Road	Childs Hill	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin
37240	Cricklewood Lane	Lichfield Road	Childs Hill	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Timeplate
9922	Underhill	Barnet Hill	Underhill	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Replace Timeplate
BP228	Gravel Hill	Gravel Hill	Finchley Church End	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Timeplate
BP2834	Gravel Hill	Gravel Hill	Finchley Church End	<ul style="list-style-type: none"> - Cage markings - Timeplate
16489	Alexandra Road	Finchley Lane	Hendon	
16490	Alexandra Road	Finchley Lane	Hendon	<ul style="list-style-type: none"> - Cage markings - Timeplate
16491	Great North Way	Finchley Lane	Hendon	<ul style="list-style-type: none"> - Cage markings - Timeplate
16492	Great North Way	Finchley Lane	Hendon	<ul style="list-style-type: none"> - Cage markings - Timeplate
25044	Sussex Ring	Lullington Garth	Totteridge	<ul style="list-style-type: none"> - Raise kerb - Refresh Cage markings
25045	Sussex Ring	Lullington Garth	Totteridge	<ul style="list-style-type: none"> - Re-paint Cage markings - Provide Timeplate - CW to be repaired
25048	Cissbury Ring (western Arm)	Lullington Garth	Totteridge	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin - Relocate Shelter
26196	Cissbury Ring (western Arm)	Lullington Garth	Totteridge	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin - Relocate Shelter

BP3968	Short Way	Summers Lane	Woodhouse	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate - Provide Litter Bin
BP3969	Short Way	Summers Lane	Woodhouse	
BP3970	Woodgrange Avenue	Summers Lane	Woodhouse	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Provide Litter Bin
BP3971	Woodgrange Avenue	Summers Lane	Woodhouse	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Provide Litter Bin
BP3972	Granville Road	Summers Lane	Woodhouse	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate Litter Bin
BP3973	Granville Road	Summers Lane	Woodhouse	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Removal of DYL
BP4124	Sunny Way	Summers Lane	Woodhouse	
26158	St Mark's Close	Meadway	High Barnet	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate
26159	St Mark's Close	Meadway	High Barnet	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate
26160	King Edward Road	Meadway	High Barnet	<ul style="list-style-type: none"> - Cage markings - Provide Timeplate
26161	King Edward Road	Meadway	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
26163	High Barnet Station <>	Meadway	High Barnet	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate BSF - Relocate litter bin
M27	Blood Transfusion Centre	Deansbrook Road	Edgware	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate
M28	Deansbrook Close	Deansbrook Road	Hale	<ul style="list-style-type: none"> - Raise kerb - Cage markings - Provide Timeplate - Relocate Litter Bin
M29	Deansbrook Close	Deansbrook Road	Burnt Oak	<ul style="list-style-type: none"> - Raise kerb - Repaint Cage markings

				complying standards
M30	Blood Transfusion Centre	Deansbrook Road	Burnt Oak	- Raise kerb - Cage markings - Provide Timeplate - Provide Litter Bin
4125	Hadley Highstone	Great North Road	High Barnet	- Raise kerb - Cage markings - Provide Timeplate
4126	Hadley Highstone	Great North Road	High Barnet	- Raise kerb - Cage markings - Provide Timeplate - Provide litter bin
18099	Dury Road	Great North Road	High Barnet	- Raise kerb - Cage markings - Provide Timeplate
18100	Dury Road	Great North Road	High Barnet	- Raise kerb - Cage markings - Re-locate BSF - Re-parking sign
23435	Hadley Green	Great North Road	High Barnet	- Raise kerb - Re-paint Cage markings comply with standar - New Shelter - Re-locate litter bin
BP1318	Hadley Green	Great North Road	High Barnet	- Raise kerb - Re-paint Cage markings comply with standar - Re-locate litter bin
BP1653	Greenacre Close	Great North Road	High Barnet	
BP1654	Greenacre Close	Great North Road	High Barnet	
16029	Great North Road	Bishops Avenue The	West Finchley	- Raise kerb - Re-paint Cage markings comply with standar - Re-locate BSF
16475	Aylmer Road	Bishops Avenue The	West Finchley	- Raise kerb - Re-paint Cage markings comply with standar - Re-locate BSF - Cw ponding
16068	Pennine Drive Post Office	Pennine Drive	Golders Green	- Raise kerb - Refresh Cage markings
16072	The Vale / Hendon Way	Vale The	Childs Hill	- Raise kerb - Refresh Cage markings - Provide Litter Bin
19175	Totteridge And Whetstone Station <>	Totteridge Lane	Totteridge	
20800	Leisure Way	High Road N Finchley	Woodhouse	- Raise kerb - Cage markings - Relocate BSF

				- Relocate Litter Bin
9935	North Finchley	Woodhouse Road	Woodhouse	TBC
9937	Woodhouse College	Woodhouse Road	Woodhouse	TBC
BP1961	Littlegrove	Church Hill Road	East Barnet	- Raise kerb - Cage markings - Provide Litter Bin
29714	Cedar Avenue	Church Hill Road	East Barnet	- Raise kerb - Cage markings - Provide Timeplate - Re locate Litter Bin
16990	East Barnet Village/ Crescent Road	Longmore Avenue	East Barnet	- Raise kerb - Cage markings - Provide Timeplate
16991	York Road	Longmore Avenue	Oakleigh	- Clearway - Provide Timeplate - Provide Litter Bin - Removal arrow roadmarking - Removal double yellow line
16992	Lancaster Road	Longmore Avenue	East Barnet	- Relocate bins - Provide Timeplate - Provide Litter Bin
34433	Springwood Crescent	Bushfield Crescent	Edgware	- Cage markings - Provide Timeplate
18114	Victoria Road	East Barnet Rd		- New bus cage road markings -Removal of existing bus cage road marking -Re location of BSF

Appendix 4 – Bus Stops Accessibility – Design 16/17

Stop	Stop Name	Site (Road) Name	WARD	WORKS REQUIRED
BP2072	Woodside Park Station	Woodside Park Road	Totteridge	TBC
BP600	Dryfield Road	Deans Lane	Hale	TBC
34159	Eversfield Gardens	Eversfield Gardens	Hale	TBC

25042	Argyle Road / Avondale Avenue	Argyle Road	West Finchley	TBC
25043	Argyle Road / Avondale Avenue	Argyle Road	West Finchley	TBC
BP3979	Dollis Road	Dollis Road	West Finchley	TBC
BP3980	Dollis Road	Dollis Road	West Finchley	TBC
BP3981	Frith Court	Dollis Road	Finchley Church End	TBC
BP3982	Frith Court	Dollis Road	Finchley Church End	TBC
26202	Frith Lane	Bittacy Hill	Mill Hill	TBC
R0310	Frith Lane	Bittacy Hill	Mill Hill	TBC
9916	Friern Mount Drive	High Road Whetstone	Totteridge	TBC
9917	Walfield Avenue	High Road Whetstone	Oakleigh	TBC
9918	Walfield Avenue	High Road Whetstone	Oakleigh	TBC
29704	Morton Way	Hampden Way	Brunswick Park	TBC
29705	Lincoln Avenue	Hampden Way	Brunswick Park	TBC
29706	Lincoln Avenue	Hampden Way	Brunswick Park	TBC
29707	Arlington Road	Hampden Way	Brunswick Park	TBC
29709	Hampden Square	Hampden Way	Brunswick Park	TBC
29710	Parkside Gardens	Church Hill Road	Brunswick Park	TBC
29711	Parkside Gardens	Church Hill Road	Brunswick Park	TBC
16528	Long Lane	A406	West Finchley	TBC
16532	Beechwood Avenue	A406	Mill Hill	TBC
18120	Belmont Avenue	Cat Hill(a110 Part)	East Barnet	TBC
18121	Belmont Avenue	Cat Hill(a110 Part)	East Barnet	TBC
18123	Heddon Court Avenue	Cat Hill(a110 Part)	East Barnet	TBC
1731	Park Road	Cat Hill(a110 Part)	East Barnet	TBC
25968	Rushdene Gardens	Engel Park	Mill Hill	TBC
25969	Rushdene Gardens	Engel Park	Mill Hill	TBC
25970	Bittacy Hill	Engel Park	Mill Hill	TBC
25971	Bittacy Hill	Engel Park	Mill Hill	TBC
37255	Bittacy Rise	Engel Park	Mill Hill	TBC
34202	Nether Street	Alexandra Grove	West Finchley	TBC
34203	Nether Street	Alexandra Grove	West Finchley	TBC
16067	Pennine Drive	Claremont Road	Golders Green	TBC
17719	Cricklewood Station #	Claremont Road	Childs Hill	TBC
35838	Pennine Drive	Claremont Road	Golders Green	TBC
35840	Hendon Football Club	Claremont Road	Golders Green	TBC
35841	Hendon Football Club	Claremont Road	Golders Green	TBC
35842	Claremont Way	Claremont Road	Golders Green	TBC

35843	Recreation Ground	Claremont Road	Golders Green	TBC
35844	Recreation Ground	Claremont Road	Golders Green	TBC
35845	Mapledown School	Claremont Road	Golders Green	TBC
35846	Claremont Way	Claremont Road	Golders Green	TBC
35847	Mapledown School	Claremont Road	Golders Green	TBC
35962	The Vale	Claremont Road	Childs Hill	TBC
12086	Barnet General Hospital/ Queens Road	Wood Street	High Barnet	TBC
12089	Manor Road	Wood Street	Underhill	TBC
9927	Barnet Church	Barnet High Street	Underhill	TBC
17169	Audley Road	Vivian Avenue	Hendon	TBC

Appendix 5 – Proposed LIP Prioritisation Tool for 2016/17 schemes

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1. Proposed LIP Prioritisation Tool for 16/17 Schemes

1.1 Background

1.1.1 Transport for London (TfL) provide core funding for the implementation of the Local Implementation Plan (LIP) schemes through a “Corridors, Neighbourhoods and Supporting Measures” programme to address a range of transport issues.

