

**MEETING**

**ENVIRONMENT COMMITTEE**

**DATE AND TIME**

**MONDAY 11TH SEPTEMBER, 2017**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ**

**TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)**

Chairman: Dean Cohen

Vice Chairman: Peter Zinkin

**Councillors**

John Hart

Graham Old

Alon Or-bach

Gabriel Rozenberg

Alan Schneiderman

Devra Kay

Alison Cornelius

Phil Cohen

Agnes Slocombe

**Substitute Members**

Lisa Rutter

Claire Farrier

Stephen Sowerby

Tim Roberts

Sury Khatri

Nagus Narenthira

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is at 10AM on 6 September 2017. Requests must be submitted to Paul Frost, Governance Service, Team Leader.

**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

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 10
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items	
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11.	Changes to Winter Gritting Operations	To Follow
12.	Local Implementation Plan – Annual Spending Submission 2018/19	89 - 100
13.	Parking near Summerside School and Woodhouse Open Space Enhancement	101 - 116
14.	Work Programme	117 - 120
15.	Any Other Items that the Chairman Decides are Urgent	

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## **Decisions of the Environment Committee**

13 July 2017

Members Present:-

**AGENDA ITEM 1**

Councillor Dean Cohen (Chairman)  
Councillor Peter Zinkin (Vice-Chairman)

Councillor John Hart	Councillor Graham Old
Councillor Gabriel Rozenberg	Councillor Alan Schneiderman
Councillor Alison Cornelius	Councillor Philip Cohen
Councillor Dr Devra Kay	Councillor Agnes Slocombe

Apologies for Absence

Councillor Alon Or-Bach

### **1. MINUTES OF THE PREVIOUS MEETING**

RESOLVED – That the Minutes of the meeting held on 11 May 2017 be approved.

### **2. ABSENCE OF MEMBERS**

An apology of absence was received from Councillor Alon Or-bach, therefore Councillor Claire Farrier attended as a substitute Member.

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

Councillor John Hart made a Non-Pecuniary Interest. He stated that he was affiliated to Darland Lake Nature Reserve. Councillor Hart took part in the consideration and voting on the item.

### **4. REPORT OF THE MONITORING OFFICER (IF ANY)**

None

### **5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)**

The Environment Committee noted the details of public questions that had been submitted by residents who were given the opportunity of asking a supplementary question.

The Committee heard public comments from Mrs Cathy Pash (who spoke in the absence of Mrs O' Connor), Mr Philip Strom and Mr Dovi Heller. In all cases Members of the Committee were given the opportunity to ask all speakers questions.

## **6. MEMBERS' ITEMS**

None

## **7. GOVIA THAMESLINK RAILWAY - PRESENTATION**

Mr Larry Heyman and Mrs Katherine Cox were in attendance in order to provide a verbal presentation on the performance of network rail.

Members of the Public and Members of the Committee were given the opportunity to ask questions.

The Chairman thanked Larry Heyman and Mrs Katherine Cox for their attendance and the presentation provided.

## **8. RECYCLING AND WASTE STRATEGY 2016 TO 2030 - UPDATE ON PROGRESS**

The Commissioning Director for Environment introduced the report. He provided the Committee with an update on the Recycling and Waste Strategy 2016 to 2030 and its action plan following the Environment Committee's approval on 12 May 2016.

Having considered the report the Environment Committee unanimously resolved:

### **Resolved:**

That the Environment Committee noted the progress towards the goals of the waste strategy, and the action plan 2016 to 2020.

## **9. 2016/17 ANNUAL PARKING REPORT**

The Commissioning Director for Environment introduced the report.

The Committee outlined that it was important that residents are informed why renewals were being declined and also it was noted that communication of this required consideration.

The Committee stated that the operational management of disabled bays should be monitored closely and therefore it was requested that this be reviewed.

The Committee outlined that it would be helpful if future reports on this item include relevant costing.

Having considered the report the Environment Committee resolved:

### **Resolved:**

- That Environment Committee approves the 2016/17 Annual Parking Report
- That Environment Committee note that once the 2016/17 Annual Parking Report has been designed it will be published on the Council's website

The Chairman requested that this be voted on:

For – 6

Against – 0

**10. ENVIRONMENT COMMITTEE REPORT - REGULATORY SERVICES OUTPUTS  
13-7-17**

The Commissioning Director for Environment introduced the report.

The Committee supported the report and welcomed the good work that Officers had conducted in relation to producing the item.

Having considered the report the Environment Committee unanimously resolved:

That the Environment Committee noted the Regulatory Services operations report for 2016/17 in Appendix 1 and the Food Law Enforcement Plan for 2017/18 in Appendix 2.

**11. ENVIRONMENT COMMITTEE REPORT ON HIGHWAY ADOPTION POLICY**

The Commissioning Director for Environment introduced the report. He stated that the report sought to approve and formalise the existing highway adoption criteria for the adoption of highway made under the Highways Act 1980 ("the 1980 Act"). The Committee noted the supplementary document to the report.

Having considered the report the Environment Committee unanimously resolved:

1. That the Environment Committee noted the current approach for Highway Adoption as set out in this report
2. That the Environment Committee approved the criteria for Highway Adoption as set out in this report and in Appendices A; B; C & D
3. That the Environment Committee approved that the Commissioning Director for Environment carry out any changes required to the appendices in item (2) above under delegated powers as a result of future updates to legislation, best practice, Council policy and/or procedure.

**12. IMPLEMENTATION OF THE COUNCIL'S PARKS AND OPEN SPACES STRATEGY**

The Commissioning Director for Environment introduced the report

Councillor Alan Schneiderman proposed an amendment to recommendation 3 that outlined:

**that a master plan be developed for Victoria Park '*subject to a full consultation*'**

This was seconded by Councillor by Councillor Devra Kay and subsequently agreed by the Committee:

Having considered the report the Environment Committee unanimously resolved:

1. That the Environment Committee notes progress to date on the Colindale Parks Improvement Scheme and delegates authority to the Strategic Director:
  - Environment to procure appropriately qualified external design consultants and construction contractors relative to the development of detailed designs for and subsequent delivery of Colindale and Rushgrove Parks; in accordance with the Council's Contract Procedure Rules.
  
2. That the Environment Committee agrees:-
  - that a master plan be developed for the West Hendon Playing Fields and associated sites so as to create a Sports Hub;
  - that a master plan be developed for the Barnet Playing Fields and associated sites so as to create a Sports Hub;
  - that blended funding streams are pursued for the development of these Sport Hubs in line with the agreed Greenspaces Capital Investment Programme and the Playing Pitch strategy for Barnet; and delegates authority to the Strategic Director: Environment to procure appropriately qualified external support to develop the master plans for the sites in accordance with the Council's Contract Procedure Rules.
  
3. That the Environment Committee agrees:-
  - that a master plan be developed for Victoria Park subject to a full consultation;
  - to request the release of the ring fenced funding to support the development and improvement of Victoria Park in line with the agreed Greenspaces Capital Investment Programme.
  - and delegated authority to the Strategic Director: Environment to procure appropriately qualified external support to develop the master plan for the site in accordance with the Council's Contract Procedure Rules.
  
4. That the Environment Committee supported the principle of the transfer, by a long lease, of the Darland Lake Nature Reserve to an alternative and appropriate organisation and refers the transfer to the Assets, Regeneration and Growth Committee for consideration.
  
5. That the Environment Committee agrees the principle of the transfer of the freehold of Central Square, Hampstead Garden Suburb back to the Hampstead Garden Suburb Trust and refers the transfer to the Assets, Regeneration and Growth Committee for consideration.
  
6. That the Environment Committee agrees:-
  - that master plans be developed for the North West Greenbelt Sites (Barnet Gate Woods, Moat Mount Open Space, Scratchwood Open Space and Stoneyfield Park);
  - that blended funding streams are pursued for the development of these sites in line with the agreed Greenspaces Capital Investment Programme; and delegated authority to the Strategic Director: Environment to procure appropriately qualified external support to develop the master plans for the sites in accordance with the Council's Contract Procedure Rules.

### **13. ANNUAL PERFORMANCE REPORT – 2016/17**

The Commissioning Director for Environment introduced the report. He outlined the progress with the implementation of the Council's Parks and Open Spaces Strategy (POSS) adopted by the Committee in May 2016.

Having considered the report the Environment Committee unanimously resolved:

**That the Environment Committee noted progress on the Environment Committee Commissioning Plan 2016/17 addendum (Appendix A).**

### **14. BROOKSIDE WALK LIGHTING PROPOSAL**

The Commissioning Director for Environment introduced the report. He provided some background information as highlight in section 1 of the report. He also reminded Members of the resolution which the Hendon Area Committee approved on 26 October 2016. The Committee noted the supplementary document to the report.