1.1.2 These include holistic or area-based interventions including:

- Bus priority and accessibility,
- Cycling,
- Walking,
- Safety measures,
- 20 mph zones and limits,
- Freight,
- Regeneration,
- Environment,
- Accessibility and
- Controlled parking zones.

1.1.3 This programme also includes expenditure on:

- cycle parking and training,
- shared space facilities,
- car clubs,
- reduction of clutter,
- electric vehicle charging points,
- school and workplace travel plans,
- behavioural change,
- education,
- training and
- publicity.

1.1.4 Some of the more general areas of the programme, notably ‘Traffic Management and Accident Reduction’, ‘School Travel Plan’ and ‘Parking Reviews’ will be subject to requests for schemes above the levels that can be delivered in full. A means of prioritising these, so that development is focussed on those that will best address borough priorities and provide the greatest benefit has been developed.

1.1.5 A prioritisation system will apply to the range of requests focusing on the policy objectives and targets. It incorporates readily available information regarding traffic, road users and facilities in the area to identify the schemes that should be prioritised for development.

-
- 1.1.6 For '**Traffic Management and Accident Reduction**' schemes scores have been assigned to: LIP transport objectives, corporate plan objectives, LIP targets, initial estimate of the accident reduction benefits, a score if congestion reduction would be expected, and scores related to the road/traffic characteristics (speed and volume of traffic) and facilities in the vicinity (e.g. schools, health facilities, parks etc). This is shown in Traffic Management and Accident Reduction (I) in Section 2 below.
- 1.1.7 A modified version to prioritise for implementation of developed schemes using the fuller information would then be available in relation to casualty reduction and congestion reduction is also included. This is shown in Traffic Management and Accident Reduction (II)
- 1.1.8 It is expected that each year approximately 40% of the available funding would address development / design of new schemes and 60% be used to implement schemes that had been designed in previous year(s).
- 1.1.9 For '**Parking**' schemes a similar scoring system and process to the 'Traffic Management and Accident Reduction' schemes will be adopted although there will also be focus on the objectives of the Council's Parking Policy which was agreed in November 2014.
- 1.1.10 For '**School Travel Plan**' schemes a points based prioritisation similar to that identified in the January 2015 Environment Committee report on 'Highways Planned Improvement Programme 2015/16' is intended at the initial stage. Schemes developed in year would then be prioritised against other schemes that had been developed to this stage for implementation.
- 1.1.11 Furthermore as many requests are received for parking measures such as Controlled Parking Zones (CPZs), where residents struggle to park near their properties, additional emphasis has been placed in the Parking scheme scoring on requests received by the community for action.

2. TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES

2.1 Formulas and considerations

2.1.1. The following formulas and consideration was applied to the Traffic Management and Accident Reduction Schemes for the initial prioritisation of requests (before scheme development).

POLICY OBJECTIVES
Local Transport Objectives (as set out in the LIP)
<p>Ensuring more efficient use of the local road network</p> <ul style="list-style-type: none"> a. Reduce congestion b. Improve the condition of roads and footpaths c. Improve the bus network (with TfL) d. Make travel safer and more attractive <p>Taking a comprehensive approach to tackling the school run</p> <ul style="list-style-type: none"> a. Reduce car based journeys and increase levels of walking and cycling to and from school b. Reduce pupil parking near schools <p>Delivery of high quality transport systems in regeneration areas</p> <ul style="list-style-type: none"> a. Comprehensive transport solutions in major development areas b. Public transport enhancements (with partners) c. Pursue major improvements to the strategic road network d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements <p>More environmentally friendly transport networks</p> <ul style="list-style-type: none"> a. Support the use of low emission vehicles including electric cars b. Encourage mixed use development that will help to reduce the distances people need to travel c. Making cycling and walking more attractive for leisure, health and short trips <p style="text-align: right;">13 objectives score with 0.25 point each</p> <p style="text-align: right;">Total Range for Local Transport Objectives 0 - 3.25</p>
Corporate Plan Objectives
<ul style="list-style-type: none"> 1. Redesigned local services - integrated, intuitive and efficient 2. More involved and resilient communities 3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes 4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can 5. Barnet's children and young people will receive a great start in life 6. There will be a broad offer of skills and employment programmes for all ages 7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill 8. Barnet's parks and green spaces will be amongst the best in London 9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe 10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created 11. Barnet will continue to be recognised as a transparent and open council 12. And, for staff, the council will offer a more flexible and modern workplace <p style="text-align: right;">12 objectives score with 0.25 point each</p> <p style="text-align: right;">Total Range for Contribution to Corporate Plan Objectives 0 - 3</p> <p style="text-align: right;">Total Range for Policy Objectives 0 - 6.25</p>
TARGETS

LIP targets	
<ol style="list-style-type: none"> 1. Mode share of residents by walking (increase) 2. Mode share of resident by cycling (increase) 3. Bus service reliability 4. CO2 emissions from transport (reduce) 5. Road condition (Principal Roads) 6. KSI casualties (reduce) 7. Total casualties (reduce) 8. Schools with STAR accreditation (local indicator) 	8 targets score with 0.5 point each Total Range for LIP targets 0 - 4
Other targets	
<ol style="list-style-type: none"> 1. Reduce school car use-pupils 2. Reduce other transport emissions 	2 targets score with 0.5 point each Total Range for Other targets 0 - 1
Total Range for Targets 0 - 5	
COMMUNITY IMPACT	
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)	
<ul style="list-style-type: none"> • Number of items of correspondence received for this scheme: <ul style="list-style-type: none"> if 0, score 0 if 1 or 2, score 0.5 if 3, score 1 if more than 3, score 1.5 • Partner request? → if YES, score= 1 • Forum Issues & Petition & Members Inquiries? → if YES, score= 1.5 • Area Committee prioritisation? → if YES, score= 2 	Total Range for Correspondence / requests From residents, members, road safety partners 0 - 6
Facilities	
<p>Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:</p> <ul style="list-style-type: none"> • School/ College / University (Number): 0.5 point for each Education facility • Playground / Sportfields / Leisure Attractions: → if YES, score= 0.5 • Shops / Commercials → if YES, score= 0.5 • Transport Interchanges (Railway Stations, Bus Stations, Tube...) → if YES, score= 0.5 • Surgeries/Hospitals→ if YES, score= 0.5 • Others→ if YES, score= 0.5 	Total Range for Facilities 0 - 2.5 (+ Education facility score)
Other	
<p>Improve Air Quality Improve personal safety/security Improve access to services / reduce severance Improve disabled access</p>	4 improvements score with 0.5 point each Total Range for Other Community Impact 0 - 2
Total Range for Community Impact 0 - 10.5 (+ Education facility score)	
RISK MANAGEMENT	
<ul style="list-style-type: none"> • Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1 • Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1 • Risk due to lack of political support? → if YES, score= -2 • Other risks? → if YES, score= -1 	Total Range for Risk Management (-5) - 0
ROAD SAFETY AND COLLISIONS	

ACCIDENTS

First Year Rate of Return (FYRR) based on:

road safety assessment of number of collisions that might be saved by scheme
(based on current total collisions)

nationally published data for value of accident savings (all injury accidents)

table of typical costs for types of scheme

Used to derive score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$\text{Severity factor} = \frac{3x\text{Fatal} + 2x\text{Serious} + 1x\text{Slight}}{\text{Total injury accidents}}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions 0 - 15

TRAFFIC SPEED AND CONGESTION

SCHEMES INTENDED TO ADDRESS SPEED CONCERNS

Scored only if the scheme is intended to reduce speeds or address concerns about speeding