Having considered the report and whilst noting the two public comments made earlier in the meeting the Environment Committee unanimously resolved:

1. That the Environment Committee agreed to fund any additional expenditure over £25,000 which is above the amount which the Hendon Area Committee are able to approve. The Environment Committee noted that the decision to proceed with the scheme is that of the Hendon Area Committee.
2. The Committee agreed that if the Hendon Area Committee were minded to fund the scheme the Environment Committee agreed that the scheme should can be funded through the Network Recovery Programme capital budget that was outlined in section 3 of the report
3. The Committee noted that this item would be reported to the Hendon Area Committee on 24 July 2107.

### **15. TACKLING AIR POLLUTION AROUND BARNET'S SCHOOLS**

The Commissioning Director for Environment introduced the report.

Having considered the report the Environment Committee resolved:

1. That the Committee noted the progress Barnet has made in relation to delivering the Mayor's London Air Quality Strategy locally in its Air Quality Action Plan – set out in section 1.6 of this report.
2. That the Committee:
  - a) Noted that two schools in Barnet will undergo an air quality audit as per the Mayor's scheme and that implementing the recommendations of the audit could have cost implications.
  - b) Noted there are a further 13 schools within Barnet that are above the EU legal limits of 40 micrograms per cubic metre of air that could potentially benefit from a detailed air quality audit.
  - c) Agreed to receive a report setting out the outcomes and recommendations of the two schools air quality audits in Barnet.

3. That the Committee considered and noted the further recommended measures to improve air quality outlined in section 1.17 of the report, namely:
- Improve sustainable and active travel, specifically around schools
  - Barnet joining the North London Freight Consolidation Project on a trial basis of two years. (Funding has already been secured through the Mayor's Sir Quality Fund MAQF)

That the Committee considered and noted comments on the following measures for escalation to the Mayor of London, recommended by officers as requested in the Council motion as set out in section 1.10 of this report. This includes:

- For the Mayor to note that 14 out of the 15 schools in Barnet that are above the EU limits of Nitrogen Dioxide (NO<sub>2</sub>) are sited either on or around the 5 TfL administered roads: North Circular Road (A406), Edgware Road/West Hendon Broadway (A5), the M1, Brent Street (A502), and Watford Way/Hendon Way (A41)
  - Request the Mayor to assess the impact the ULEZ will have on improving air quality in the areas around the 15 schools identified in his report
  - Requesting that buses that serve routes within 100m of the affected fifteen schools in Barnet are prioritised for transferring to cleaner buses i.e. that Double-deckers should be hybrid, and single-deckers electric or hydrogen.
4. The Committee agreed that a letter be sent to the Mayor of London to outline the Committee's concerns in relation to the air pollution.

The Chairman requested that this be voted on:

For – 8

Against – 0

Abstained – 3

## **16. COMMITTEE FORWARD WORK PROGRAMME**

The Committee noted that an item in relation to a Members Item which was reported to the Committee on 15 March 2017 titled Parking of Large Vans that turn Residential Streets with No Parking Restrictions into Car Parks be added to the Work Programme

Resolved:

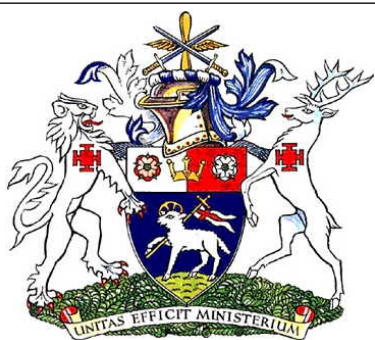
- That the Committee noted the Work Programme
- That the Committee noted that the item mentioned above be reported to the next meeting

## **17. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

There were no urgent items.

The meeting finished at 21:42

## AGENDA ITEM 7



## Environment Committee 11<sup>th</sup> September 2017

<b>Title</b>	<b>Barnet Public Realm Management Forum</b>
<b>Report of</b>	Strategic Director Environment
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A: Draft Terms of Reference for the forum
<b>Officer Contact Details</b>	<p>Jamie Cooke, Assistant Director, Transportation &amp; Highways Commissioning  <a href="mailto:Jamie.Cooke@barnet.gov.uk">Jamie.Cooke@barnet.gov.uk</a></p> <p>Cara Elkins, Commissioning Lead Environment  <a href="mailto:Cara.Elkins@barnet.gov.uk">Cara.Elkins@barnet.gov.uk</a></p>

### Summary

The report sets out the establishment of a Public Realm Management Forum. The aim of the forum is to understand best practice in the context of finite resources for the public realm and to understand the cost benefit of a pallet of materials for conservation areas.

The forum will contribute to the delivery of the Environment Committee's Commissioning Plan 2015 to 2020.

Following approval of the establishment of a Public Realm Management Forum, officers will develop a programme of meetings for the forum.

### Recommendations

- (1) That the Environment Committee approve the establishment of a Barnet Public Realm Management Forum for all conservation areas within the Borough.**

- (2) That the Environment Committee note the draft terms of reference for the Barnet Public Realm Management Forum set out at Appendix A and recommend to the forum that the terms of reference be adopted.
- (3) That the Environment Committee nominate the two elected members of the Committee who will form part of the Barnet Public Realm Management Forum.

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 At Environment Committee on 15 March 2017, a motion on 'A Public Realm Management Forum for Barnet' was reported and carried (the motion had been referred from Full Council on 31 January 2017). It was resolved that officers should bring a report to Environment Committee detailing the how a Public Realm Management Forum for Barnet could be implemented.
- 1.2 The establishment of a Public Realm Management Forum would support the development of best practice across the borough, ensure that there is a consistent approach and help to deliver improvements in the visual appearance of its streets and public spaces within the context of finite resources.
- 1.3 The establishment of a Public Realm Management Forum will support the Environment Committee's Commissioning Plan 2015 – 2020 which includes;
- Highways are maintained to a high standard and areas of high growth and strategic importance being progressively upgraded and improved.
- 1.4 The forum would be used to understand best practice in the context of finite resources for the public realm and understand the cost benefit of a pallet of materials for all conservation areas in the borough.
- 1.5 There are 22 areas which combine town centres (TC) and conservation areas (CA) in the borough.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The Environment Committee is being asked to approve the establishment of a Barnet Public Realm Management Forum



### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Consideration was not given to not establishing a Public Realm Management Forum.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 If the recommendations are agreed then the first meeting of the Public Realm Forum would be scheduled and at this meeting the Terms of Reference for the forum would be finalised.

### **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

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

- 5.2.1 As and when required, the authorisation for spend and reporting of spend will be undertaken in line with the council budget monitoring and reporting process and will be contained within existing resources. In addition, current contracts will be used and at this stage no additional procurements are required.

- 5.2.2 At this stage there are no implications on finance, staffing, property or IT.

#### **5.3 Social Value**

- 5.3.1 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 the procurement of services contracts. Our current contracts have considered social value.

#### **5.4 Legal and Constitutional References**

- 5.4.1 There is no statutory duty for the council to have a Public Realm Management Forum. However, the motion to set 'A Public Realm Management Forum for Barnet' was reported to Full Council on 31

January 2017 and was referred to the Environment Committee for consideration under Council Procedure Rule 23.5.

5.4.2 At its meeting on 15<sup>th</sup> March 2017, the Environment Committee voted in favour of the option to set up a Public Realm Management Forum.

5.4.3 The proposed Public Realm Management Forum will be an informal advisory body. As such, the forum falls outside the scope of the Council's Constitution and will not have any delegated powers from the Environment Committee.

## **5.5 Risk Management**

5.5.1 All risks are managed using the risk management procedure, as set out by the Corporate Risk Management Framework.

## **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 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies, and the delivery of services. The nine protected characteristics are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Ethnicity
- Religion or belief
- Gender
- Sexual orientation
- Marriage or civil partnership

5.6.3 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.

5.6.4 At this time no specific equalities impacts have been identified. The Council will aim to ensure that the forum reflects the diversity of Barnet residents. The forum will pay due regard to equalities when required.

## **5.7 Consultation and Engagement**

- 5.7.1 There is no intention to undertake a formal consultation. Engagement with key stakeholders within the council and partner organisations will be undertaken as and when required and to support best practice.

## **5.8 Insight**

- 5.8.1 Advice has been sought to date with regards to establishing the Public Real Forum. Further research will be undertaken to inform the development of the forum and support best practice.