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

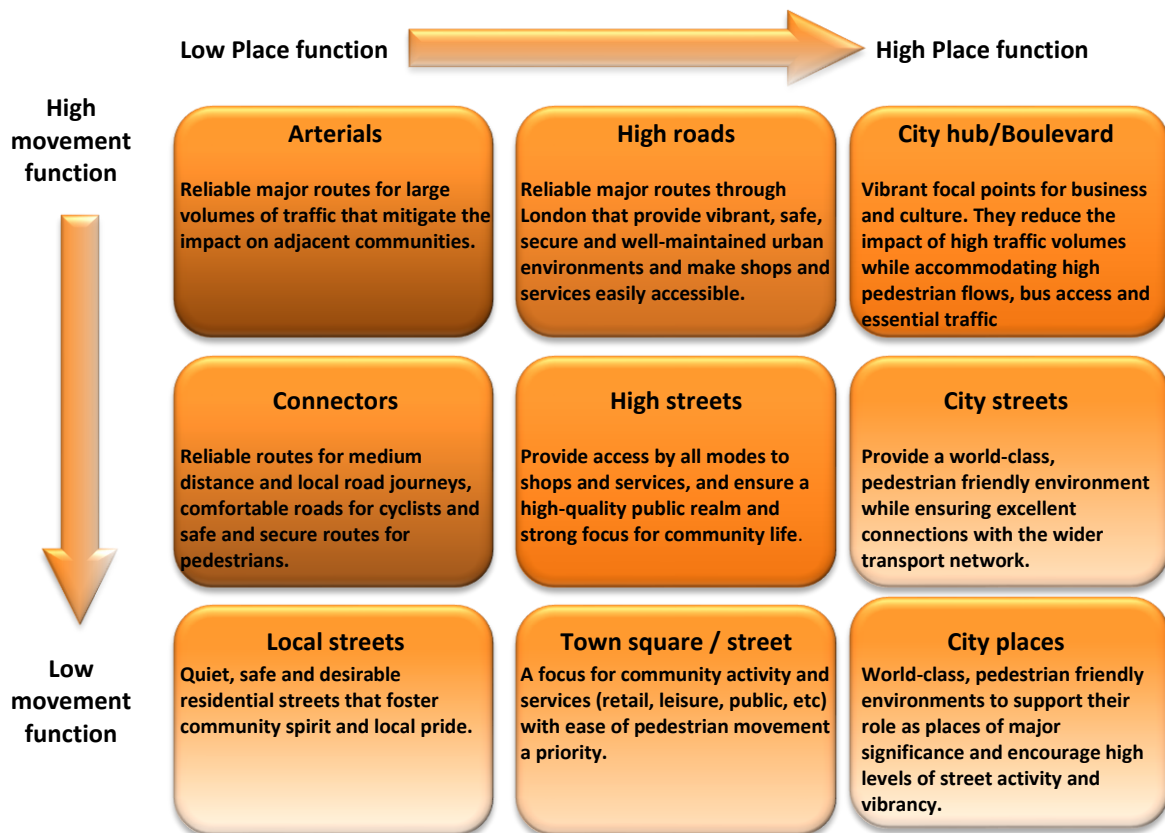
Speed Limit 20-30-40					
Mean speed-Road Speed Limit	< 2mph	2 - 6 mph	7 - 12 mph	> 12 mph	
Traffic Flows (AADT)	> 20000	2	5	10	15
	15000-20000	1.5	4	9	14
	10000-15000	1	3	8	13
	5000-10000	0.5	2	7	12
	< 5000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed-Road Speed Limit	< 1mph	1 - 3 mph	7 - 9 mph	> 12 mph	
Traffic Flows (AADT)	> 20000	2	3	7	12
	15000-20000	1.5	2.5	6	11
	10000-15000	1	2	5	10
	5000-10000	0.5	1.5	4	9
	< 5000	0	1	3	8

Total Range for Schemes Intended to Address Speed Concerns 0 - 15

SCHEMES INTENDED TO ADDRESS CONGESTION

Scored only if the scheme is intended to reduce congestion

The Mayor’s Roads Task Force suggested a means of categorising roads based on their ‘movement’ and ‘place’ functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	Low Place function Arterials Connectors Local streets	High roads High streets Town square/street	High Place function City hub/Boulevard City streets City places
> 20000	15	10	5
15000-20000	12	8	4
10000-15000	9	6	3
5000-10000	6	4	2
< 5000	3	2	1

*Maximum score likely on borough controlled roads is 10

Total Range for Schemes Intended to Address Congestion 0 - 15

Total Range for speed and congestion* 0 - 30

***In practice schemes are unlikely to address both speed and congestion**

Total Range for TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)

(-5) - 66.75 (+Education facility Score)

2.2 Examples

2.2.1 Examples of a sample of schemes requests are show below for two of the Traffic Management and Accident Reduction schemes.

TRAFFIC MANAGEMENT & ACCIDENTS REDUCTION (I)

PROJECT INFORMATION	
Re Ref.:	Project description (including some background)
TM_2015-06	Change of junction control, such as mini-roundabout
Project name	
Deans Lane ; Deans Way	
Ward / Area	
HALE (HENDON)	
Scheme Type	
JUNCTION IMPROVEMENT	
Client Name	
LBB	
Project Manager	
Lisa Wright	

DESIGN PRIORITISATION SURVEY PART I											
POLICY OBJECTIVES											
Objectives											
Ensuring more efficient use of the local road network	YES	Reduce congestion?	YES	0.5							
		Improve the condition of roads and footpaths?									
		Improve the bus network (with TfL)?									
		Make travel safer and more attractive?	YES								
Taking a comprehensive approach to tackling the school run?	NO			0							
Delivery of high quality transport systems in regeneration areas?	NO			0							
More environmentally friendly transport networks?	YES	Support the use of low emission vehicles including electric cars?		0.25							
		Encourage mixed use development that will help to reduce these distances people need to travel?									
		Making cycling and walking more attractive for leisure, health and short trips?	YES								
Corporate Plan objectives											
Redesigned local services - integrated, intuitive and efficient			YES	0.5							
More involved and resilient communities											
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes											
Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can											
Barnet's children and young people will receive a great start in life											
There will be a broad offer of skills and employment programmes for all ages											
Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill											
Barnet's parks and green spaces will be amongst the best in London											
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe			YES								
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created											
Barnet will continue to be recognised as a transparent and open council											
And, for staff, the council will offer a more flexible and modern workplace											
TARGETS											
LIP TARGETS											
Mode share of residents by walking (increase)				0							
Mode share of resident by cycling (increase)											
Bus service reliability											
CO2 emissions from transport (reduce)											
Road condition (Principal Roads)											
KSI casualties (reduce)											
Total casualties (reduce)											
Schools with STARS accreditation (local indicator)											
OTHER TARGETS											
Reduce school car use-pupils								0			
Reduce other transport emissions											
COMMUNITY IMPACT											
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)											
Number of items of correspondence received for this scheme			1	2							
Partner request											
Forum Issues & Petition & Members Inquires?			YES								
Area Committee prioritisation?											
Facilities. Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works											
School/ College / University (Number)		Transport Interchanges (Railway Stations, Bus Stations, Tube...)		0							
Playground / Sportfields / Leisure Attractions		Surgeries/Hospitals									
Shops / Commercials		Others									
Other											
Improve Air Quality				0							
Improve personal safety/security											
Improve access to services / reduce severance											
Improve disabled access											
Risk Management											
<small>Including key risks (such as co-dependent projects) and mitigating measures</small>											
Risk due to dependency on other projects? (S106, S278, etc)				0							
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)											
Risk due to lack of political support?											
Other risks?											
ROAD SAFETY & COLLISIONS											
ACCIDENTS											
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme	1	2				
		1		1							
Estimate Implementation Cost	£53,675	Benefit Monetary value accidents	£69,894.95	Scheme Benefit FYRR (%)	43%						
TRAFFIC SPEED AND CONGESTION											
Traffic Flow <small>(AADT: Annual Average Daily Traffic Flow measure in both directions)</small>	15000-20000	SCHEMES INTENDED TO ADDRESS SPEED CONCERNS						1.50			
		Road Speed Limit	30 MPH	Mean speed	23	1.5					
		SCHEMES INTENDED TO ADDRESS CONGESTION									
Area Type	N/A						0				

Date	Created by	Checked by	Approved by
11/12/2015	Victoria Raines	Lisa Wright	Dean Cronk

TRAFFIC MANAGEMENT & ACCIDENTS REDUCTION (I)

PROJECT INFORMATION	
Re Ref.: TM_2015-04	Project description (including some background) Consideration of VAS or additional priority build out
Project name Partingdale Lane	
Ward / Area UNDERHILL (CHIPPING BARNET)	
Scheme Type TRAFFIC CALMING I	
Client Name LBB	
Project Manager Lisa Wright	

DESIGN PRIORITISATION SURVEY PART I

POLICY OBJECTIVES							
Objectives							
Ensuring more efficient use of the local road network	NO						0
Taking a comprehensive approach to tackling the school run?	NO						0
Delivery of high quality transport systems in regeneration areas?	NO						0
More environmentally friendly transport networks?	YES	Support the use of low emission vehicles including electric cars?					0.25
		Encourage mixed use development that will help to reduce the distances people need to travel?					
		Making cycling and walking more attractive for leisure, health and short trips?	YES				
Corporate Plan objectives							
Redesigned local services - integrated, intuitive and efficient							
More involved and resilient communities							
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes							
Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can							
Barnet's children and young people will receive a great start in life							
There will be a broad offer of skills and employment programmes for all ages							
Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill							
Barnet's parks and green spaces will be amongst the best in London							
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe							
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created							
Barnet will continue to be recognised as a transparent and open council							
And, for staff, the council will offer a more flexible and modern workplace							
TARGETS							
LIP TARGETS							
Mode share of residents by walking (increase)				YES			1.5
Mode share of resident by cycling (increase)				YES			
Bus service reliability							
CO2 emissions from transport (reduce)				YES			
Road condition (Principal Roads)							
KSI casualties (reduce)							
Total casualties (reduce)							
Schools with STARS accreditation (local indicator)							0
OTHER TARGETS							
Reduce school car use-pupils							0
Reduce other transport emissions							0
COMMUNITY IMPACT							
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)							
Number of items of correspondence received for this scheme				1			0.5
Partner request							
Forum Issues & Petition & Members Inquires?							
Area Committee prioritisation?							
Facilities , Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works							
School/ College / University (Number)				Transport Interchanges (Railway Stations, Bus Stations, Tube...)			0
Playground / Sportfields / Leisure Attractions				Surgeries/Hospitals			
Shops / Commercials				Others			
Other							
Improve Air Quality				YES			0.5
Improve personal safety/security							
Improve access to services / reduce severance							
Improve disabled access							
Risk Management							
<small>Including key risks (such as co-dependent projects) and mitigating measures</small>							
Risk due to dependency on other projects? (S106, S278, etc)							-2
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)							
Risk due to lack of political support?				YES			
Other risks?							
ROAD SAFETY & COLLISIONS							
ACCIDENTS							
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme		0
	0	0	0	0			
Estimate Implementation Cost	£15,665	Benefit Monetary value accidents	£0.00	Scheme Benefit FYRR (%)	0%		0
TRAFFIC SPEED AND CONGESTION							
Traffic Flow <small>(AADT: Annual Average Daily Traffic Flow measure in both directions)</small>	< 5000	SCHEMES INTENDED TO ADDRESS SPEED CONCERNS					0.00
		Road Speed Limit	30 MPH	Mean speed	19.5	0	
		SCHEMES INTENDED TO ADDRESS CONGESTION					
		Area Type	N/A			0	

Date 11/12/2015	Created by Victoria Raines	Checked by Lisa Wright	Approved by Dean Cronk
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3. TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (II)

3.1 Formulas and considerations

3.1.1 Once the highest scoring schemes have been identified, information regarding cost will be included based on scheme as designed and updated data. Additional scoring would apply to schemes prior to implementation using the following formulas and considerations.