## **6. BACKGROUND PAPERS**

Environment Committee, 15<sup>th</sup> March 2017, Item 7

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8593&Ver=4>

Motion to Full Council, 31 January 2017:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=8818&Ver=4>

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# **Appendix A:**

## **DRAFT**

### **Public Realm Management Forum**

### **Terms of Reference**

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Author:	Jamie Cooke, Assistant Director, Transportation & Highways Commissioning
Date:	August 2017

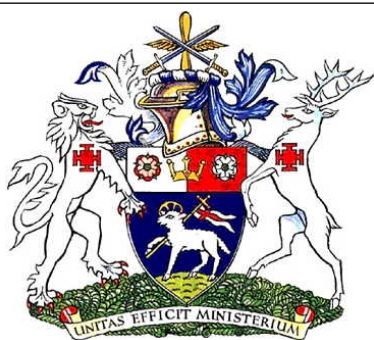
<b>Public Realm Management Forum</b>	
<b>Chair:</b>	Assistant Director, Transportation & Highways Commissioning
<b>Role of the forum:</b>	<p>The role of forum is an advisory body which can make recommendations to the Strategic Director of Environment. The Strategic Director will bring forward to Environment Committee any actions that require its attention.</p> <p>The role of the forum is;</p> <ul style="list-style-type: none"> <li>• To understand best practice in the context of finite resources for the public realm</li> <li>• To understand the cost benefit of a pallet of materials for conservation areas</li> </ul> <p>We recognise that the forum represents a diverse range of views. The role of the chair is to represent these views in the minutes, in order to offer an accurate reflection of what is discussed.</p>
<b>Frequency of meetings:</b>	Three times a year (every four months)
<b>Agenda</b>	<p>The following agenda items are standard for Forum meetings;</p> <ul style="list-style-type: none"> <li>• Review of previous forum actions</li> <li>• Understand and discuss best practice on the improvement and management of public realm</li> <li>• Understand and discuss the cost benefit of materials</li> <li>• Key actions for the forum</li> <li>• Date of the next meeting</li> </ul> <p>Additional items can be added by any member of the forum panel as and when required but will need to be received by the chair in advance of the meeting.</p> <p>Management of the forum is the role of the chair.</p> <p>Agendas and minutes will be made available on the council's website.</p>
<b>Appointment of members of the Public Realm Forum</b>	<p>The Forum Panel membership is noted below.</p> <p>The panel comprises of two Elected Members who will be nominated by the Environment Committee (comprising on one administration member and one opposition member)</p> <p>The forum is a public meeting available for all to attend, including residents</p>

	and all Elected Members. All attendees will be able to take part in the discussion under the direction of the chair.
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#### Forum Panel Membership:

Name	Role	Attendance
Assistant Director, Transport & Highways Commissioning	Forum Chair	Every meeting
LBB Planning Officer	Service Expert	Every meeting
LBB Highways Officer	Service Expert	Every meeting
LBB Conservation Officer	Conservation Expert	Every meeting
Two Elected Members		Every meeting

Note: In addition to the Forum Panel, the forum is a public meeting available for all to attend.



## Environment Committee 11<sup>th</sup> September 2017

<b>Title</b>	<b>Draft Barnet Tree Policy</b>
<b>Report of</b>	Strategic Director Environment
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A: Draft Barnet Tree Policy
<b>Officer Contact Details</b>	<p>Jamie Cooke, Assistant Director, Transportation &amp; Highways Commissioning  <a href="mailto:Jamie.Cooke@barnet.gov.uk">Jamie.Cooke@barnet.gov.uk</a></p> <p>Andy Tipping, Trees and Woodlands Manager  <a href="mailto:Andy.Tipping@barnet.gov.uk">Andy.Tipping@barnet.gov.uk</a></p> <p>Cara Elkins, Commissioning Lead Environment  <a href="mailto:Cara.Elkins@barnet.gov.uk">Cara.Elkins@barnet.gov.uk</a></p>

### Summary

The report sets out the development of a Draft Tree Policy for Barnet. This policy contributes to the delivery of the Environment Committee's Commissioning Plan 2015 to 2020. The draft policy has been developed by engaging subject matter expert services across the council and our partner organisations.

Following approval of the draft Tree Policy from Environment Committee, the policy will be finalised and published. Progress on the action plan will be reported back to Environment Committee as part of the Annual Report on the Parks and Open Spaces Strategy.