IMPLEMENTATION BENEFITS					
IMPACTS					
• Noise: Positive/Neutral/Negative		score	+1 / 0 / -1		
• Street scene (after implementation):	Positive/Neutral/Negative	score	+1 / 0 / -1		
• Natural environment: Positive/Neutral/Negative		score	+1 / 0 / -1		
• Revenue Implications: if "HIGH": -2, if "MEDIUM": -1, if "LOW":0					
					Total Range for Impacts (-5) - 3
TRAFFIC SPEED					
Update score using surveyed data (if not previously available).					
Speed Limit 20-30-40					
Mean speed-Road Speed Limit		< 2mph	2 - 6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	5	10	15
	15000-20000	1.5	4	9	14
	10000-15000	1	3	8	13
	5000-10000	0.5	2	7	12
	< 5000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed-Road Speed Limit		< 1mph	1-3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	3	7	12
	15000-20000	1.5	2.5	6	11
	10000-15000	1	2	5	10
	5000-10000	0.5	1.5	4	9
	< 5000	0	1	3	8
					Total Range for Traffic Speed 0 - 15
ACCIDENTS					
Accidents data re-scored using a modified process, and updated scheme cost to use later in the "Single Year Benefit/Cost".					
		<£20K	£20K - £100K	>£100K	
>500%		15	12	9	
100% - 500%		12	9	6	
50% - 100%		9	6	3	
<50%		6	3	1.5	
					Total Range for Accidents 0 - 15
CONGESTION					
Congestion data re-scored using a modified process, depending on modelled delays where available:					
		<£20K	£20K - £100K	>£100K	
>500%		15	12	9	
100% - 500%		12	9	6	
50% - 100%		9	6	3	
<50%		6	3	1.5	
					Total Range for Congestion 0 - 15
If not, update score from PART 1 using surveyed data.					
Updated scheme cost to use later in the "Single Year Benefit/Cost".					

SINGLE YEAR BENEFIT/COST

Use scheme as-designed and updated accident data to calculate a refined value of benefits.

“SINGLE YEAR BENEFIT/COST” (Score C + Score D)

Score C: *Benefit value accidents* = *Accident related costs* x (*Fatal* x 3 + *Serious* x 2 + *Slight*x1

Score D: *Monetary value of time saved* = *Potencial level of saved hours* (p\d)x*PerceivedCost* x 365

No scored

Total Range for TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)

(-5) - 48

4. PARKING SCHEMES

4.1 Formulas and considerations

4.1.1 Due to the specific nature of requests for parking controls a separate Tool to priorities these types of schemes. The Parking Schemes also takes into consideration the Council recently adopted Parking Policy. The following formulas and consideration were applied to the individual parking schemes.

POLICY OBJECTIVES
Local Transport Objectives (as set out in the LIP)
<p>Ensuring more efficient use of the local road network</p> <ul style="list-style-type: none"> a. Reduce congestion b. Improve the condition of roads and footpaths c. Improve the bus network (with TfL) d. Make travel safer and more attractive <p>Taking a comprehensive approach to tackling the school run</p> <ul style="list-style-type: none"> a. Reduce car based journeys and increase levels of walking and cycling to and from school b. Reduce pupil parking near schools <p>Delivery of high quality transport systems in regeneration areas</p> <ul style="list-style-type: none"> a. Comprehensive transport solutions in major development areas b. Public transport enhancements (with partners) c. Pursue major improvements to the strategic road network d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements <p>More environmentally friendly transport networks</p> <ul style="list-style-type: none"> a. Support the use of low emission vehicles including electric cars b. Encourage mixed use development that will help to reduce the distances people need to travel c. Making cycling and walking more attractive for leisure, health and short trips <p style="text-align: right;">13 objectives score with 0.25 point each</p> <p style="text-align: right;">Total Range for Local Transport Objectives 0 - 3.25</p>
Corporate Plan Objectives
<ul style="list-style-type: none"> 1. Redesigned local services - integrated, intuitive and efficient 2. More involved and resilient communities 3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes 4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can 5. Barnet's children and young people will receive a great start in life 6. There will be a broad offer of skills and employment programmes for all ages 7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill 8. Barnet's parks and green spaces will be amongst the best in London 9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe 10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created 11. Barnet will continue to be recognised as a transparent and open council 12. And, for staff, the council will offer a more flexible and modern workplace <p style="text-align: right;">12 objectives score with 0.25 point each</p> <p style="text-align: right;">Total Range for Corporate Plan Objectives 0 - 3</p>

Parking Policy Objectives	
<ol style="list-style-type: none"> 1. Keep traffic moving/reduce congestion 2. Make roads safer by deterring dangerous and obstructive parking 3. Reduce air pollution 4. Provide adequate parking places on the high street/ensure customers can find parking spaces 5. Ensure residents can park near their home 6. Deter long-term commuter parking 	(6 objectives score with 0.5 point each) Total Range for Parking Policy Objectives 0 - 3
Other parking related objectives	
<ol style="list-style-type: none"> 1. Meet the needs of disabled people 2. Reduce car journeys through increased car sharing 3. Deter unnecessary school-generated parking 4. Keep pedestrians safe 	(4 targets score with 0.5 point each) Total Range for Other parking related objectives 0 - 2
Total Range for Policy Objectives 0 - 11.25	
TARGETS	
LIP targets	
<ol style="list-style-type: none"> 1. Mode share of residents by walking (increase) 2. Mode share of resident by cycling (increase) 3. Bus service reliability 4. Access for emergency vehicles 5. Access for refuse vehicles 6. CO2 emissions from transport (reduce) 7. Road condition (Principal Roads) 8. KSI casualties (reduce) 9. Total casualties (reduce) 10. Schools with STAR accreditation (local indicator) 	(10 targets score with 0.5 point each) Total Range for LIP targets 0 - 5
Other targets	
<p>Reduce school car use-pupils</p> <p>Reduce other transport emissions</p>	(2 targets score with 0.5 point each) Total Range for Other targets 0 - 1
Total Range for Targets 0 - 6	
COMMUNITY IMPACT	
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)	
<ul style="list-style-type: none"> • Number of items of correspondence received for this scheme, 0.5 for each piece of correspondence. • Forum Issues & Petition & Members Inquiries? → if YES, score= 1, (x0.5) for each signatory on the petition. • Area Committee prioritisation? → if YES, score= 1 • Issue raised by Emergency Services → if YES, score= 1 	Total Range for Correspondence / requests From residents, members, road safety partners 0 - Variable
Facilities (Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works)	
<ul style="list-style-type: none"> • School/ College / University (Number): 0.5 point for each Education facility • Playground / Sportfields / Leisure Attractions: → if YES, score= 0.5 • Shops / Commercials → if YES, score= 0.5 • Transport Interchanges (Railway Stations, Bus Stations, Tube...) → if YES, score= 0.5 • Surgeries/Hospitals→ if YES, score= 0.5 • Others→ if YES, score= 0.5 	Total Range for Facilities 0 - 2.5 (+ Education facility score)
Other	
<ul style="list-style-type: none"> • Improve Air Quality • Improve personal safety/security • Improve access to services / reduce severance • Improve disabled access 	(4 improvements score with 0.5 point each) Total Range for Other Community Impact 0 - 2
Total Range for Community Impact 0 - Variable	

RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, = -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

Total Range for Risk Management (-5) - 0

ROAD SAFETY AND COLLISIONS

ACCIDENTS

First Year Rate of Return (FYRR) based on:

road safety assessment of number of collisions that might be saved by scheme
(based on current total collisions)

nationally published data for value of accident savings (all injury accidents)

table of typical costs for types of scheme

Used to derived score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$\text{Severity factor} = \frac{3x\text{Fatal} + 2x\text{Serious} + 1x\text{Slight}}{\text{Total injury accidents}}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions 0 - 15

TRAFFIC SPEED AND CONGESTION

SCHEMES INTENDED TO ADDRESS SPEED CONCERNS

Scored only if the scheme is intended to reduce speeds or address concerns about speeding

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

Speed Limit 20-30-40					
Mean speed		< 2mph	2-6 mph	7- 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	5	10	15
	15,000-20,000	1.5	4	9	14
	10,000-15,000	1	3	8	13
	5,000-10,000	0.5	2	7	12
	< 5,000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed		< 1mph	1-3 mph	7- 9 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	3	7	12
	15,000-20,000	1.5	2.5	6	11
	10,000-15,000	1	2	5	10
	5,000-10,000	0.5	1.5	4	9
	< 5,000	0	1	3	8

Total Range for Schemes Intended To Address Speed Concerns 0 - 15

SCHEMES INTENDED TO ADDRESS CONGESTION

Scored only if the scheme is intended to reduce congestion

The Mayor’s Roads Task Force suggested a means of categorising roads based on their ‘movement’ and ‘place’ functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	Low Place function	High roads High streets Town square/street	High Place function
	Arterials Connectors Local streets		City hub/Boulevard City streets City places
> 20000	15	10	5
15000-20000	12	8	4
10000-15000	9	6	3
5000-10000	6	4	2
< 5000	3	2	1

*Maximum score likely on borough controlled roads is 10

Total Range for Schemes Intended To Address Congestion 0 - 15

Total Range for speed and congestion* 0 - 30

***In practice schemes are unlikely to address both speed and congestion**

Total Range for PARKING SCHEMES (-5) - Variable

4.2 Examples

4.2.1 Examples of a sample of schemes requests are show below for two Parking Schemes.

PARKING						
PROJECT INFORMATION						
Re Ref.:	Project description (including some background)					
Parking_2015-03	Request for CPZ in St James' Avenue N20					
Project name	St James' Avenue N20					
Ward / Area	OAKLEIGH (CHIPPING BARNET)					
Scheme Type	CPZ					
Client Name	LBB					
Project Manager	LISA WRIGHT					
DESIGN PRIORITISATION SURVEY						
POLICY OBJECTIVES						
Objectives						
Ensuring more efficient use of the local road network?	YES	Reduce congestion?	YES	0.5		
		Improve the condition of roads and footpaths?				
		Improve the bus network (with TfL)?				
		Make travel safer and more attractive?	YES			
Taking a comprehensive approach to tackling the school run?	NO			0		
Delivery of high quality transport systems in regeneration areas?	NO			0		
More environmentally friendly transport networks?	NO			0		
Corporate Plan objectives						
Redesigned local services - integrated, intuitive and efficient						
More involved and resilient communities						
Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes						
Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can						
Barnet's children and young people will receive a great start in life						
There will be a broad offer of skills and employment programmes for all ages						
Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill						
Barnet's parks and green spaces will be amongst the best in London						
Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe						
Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created						
Barnet will continue to be recognised as a transparent and open council						
And, for staff, the council will offer a more flexible and modern workplace						
Parking Policy Objectives						
Keep traffic moving/reduce congestion						
Make roads safer by deterring dangerous and obstructive parking						
Reduce air pollution						
Provide adequate parking places on the high street/ensure customers can find parking spaces						
Ensure residents can park near their home						
Deter long-term commuter parking						
Other parking-related objectives						
Meet the needs of disabled people						
Reduce car journeys through increased car sharing						
Deter unnecessary school-generated parking						
Keep pedestrians safe						
TARGETS						
OTHER TARGETS						
Mode share of residents by walking (increase)						
Mode share of resident by cycling (increase)						
Bus service reliability						
Access for emergency vehicles						
Access for refuse vehicles						
CO2 emissions from transport (reduce)						
Road condition (Principal Roads)						
KSI casualties (reduce)						
Total casualties (reduce)						
Schools with STARS accreditation (local indicator)						
OTHER TARGETS						
Reduce school car use-pupils						
Reduce other transport emissions						
COMMUNITY IMPACT						
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)						
Number of items of correspondence received for this scheme (insert number)						
Forum Issues & Petition & Members Inquires?						
Area Committee prioritisation?						
Issue raised by Emergency Services?						
Facilities Adjacent to or within the limits of the proposed scheme in a radii of 400 m from the limits of the works						
School/ College / University (insert number)						
Playground / Sportfields / Leisure Attractions						
Shops / Commercial						
Other						
Improve Air Quality						
Improve personal safety/security						
Improve access to services / reduce severance						
Improve disabled access						
Risk Management						
Including key risks (such as co-dependent projects) and mitigating measures						
Risk due to dependency on other projects? (S106, S278, etc)						
Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc)						
Risk due to lack of political support?						
Other risks?						
ROAD SAFETY & COLLISIONS						
ACCIDENTS						
Collision Types (PIA/KM) (3 years accidents)	FATAL	SERIOUS	SLIGHT	TOTAL	Reduction expected through scheme	
			2	2	0	0
Estimate Implementation Cost	£20,000	Benefit Monetary value accidents	£139,789.90	Scheme Benefit FYRR (%)	0%	0
TRAFFIC SPEED AND CONGESTION						
Traffic Flow						
(AADT: Annual Average Daily Traffic Flow measure in both directions)						
< 5000						
SCHEMES INTENDED TO ADDRESS SPEED CONCERNS						
Road Speed Limit						
N/A						
Mean speed						
0						
SCHEMES INTENDED TO ADDRESS CONGESTION						
Area Type						
N/A						
0						
Date	Created by	Checked by	Approved by			
21/01/2016	Gavin Woolery-Allen	Lisa Wright	Dean Cronk			

5. SCHOOL SCHEMES (I)

5.1 Formulas and considerations

5.1.1 Initial prioritisation of requests (before scheme development).

SURVEY PRIORITISATION

- Has the school a valid School Travel Plan?
- Will support an existing sustainable travel and/or road safety initiative (*)
- Will support a planned sustainable travel and/or road safety initiative (*)
 - questions score with 1 point each if “YES”**
 - Walking Bus – children are escorted to school together as a group along a set route
 - Park and Stride – parents are encouraged to park at a specific location/s away from the school and walk the final part of the journey
 - Park and Glide - parents are encouraged to park at a specific location/s away from the school and the pupils then scooter the final part of the journey
 - Park and Ride - parents are encouraged to park at a specific location/s away from the school and the students then continue their journey on public transport
 - Kiss and Drop – children are escorted into school from vehicles that pull up briefly
 - Cycle route – a route that is being encouraged to be used to cycle to and from school.
 - Cycle Train – children are escorted to school whilst cycling together as a group along a set route
 - School Crossing patrol site – Pedestrians escorted across the road by a School Crossing Patrol Officer
 - Bikeit School – a school that is currently part of the Bikeit Plus programme where-by the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.
 - Other initiatives
 - initiatives score with 1 point each “x”**
- Has the school STARS accreditation?
 - If blank, score 0
 - if Bronze level, score 1
 - if Silver level, score 2
 - if Gold level, score 3
- Has the school demonstrated modal shift away from the car in their valid STP?
 - If blank, score 0
 - if <10%, score 1
 - if (10-20) %, score 2
 - if >20%, score 3
- Would the measures assist more than 1 school?
- Recorded school related accidents in the vicinity of the school in the last 3 years?
- Incident within the last 3 years(such as a reported near miss, incident between residents and parents over parking)
 - questions score with 1 point each if “YES”**
- Has the school’s issues been investigated in the last 3 years?
 - question scores with 5 point each if “NO”**

(*) Sustainable travel and road safety initiatives: An activity for the school community that encourages safer or more sustainable travel to and from school.

Total Range for SCHOOL SCHEMES (I)

0 - 27

5.2 Examples

5.2.1 Examples of a sample of schemes requests are show below for two of the schools schemes.

School Schemes (I)

PROJECT INFORMATION			
Name of School		Travel Issue/s	
Etz Chaim Jewish Primary School		School_03_2015	
Address of School		1. No signage and drivers are not aware of the school. 2. Route through subway from Mill Hill has an obscured view. 3. The pathways need resurfacing - difficult to push buggies. 4. Lawrence Street is difficult to cross an island desirable. 5. Zebra crossing highly desirable on Daws Lane. 6. Lollypop lady to aid crossing. 7. Traffic lights on Daws Lane to aid crossing. 8. Desire line from road opposite school to school entrance. Vehicles pulled up on dyl outside shops means pedestrians having to come out into road in front of fast arriving cars. 9. Concerns about the speed of the traffic down Daws Lane.	
80 Daws Lane, London			
(Road)			
NW7 4SL			
(Postcode)			
Ward / Area			
MILL HILL (HENDON)			
STP Champion			
(Name)			
(Email)			
(Phone)			
Project Manager		Requested measures	
LISA WRIGHT		1. Traffic Island on Lawrence Street. 2. Zebra crossing highly desirable on Daws Lane. 3. Highway signage to alert drivers that there is a school. 4. Install SKCs. 5. Lollypop lady to aid crossing- Daws Lane. 6. Traffic lights on Daws Lane to aid crossing. 7. Add no loading to DYL. 8. Investigate crossing point - island, zebra on Lawrence Street. 9. May need to move bus stops.	
Possible Engineering Measures (please mark with x)			
Improve Roadmarkings (SKC/DYL)	X		
Improve Signs	X		
Rduce Speed / Traffic Calming			
New pedestrian Crossing facility	X		
Guardrails & Safety Barriers			
SURVEY PRIORITISATION PART I			
Has the school a valid School Travel Plan?		YES	18
Will support an existing sustainable travel and/or road safety initiative (*)		YES	
Will support a planned sustainable travel and/or road safety initiative (*)		YES	
Please mark with "x" the school's initiatives:			
Walking Bus – children are escorted to school together as a group along a set route		X	
Park and Stride – parents are encouraged to park at a specific location/s away from the school and walk the final part of the journey		X	
Park and Glide - parents are encouraged to park at a specific location/s away from the school and the pupils then scooter the final part of the journey			
Park and Ride - parents are encouraged to park at a specific location/s away from the school and the students then continue their journey on public transport			
Kiss and Drop – children are escorted into school from vehicles that pull up briefly			
Cycle route – a route that is being encouraged to be used to cycle to and from school.			
Cycle Train – children are escorted to school whilst cycling together as a group along a set route			
School Crossing patrol site – Pedestrians escorted across the road by a School Crossing Patrol Officer			
Bikeit School – a school that is currently part of the Bikeit Plus programme where-by the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.			
Other initiatives		X	
Has the school STARS accreditation?		Silver Level	
Has the school demonstrated modal shift away from the car in their valid STP?		>20%	
Would the measures assist more than 1 school?		YES	
Recorded school related accidents in the vicinity of the school in the last 3 years?			
Incident within the last 3 years(such as a reported near miss, incident between residents and parents over parking)		YES	
Has the school's issues been investigated in the last 3 years?		NO	
Date	Created by	Checked by	Approved by
26/11/2015	Ilias Ioannou	Alison Sharpe	Lisa Wright

(*) **Sustainable travel and road safety initiatives:** An activity for the school community that encourages safer or more sustainable travel to and from school.