<b>Recommendations</b>	
<b>1.</b>	<b>That the Environment Committee notes the progress to date, approves the draft Tree Policy for Barnet and authorises the Strategic Director Environment to finalise the Tree Policy.</b>
<b>2.</b>	<b>That the Environment Committee notes and approves the 5 year Tree Investment Programme and the making of bids for CIL and Mayor of London funding to finance the programme and refers the funding of the programme to the Policy and Resources Committee for consideration as part of the Council's capital investment programme within the Council's Medium Term Financial Strategy.</b>
<b>3.</b>	<b>Subject to the approval of recommendation 1 and 2, that Environment Committee notes that the Strategic Director of Environment will finalise the Tree Policy which will then be designed and published online. The progression of the Tree Policy action plan will be reported back to Environment Committee as part of the Annual Report on the Parks and Open Spaces Strategy.</b>

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 A number of Local Authorities have approved Tree policies and strategies and it is seen as an appropriate time to implement Barnet's own Tree Policy, in particular to address the issues with air quality and with the increasing growth and development planned within the borough. In addition we have an ageing and declining tree stock, particularly amongst ornamental flowering trees resulting in the removal of 500 trees per annum on average.
- 1.2 The Tree Policy will support the Environment Committee's Commissioning Plan 2015 – 2020 which includes;
  - Barnet is a green and leafy borough and this is one of the reasons people want to live here.
  - Ensuring that our parks and open spaces are among the best in London will help to attract more people to the borough.
  - Highways are maintained to a high standard and areas of high growth and strategic importance being progressively upgraded and improved.
  - Meet the highest standards of air quality possible and develop policies to support this
- 1.3 The aims of the Tree Policy are:
  - To provide a service which supports our changing and growing borough whilst also maintaining and improving the borough's tree stock and natural environment.



- To contribute to biodiversity;
  - To be a leader in tree planting and maintenance in London.
  - To contribute to the health of residents in the borough by bringing about improvements to air quality; by sequestration of carbon dioxide and reduction in levels of nitrogen dioxide. By carrying out targeted tree planting to reduce air temperatures and the urban heat island effect.
- 1.4 The Tree Policy (Appendix A) has been produced to ensure that there is a consistent approach to the management of trees in the borough. This includes trees owned and directly managed by the council in different locations including parks, woodlands and street trees. The policy will be made publically available for partner organisations and the public.
- 1.5 The Tree policy includes the following sections;
- Introduction and overview covering; detail on the importance and benefits of trees, subsidence, biosecurity and funding
  - Specific Tree Policies, including;
    - Tree planting, management of the current tree stock and established maintenance programmes. Refusal of works, vehicle crossovers and tree removal.
    - Policies for trees in an number of different locations and environments; street trees, parks and open spaces, woodlands, cemeteries and closed churchyards, privately owned trees and trees on land which is subject to planning and development
  - Barnet's vision for trees in the borough and five year action plan

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The Environment Committee is being asked to note the development of and approve the draft Tree Policy and five year action plan. Implementing Barnet's own Tree Policy will help to address the issues with air quality and with the increasing growth and development planned within the borough. In addition, we have an ageing and declining tree stock which will be supported by the proposed strategic investment tree planting programme.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Consideration was given to not producing a Tree Policy, however it was decided that to support the Environment Committee Commissioning Plan and other council strategies i.e. the Parks and Open Spaces Strategy, a Barnet Tree Policy was required.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Following approval from Environment Committee, the Strategic Director of Environment will finalise the Tree Policy, which would then be designed and published online. The progression of the action plan will be reported back to Environment Committee as part of the Annual Report on the Parks and Open Spaces Strategy.

### **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

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

- 5.2.1 A funding bid will be made to support the action plan and strategic planting investment programme. Details of the funding bid can be found in the table below.
- 5.2.2 The total funding request is £450,000 per annum for the next five years. This is broken down as;
- £300,000 per annum for street trees
  - £100,000 per annum for trees in Parks & Open Spaces (P&OS)
  - £50,000 per annum for response to urban heat island, air pollution.
- 5.2.3 Currently we have estimated funding of £50,000 from the Greater London Authority (GLA) which will need match funding, this funding to go towards P&OS strategy targets.
- 5.2.4 There are potentially other funding sources including CIL, Mayor of London / GLA funding, commuted sums for highway schemes which are being investigated.

- 5.2.5 The capital requirements for the balance of the funding will be considered as part of the council's capital investment programme within the council's medium term financial strategy, overseen by the Policy and Resources Committee.
- 5.2.6 The estimated annual capital financing costs of the proposed tree planting programme amount to £68,560 which can be contained within the annual revenue budget for tree planting.
- 5.2.7 An overview of the strategic planting investment programme can be found below, detailing the stretching target for number of trees to be planted within the borough.

## Strategic Tree Planting Investment Programme

Activity	Year 1 (2018/19)		Year 2 (2019/20)		Year 3 (2020/21)		Year 4 (2021/22)		Year 5 (2022/23)		Totals (2018/19 to 2022/23)	
	No of trees	Estimated cost	No of trees	Estimated cost	No of trees	Estimated cost	No of trees	Estimated cost	No of trees	Estimated cost	No of trees	Estimated cost
<b>Street trees:</b> replacement of dead stock and stock removed due to disease, damage, health/safety concerns etc.	500	250,000	500	250,000	500	250,000	500	250,000	500	250,000	2,500	1,250,000
<b>Street trees:</b> replant existing empty tree pits	100	50,000	100	50,000	100	50,000	100	50,000	100	50,000	500	250,000
<b>Parks &amp; Open Spaces trees:</b> replacement of dead stock and stock removed due to disease, damage, health/safety concerns etc.	100	50,000	100	50,000	100	50,000	100	50,000	100	50,000	500	250,000
<b>Parks &amp; Open Spaces trees:</b> plant additional trees in response to Parks & Open Spaces Strategy recommendations	100	50,000	100	50,000	100	50,000	100	50,000	100	50,000	500	250,000
<b>Urban heat island and atmospheric pollution response:</b> plant additional trees on additional sites	100	50,000	100	50,000	100	50,000	100	50,000	100	50,000	500	250,000
	<b>900</b>	<b>£450,000</b>	<b>900</b>	<b>£450,000</b>	<b>900</b>	<b>£450,000</b>	<b>900</b>	<b>£450,000</b>	<b>900</b>	<b>£450,000</b>	<b>4,500</b>	<b>£2,250,000</b>
Existing Funding Streams		50,000		50,000		50,000		50,000		50,000		250,000
<b>Capital Funding required</b>		<b>400,000</b>		<b>400,000</b>		<b>400,000</b>		<b>400,000</b>		<b>400,000</b>		<b>2,000,000</b>

Note: The average cost of planting and maintaining a new tree is £500 per tree.

5.2.8 For the implementation of the policy, the authorisation for spend and reporting of spend will be undertaken in line with the council budget monitoring and reporting process. In addition, current contracts will be used and at this stage no additional procurements are required.

5.2.9 At this stage there are no implications on property, staffing or IT.

### **5.3 Social Value**

5.3.1 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 the procurement of services contracts. Our current contracts have considered social value.

### **5.4 Legal and Constitutional References**

5.4.1 There is no statutory duty for the council to produce a Tree Policy. However, Appendix 1 of the Policy sets out the various legislative powers the Council has in relation to trees, including protecting trees within conservation areas and subject to TPOs, planting and maintenance.

5.4.2 The Council's Constitution (Part 15, Responsibility for Functions, Annex A) gives the Environment Committee specific responsibilities for commissioning in relation to Streetscene including Trees, parks and open spaces, pavements and all classes of roads.

### **5.5 Risk Management**

5.5.1 All risks are managed using the risk management procedure, as set out by the Corporate Risk Management Framework. In addition, risk is considered within the draft Tree Policy.

### **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 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies, and the delivery of services. The nine protected

characteristics are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Ethnicity
- Religion or belief
- Gender
- Sexual orientation
- Marriage or civil partnership

5.6.3 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.

5.6.4 The policy has been reviewed against the protected characteristics under the 2010 Equality Act. Due regard has been considered within the policy. At this stage no specific impacts have been identified. As proposals develop we will continue to take due regard to equalities.

## **5.7 Consultation and Engagement**

5.7.1 Engagement with key stakeholders within the council and partner organisations has been undertaken. There is no intention to undertake a formal consultation.

## **5.8 Insight**

5.8.1 Research on legislation and guidance has been undertaken along with discussions with key stakeholders. This has been used to inform the policy and this report.

## **6. BACKGROUND PAPERS**

Parks and Open Spaces Strategy, Environment Committee, 12<sup>th</sup> May 2016.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8337&Ver=4>

# Tree Policy

Draft August 2017



## Executive Summary

- 0.1 This document has been written to address the needs of The London Borough of Barnet (the council) to ensure a consistent approach to the management of trees in the Borough. This document considers trees located on land owned by the council. Trees on private land legally protected under the Town & Country Planning Act (1974) are administered by the Planning Department and are outside the scope of this Policy document.
- 0.2 The council owned trees are situated in a variety of different environments, all of which require a tailored approach to management options which include;
- Street trees;
  - Parks and open spaces;
  - Woodlands;
  - Cemeteries and closed churchyards;
  - Leisure centres and playing fields;
  - Other Council owned and maintained sites.
- 0.3 One of the objectives of the Policy is to ensure that anyone can use this document to understand how the council manages its tree stock and to provide relevant policies setting out why certain works are carried out on trees.
- 0.4 This Policy will contribute to the combined efforts of all stakeholders to assist in the security, preservation and enhancement of the council's trees and open green space. The significance of this approach is to benefit the people who live and work in Barnet. It aims to improve public health, the natural environment and increase the number of trees in the borough which will improve air quality, reduce urban heat islands and contribute to the economic success of the borough.