School Schemes (I)

PROJECT INFORMATION

Name of School		Travel Issue/s
Parkfield Primary School	School_02_2015	<p>1. Parking on the corner of the turning into St David's Place restricting pedestrians' view of oncoming traffic on Park Road. Resident's driveways are blocked and this creates a hazard to pedestrians while cars are manoeuvring to leave St David's Place.</p> <p>2. Parents parking on zig zag markings and the pavement in St David's Place at the main entrance to the school at the beginning and end of the school day, need repainting.</p> <p>3. Outside Sturgess Road Gate and opposite Riverside Road there is only one school sign which dates back to the 1930s. There are no road signs warning drivers along Sturgess Avenue NW4 that there is a school ahead.</p> <p>4. There is a blind bend in the road and it is dangerous.</p> <p>5. Road hazards - Speeding cars along Park Road at the junction with Dallas Road and other surrounding residential roads.</p> <p>6. Parking - Parents/carers parking on yellow lines in Park Road outside the centre. Parking in lane next door to the centre resulting in residents being unable to access their homes by car. There is also the issue of emergency vehicles having difficulty entering the driveway to the centre.</p> <p>7. The entrance to the School on Sturgess Avenue does not have School Keep Clear markings. There is a single yellow line with no time plate, so has the same timings as the CPZ which is 10.00am to 6.30pm which does not cover the beginning of the school day. This area needs to be kept clear for children crossing.</p> <p>8. Recent extension of the CPZ in the surrounding roads has led to problems in finding space to park within the times permissible.</p> <p>9. West Hendon Broadway (near the Welsh Harp Boat Centre) is a hazardous place to cross the road. There have also been a couple of fatalities on this part of the road.</p>
Address of School		
St David's Place, London	(Road)	
NW4 3UB	(Postcode)	
Ward / Area		
WEST HENDON (HENDON)		
STP Champion		
	(Name)	
	(Email)	
	(Phone)	
Project Manager		Requested measures
LISA WRIGHT		<p>1. New signage to be displayed in the vicinity of the School.</p> <p>2. Change speed limit outside School to 20 mph.</p> <p>3. Install School Keep Clear markings at Sturgess Avenue.</p> <p>4. Re paint School Keep Clear markings.</p> <p>5. Pedestrian crossing is required at West Hendon Broadway near the Welsh Harp Boat Centre.</p>
Possible Engineering Measures (please mark with x)		
Improve Roadmarkings (SKC/DYL)	X	
Improve Signs	X	
Rduce Speed / Traffic Calming	X	
New pedestrian Crossing facility	X	
Guardrails & Safety Barriers		

SURVEY PRIORITISATION PART I

Has the school a valid School Travel Plan?	YES
Will support an existing sustainable travel and/or road safety initiative (*)	
Will support a planned sustainable travel and/or road safety initiative (*)	YES
Please mark with "x" the school's initiatives:	
Walking Bus – children are escorted to school together as a group along a set route	
Park and Stride – parents are encouraged to park at a specific location/s away from the school and walk the final part of the journey	
Park and Glide - parents are encouraged to park at a specific location/s away from the school and the pupils then scooter the final part of the journey	
Park and Ride - parents are encouraged to park at a specific location/s away from the school and the students then continue their journey on public transport	
Kiss and Drop – children are escorted into school from vehicles that pull up briefly	
Cycle route – a route that is being encouraged to be used to cycle to and from school.	
Cycle Train – children are escorted to school whilst cycling together as a group along a set route	
School Crossing patrol site – Pedestrians escorted across the road by a School Crossing Patrol Officer	
Bikeit School – a school that is currently part of the Bikeit Plus programme where-by the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.	
Other initiatives	X
Has the school STARS accreditation?	Gold Level
Has the school demonstrated modal shift away from the car in their valid STP?	(10<X<20)%
Would the measures assist more than 1 school?	
Recorded school related accidents in the vicinity of the school in the last 3 years?	YES
Incident within the last 3 years(such as a reported near miss, incident between residents and parents over parking)	
Has the school's issues been investigated in the last 3 years?	

9

Date	Created by	Checked by	Approved by
26/11/2015	Ilias Ioannou	Alison Sharpe	Lisa Wright

(*) **Sustainable travel and road safety initiatives:** An activity for the school community that encourages safer or more sustainable travel to and from school.

6. SCHOOL SCHEMES (II)

6.1 Formulas and considerations

POLICY OBJECTIVES	
Local Transport Objectives (as set out in the LIP)	
Ensuring more efficient use of the local road network	
<ul style="list-style-type: none"> a. Reduce congestion b. Improve the condition of roads and footpaths c. Improve the bus network (with TfL) d. Make travel safer and more attractive 	4 objectives score with 0.25 point each
Taking a comprehensive approach to tackling the school run	
<ul style="list-style-type: none"> a. Reduce car based journeys and increase levels of walking and cycling to and from school b. Reduce pupil parking near schools 	2 objectives score with 0.25 point each
Delivery of high quality transport systems in regeneration areas	
<ul style="list-style-type: none"> a. Comprehensive transport solutions in major development areas b. Public transport enhancements (with partners) c. Pursue major improvements to the strategic road network d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements 	4 objectives score with 0.25 point each
More environmentally friendly transport networks	
<ul style="list-style-type: none"> a. Support the use of low emission vehicles including electric cars b. Encourage mixed use development that will help to reduce the distances people need to travel c. Making cycling and walking more attractive for leisure, health and short trips 	3 objectives score with 0.25 point each
Total Range for Local Transport Objectives 0 - 3.25	
Corporate Plan Objectives	
<ul style="list-style-type: none"> 1. Redesigned local services - integrated, intuitive and efficient 2. More involved and resilient communities 3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes 4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can 5. Barnet's children and young people will receive a great start in life 6. There will be a broad offer of skills and employment programmes for all ages 7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill 8. Barnet's parks and green spaces will be amongst the best in London 9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe 10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created 11. Barnet will continue to be recognised as a transparent and open council 12. And, for staff, the council will offer a more flexible and modern workplace 	12 objectives score with 0.25 point each
Total Range for Corporate Plan Objectives 0 - 3	
Total Range for Policy Objectives 0 - 6.25	

TARGETS	
LIP targets	
<ol style="list-style-type: none"> 1. Mode share of residents by walking (increase) 2. Mode share of resident by cycling (increase) 3. Bus service reliability 4. CO2 emissions from transport (reduce) 5. Road condition (Principal Roads) 6. KSI casualties (reduce) 7. Total casualties (reduce) 8. Schools with STAR accreditation (local indicator) 	<p>8 targets score with 0.5 point each Total Range for LIP targets 0 - 4</p>
Other targets	
<ol style="list-style-type: none"> 1. Reduce school car use-pupils 2. Reduce other transport emissions 	<p>2 targets score with 0.5 point each Total Range for Other targets 0 - 1</p>
Total Range for Contribution to Targets 0 - 5	
COMMUNITY IMPACT	
Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)	
<ul style="list-style-type: none"> • Number of items of correspondence received for this scheme: <ul style="list-style-type: none"> if 0, score 0 if 1 or 2, score 0.5 if 3, score 1 if more than 3, score 1.5 • Identified in STP from consultation: <ul style="list-style-type: none"> From Staff / Governors, if "YES", score 0.5 From Pupils, if "YES", score 0.5 From Parents, , if "YES", score 0.5 • Partner request? → if YES, score= 1 • Forum Issues & Petition & Members Inquiries? → if YES, score= 1.5 • Area Committee prioritisation? → if YES, score= 2 	<p>Total Range for Correspondence / requests From residents, members, road safety partners 0 – 7.5</p>
Facilities	
<p>Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:</p> <ul style="list-style-type: none"> • School/ College / University (Number): 0.5 point for each Education facility • Playground / Sportfields / Leisure Attractions: → if YES, score= 0.5 • Shops / Commercials → if YES, score= 0.5 • Transport Interchanges (Railway Stations, Bus Stations, Tube...) → if YES, score= 0.5 • Surgeries/Hospitals→ if YES, score= 0.5 • Others→ if YES, score= 0.5 	<p>Total Range for Facilities 0 - 2.5 (+ Education facility score)</p>
Other	
<p>Improve Air Quality Improve personal safety/security Improve access to services / reduce severance Improve disabled access</p>	<p>4 improvements score with 0.5 point each Total Range for Other Community Impact 0 - 2</p>
Total Range for Community Impact 0 - 12 (+ Education facility score)	

RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

Total Range for Risk Management (-5) - 0

IMPLEMENTATION BENEFITS

- Noise: Positive/Neutral/Negative score +1 / 0 / -1
- Street scene (after implementation): Positive/Neutral/Negative score +1 / 0 / -1
- Natural environment: Positive/Neutral/Negative score +1 / 0 / -1
- Physical Activity score +1 / 0 / -1
- Journey Quality score +1 / 0 / -1
- Revenue Implications: if "HIGH": -2, if "MEDIUM": -1, if "LOW": 0

Total Range for Implementation Benefits (-7) - 5

ROAD SAFETY AND COLLISIONS

ACCIDENTS

First Year Rate of Return (FYRR) based on:

- road safety assessment of number of collisions that might be saved by scheme
- nationally published data for value of accident savings (all injury accidents)
- table of typical costs for types of scheme

Used to derive score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$\text{Severity factor} = \frac{3x\text{Fatal} + 2x\text{Serious} + 1x\text{Slight}}{\text{Total injury accidents}}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions 0 - 15

TRAFFIC SPEED AND CONGESTION

SCHEMES INTENDED TO ADDRESS SPEED CONCERNS

Scored only if the scheme is intended to reduce speeds or address concerns about speeding

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT). Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

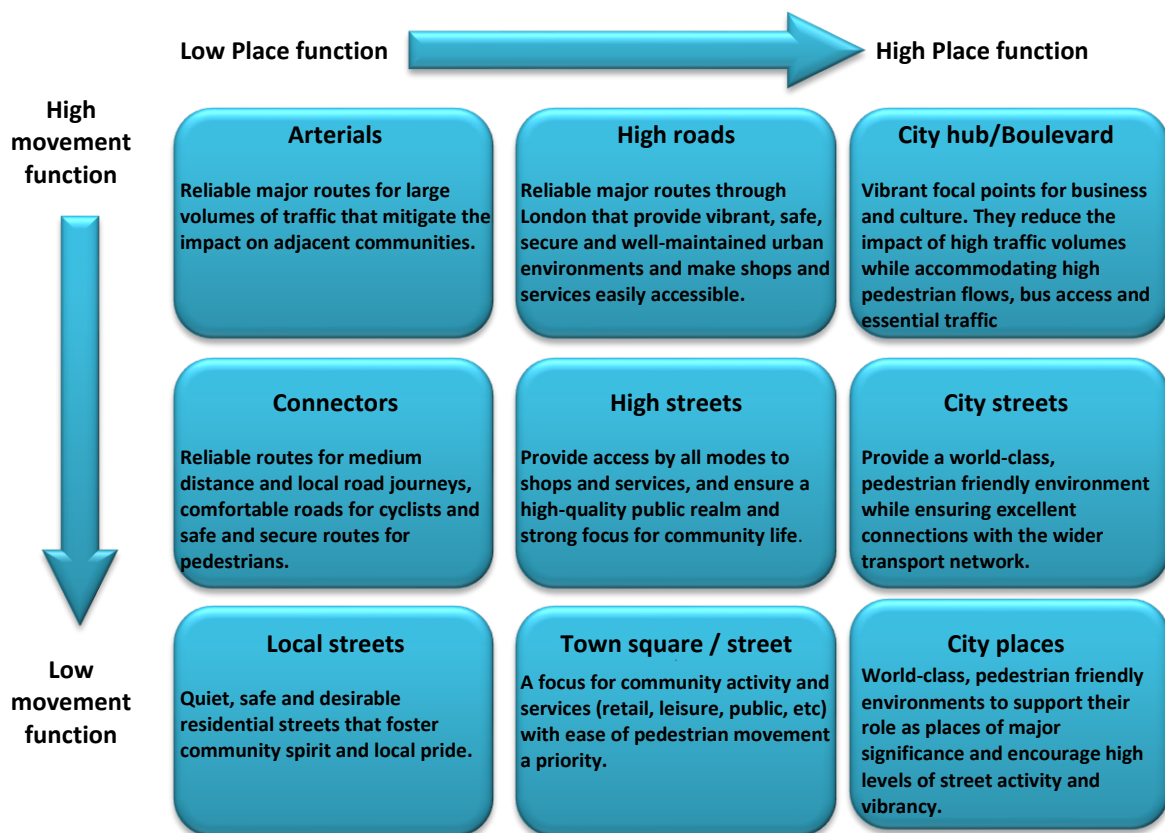
		Speed Limit 20-30-40			
Mean speed		<2mph	2-6 mph	7-12 mph	>12 mph
Traffic Flows (AADT)	20,000 >	2	5	10	15
	15,000-20,000	1.5	4	9	14
	10,000-15,000	1	3	8	13
	5,000-10,000	0.5	2	7	12
	<5,000	0	1.5	6	11
		Speed Limit Above 50-60			
Mean speed		<1mph	1-3 mph	7-9 mph	>12 mph
Traffic Flows (AADT)	20,000 >	2	3	7	12
	15,000-20,000	1.5	2.5	6	11
	10,000-15,000	1	2	5	10
	5,000-10,000	0.5	1.5	4	9
	<5,000	0	1	3	8

Total Range for Schemes Intended To Address Speed Concerns 0 - 15

SCHEMES INTENDED TO ADDRESS CONGESTION

Scored only if the scheme is intended to reduce congestion

The Mayor's Roads Task Force suggested a means of categorising roads based on their 'movement' and 'place' functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	Low Place function Arterials Connectors Local streets	High roads High streets Town square/street	High Place function City hub/Boulevard City streets City places
15	15	10	5
12	12	8	4
9	9	6	3
6	6	4	2
3	3	2	1

*Maximum score likely on borough controlled roads is 10

Total Range for Schemes Intended To Address Congestion 0 - 15

Total Range for speed and congestion* 0 - 30

***In practice schemes are unlikely to address both speed and congestion**

MONETARY VALUE OF BENEFITS / SINGLE YEAR BENEFIT/COST

Core based on "SINGLE YEAR BENEFIT/COST" (Score C + Score D):

Score C: *Benefit value accidents = Accident related costs x (Fatal + Serious + Slight)*

Score D: *Monetary value of time saved = Potential level of saved hours (p/d)xPerceivedCost x 365*

Total Range for Road Safety and Collisions 0 - Variable

Total Range for SCHOOL SCHEMES (II) (-7) - Variable

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	<p>AGENDA ITEM 12</p> <p style="text-align: center;">Environment Committee</p> <p style="text-align: center;">12 May 2016</p>
<p>Title</p>	<p>Referred Item from the Finchley and Golders Green Area Committee - ‘ Change parking restrictions times Petition’</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>Appendix A – Report submitted to the Finchley and Golders Green Area Committee, 30 March 2016 Appendix B – Appendix submitted to the Finchley and Golders Green Area Committee, 30 March 2016</p>
<p>Officer Contact Details</p>	<p>Salar Rida, Governance Officer Email: salar.rida@Barnet.gov.uk Tel: 020 8359 7113</p>

<p>Summary</p>
<p>This item provides Members of the Environment Committee with information relating to a petition that have met the requisite number of signatures in order to be considered by the Finchley and Golders Green Area Committee on 30 March 2016 and has subsequently been referred to the Environment Committee for consideration.</p>

<p>Recommendations</p>
<p>1. That the Environment Committee’s instruction in relation to this Petition is requested as outlined at section 5.3.2.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Head of Governance was notified of the petition containing 62 signatures and therefore in accordance to the Council's Constitution the petition was reported to the Finchley and Golders Green Area Committee on 30 March 2016. Details of the petition are as follows:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Change parking restrictions times	E. Zographos	<p>We submit this petition asking for a change in parking restrictions from 9 am to 5 pm to a more reasonable 2pm to 3pm., within the residential roads mentioned above.</p> <p>Over the last few years many requests have been made for a change in the rather draconian parking restrictions in residential roads covering Torrington Park, Ravensdale Avenue, Friern Watch Avenue, Mayfield Avenue, Friary Road, Derwent Crescent and many more. Some roads within the borough have no restrictions at all, others have partial restrictions and others have ALL day restrictions. The residents of all these roads pay council tax but those with parking restrictions are paying parking charges in addition! It follows therefore that those with parking restrictions are penalised whereas those without are not.</p>	62

- 1.2 The Finchley and Golders Green Area Committee referred the 'Change parking restrictions times' to the Environment Committee and the minutes of the meeting provide that:

"Following discussion of the petition, Councillor Cooke moved a motion which was duly seconded for a recommendation in response to the issues raised in the petition:

That this petition be referred to the Environment Committee for consideration and that the Environment Committee also consider a potential review of North Finchley CPZs.

Having been put to the vote, the motion was declared carried and became the substantive motion.

That this petition be referred to the Environment Committee for consideration and that the Environment Committee also consider a potential review of North Finchley CPZs.

- 1.3 The Finchley and Golders Green Area Committee on 30 March 2016
RESOLVED:

That this petition be referred to the Environment Committee for consideration and that the Environment Committee also consider a potential review of North Finchley CPZs.

- 1.4 The Environment Committee is therefore requested to consider the petition and determine within the remit of its terms of reference as highlighted at 5.3.2 of this report.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Committee requested to give consideration to the petition and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 As and when issues raised via the petitions progress, they will need to be evaluated against the Corporate Plan and other relevant policies.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Council's Constitution outlines how the Council is able to process a

petition. Furthermore the Council's Constitution provides ability for Area Committees to formally refer items to its parent Committee in order for a decision to be made.

5.3.2 As set out under the Council's Constitution (Public Participation and Engagement paragraph 7.7) petitions will be considered by Thematic Committees in one of the following ways:

- Take no action
- Note the petition
- Agree a recommended course of action
- Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised

6. Risk Management

6.1.1 None in the context of this report.

7. Equalities and Diversity

7.1.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

8. Consultation and Engagement

8.1.1 None in the context of this report.

9. Insight

The Council Constitution, Public Participation and Engagement provides a function that enables residents to engage with the Council. This process offers the opportunity for residents to bring a matter to the attention of the Council and therefore requests that an action be considered and determined


10. BACKGROUND PAPERS

10.1 Finchley and Golders Green Area Committee, 30 March 2016, Agenda Item 10, Petitions -

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8267&Ver=4>

10.2 Finchley and Golders Green Area Committee, 30 March 2016, Minutes Item 10,

<http://barnet.moderngov.co.uk/documents/g8267/Printed%20minutes%2030th-Mar-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

	<p>Finchley and Golders Green Area Committee</p> <p>30 March 2016</p>
<p style="text-align: right;">Title</p>	<p>Petitions for the Committee’s Consideration</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various within Finchley and Golders Green Constituency</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: Improve road safety on Squires Lane, N3 Appendix B: Parking restrictions</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Salar Rida, Governance Officer Email: salar.rida@barnet.gov.uk Tel: 020 8359 7113</p>

<h3>Summary</h3>
<p>This item provides Members of the Finchley and Golders Green Area Committee with information relating to various petitions that have met the requisite number of signatures in order to be considered by the Committee.</p>

<h3>Recommendations</h3>
<p>1. That the Finchley and Golders Green Area Committee note the petitions received by the Council.</p>
<p>2. That following consideration of the petitions highlighted at 1.1, the Committee are requested to give instructions as outlined at section 5.4.1.</p>

1. WHY THIS REPORT IS NEEDED

1.1 The Head of Governance was notified of three petitions that have over 25 signatures which relate to the Finchley and Golders Green constituency. Details of these petitions are as follow:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Improve road safety on Squires Lane	Lucy Clyde	<p>From one end where it joins East End Road, to the other end at the A1000/A406 junction, Squires Lane is a blackspot for speeding, dangerous driving, accidents, and near misses.</p> <p>We are requesting that the following actions are taken in order to make Squires Lane safe for all of its users:</p> <ol style="list-style-type: none"> 1. Traffic calming measures along Squires Lane, including a 20mph speed limit, speed bumps, speed cameras, and road safety signs and markings. 2. Improvements to the crossing at the Squires Lane/Long Lane junction, including filter lights for drivers turning right and a longer crossing time for pedestrians. 3. A zebra crossing between Manorside and Tudor Schools. 	1491 (online and paper petition)
Reject Barnet Homes unilateral decision to remove service tenancies of housing caretakers	Tenants and residents of Elmshurst Crescent Estate	This petition calls on the council to reject Barnet Homes unilateral decision to remove service tenancies of housing caretakers forcing them to accept a flexible tenancy, possible eviction from their homes and a vast increase in rent for their accommodation.	169
Change parking restrictions times	E. Zographos	<p>We submit this petition asking for a change in parking restrictions from 9 am to 5 pm to a more reasonable 2pm to 3pm., within the residential roads mentioned above.</p> <p>Over the last few years many requests have been made for a</p>	62

		<p>change in the rather draconian parking restrictions in residential roads covering Torrington Park, Ravensdale Avenue, Friern Watch Avenue, Mayfield Avenue, Friary Road, Derwent Crescent and many more. Some roads within the borough have no restrictions at all, others have partial restrictions and others have ALL day restrictions. The residents of all these roads pay council tax but those with parking restrictions are paying parking charges in addition! It follows therefore that those with parking restrictions are penalised whereas those without are not.</p>	
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- 1.2 In accordance with the Council's Constitution, Public Participation Rules, petitions which receive 25 signature and over but less than 2,000 will be considered by the relevant Area Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 It is a constitutional requirement for Area Committees to consider petitions which receive 25 signature and over but less than 2,000.
- 2.2 There are no recommendations contained in this report. The instruction of the Area Committee is therefore requested.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director or Committee as appropriate at a future meeting.

5. IMPLICATIONS OF DECISION

- 5.1.1 As and when issues raised through petitions are received such relating issues will need to be evaluated against the Corporate Plan and other relevant policies.

5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 None in the context of this report.

5.3 **Social Value**

5.3.1 Petitions provide an avenue for Members of the Public to request the Council to take an appropriate action. It is therefore and as identified within this report appropriate for the Chipping Barnet Area Committee to consider this petition which may lead to a future determination by the relevant Commissioning Director or Committee as appropriate at a future meeting.

5.4 **Legal and Constitutional References**

5.4.1 Council Constitution, Public Participation and Engagement – paragraph 6.6 provides that;

Petitions which receive over 25 signatures will be referred to the relevant Area Committee. The following actions are available to the Committee:

- Note the petition
- Ask officers to present a report to a future meeting of the Area Committee
- Formally refer to a relevant Committee
- Formally instruct an officer (within their powers) to take action
- To bring the matter to the attention of the Ward Councillors (who will consider and respond to the issue individually)

5.5 **Risk Management**

5.5.1 Failure to deal with petitions received from members of the public in a timely way and in accordance with the provisions of the Council's Constitution carries a reputational risk for the authority.

5.6 **Equalities and Diversity**

5.6.1 Pursuant to the Equality Act 2010 ("the Act"), the council has a legislative duty to have 'due regard' to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The 'protected characteristics' are age, race, disability, gender reassignment, pregnancy, and maternity, religion or belief and sexual orientation. The 'protected characteristics' also include marriage and civil partnership, with regard to eliminating discrimination.

5.7 **Consultation and Engagement**

5.7.1 None in the context of this report.

5.8 **Insight**

5.9 The Council Constitution, Public Participation and Engagement provides a function that enables residents to engage with the Council. This process offers the opportunity for residents to bring a matter to the attention of the Council and therefore requests that an action be considered and determined as outlined at section 5.1 of this report.

6. BACKGROUND PAPERS

6.1 The submitted petitions to the Council.

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PARKING RESTRICTIONS

This is what we have!



Change it to what others have!



Will you join me to propose to the council to change our draconian parking restrictions?

This page is inten

	<p>Environment Committee 12 May 2016</p>
<p>Title</p>	<p>Environment Committee Work Programme</p>
<p>Report of</p>	<p>Commissioning Director – Environment</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix A - Committee Work Programme May 2016 - May 2017</p>
<p>Officer Contact Details</p>	<p>Paul Frost Governance Service Team Leader Paul.frost@barnet.gov.uk</p>

Summary

The Committee is requested to consider and comment on the items included in the draft 2016/17 work programme highlighted in appendix A.

Recommendations

1. That the Committee consider and comment on the items included in the 2016/17 work programme.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee Work Programme 2016/17 indicates forthcoming items of business.
- 1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.
- 1.3 All Themed Committee work programmes are being reviewed for 2016/17. Following the Annual Council meeting on 24 May 2016 all work programmes will be published on the Council's website. Therefore the Committee are requested to note the draft work programme as appended.
- 1.4 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are no specific recommendations in the report. The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Any alterations made by the Committee to its Work Programme will be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Committee Work Programme is in accordance with the Council's strategic objectives and priorities as stated in the Corporate Plan.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 The Terms of Reference of the Environment Committee is included in the Constitution, Responsibility for Functions, Annex A.

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

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London Borough of Barnet
Environment Committee Work Programme
(draft)
May 2016 - May 2016

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
14 July			
Barnet Group – Street Scene Oversight	Verbal Update in regard to the oversight of the Street Scene DU	Commissioning Director Environment	Non-key
Draft Street Cleansing Framework 2016 to 2025	To consider the Draft Street Cleansing Framework 2016 to 2025	Commissioning Director Environment	Non-key
Car Club Expansion in Barnet	Following Members Item on 8 March the committee will be requested to consider a report.	Commissioning Director Environment	Non-key
Moving Around In Barnet – “A Direction of Travel”	Discussion document in regard to future transport strategies	Commissioning Director Environment	Non-key
Surface Dressing	Following Members item on 8 March the committee will be requested to consider a report.	Commissioning Director Environment	Non-key
Parking improvements in Burnt Oak	Following Members item on 8 March the committee will be requested to consider a report.	Commissioning Director Environment	Non-key
Pavements / pavement in Woolmead Avenue	Following Members item on 8 March.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Implementation of Parking Policy – Footway Parking	To consider the arrangement for footway parking on an initial list of roads	Commissioning Director Environment	Non-key
Environment Commissioning Plan: Annual Report 2015/16	To note 2015/16 performance against the Commission Plan	Commissioning Director Environment	Non-key
Public Realm arboriculture – future policy implications	To note and comment on the development of an arboriculture policy for new and established trees	Commissioning Director Environment	Non-key
15 September			
Draft Playing Pitch Strategy	Draft Street Cleansing Framework 2016 to 2025 Playing Pitch Strategy	Commissioning Director Environment	Non-key
Silkstream and Montrose Park	To be confirmed	Commissioning Director Environment	Non-key
8 November			
Fees and Charges	To be confirmed	Commissioning Director Environment	Non-key
Streetscene Enforcement	To be confirmed	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
11 January 2017			
Playing Pitch Strategy – Final Approval	To be confirmed	Commissioning Director Environment	Non-key
15 March 2017 – Items to be allocated			
11 May 2017 – Items to be allocated			