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# 1 Background Information

## Introduction

- 1.1 Trees and woodlands form an important part of the green infrastructure in the borough. It is renowned for being one of the greenest suburbs in London, with the council having responsibility for around 30,000 street trees and 848 hectares of green spaces, which includes 164 hectares of woodland.
- 1.2 The borough is fortunate to have a diverse range of trees in both age and species. St Andrew's Churchyard is home to the oldest tree in London, the Totteridge Yew, which is over 2000 years old and awarded 'Great Tree of London' status. An overview of the species of street trees planted within the borough can be seen in figure 1.1.

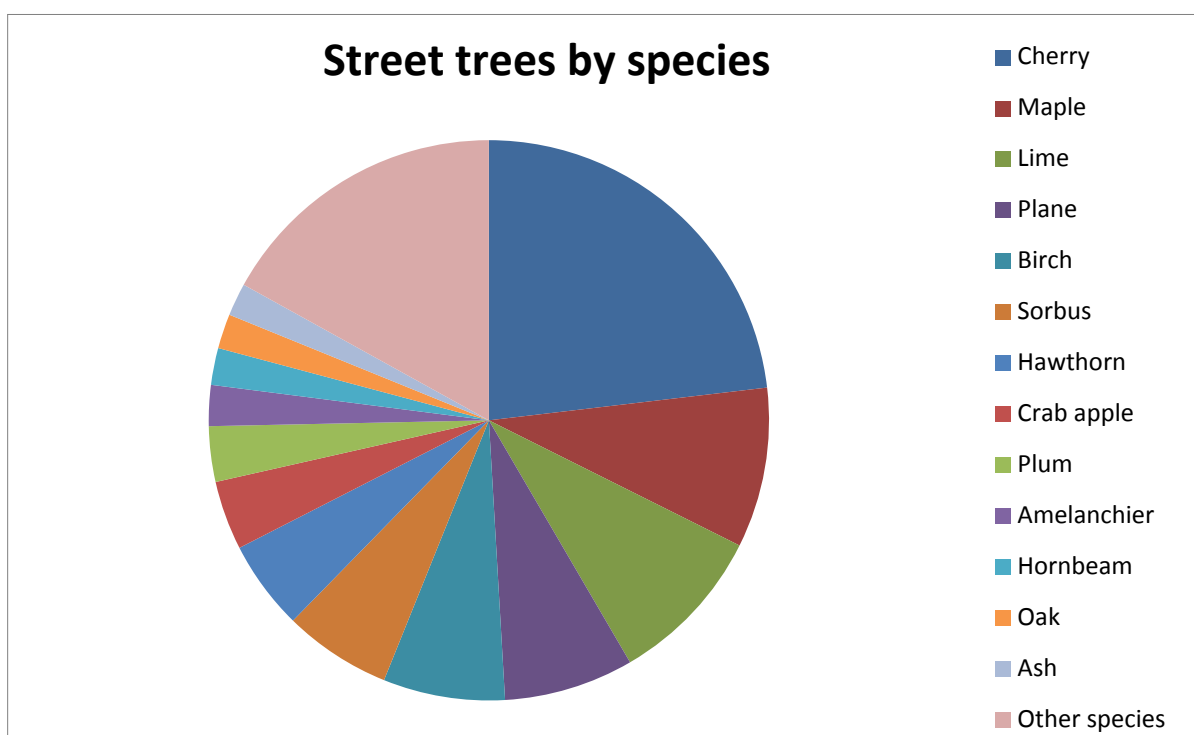


Figure 1.1. Variation in street tree species across the borough.

- 1.3 There are multiple benefits to having trees in the borough which are outlined later in this document. For these reasons it is vital to have sustainable policies relating to trees and woodlands to safeguard their future.

- 1.4 This document has been developed by communicating with key stakeholders, and using relevant regional and national policy, as well as key documents which make up the borough's strategies. The key stakeholders were from the following areas within the council:
- The council's Tree Team, responsible for managing all trees on public land in the borough;
  - Highways;
  - Parks and Open Spaces;
  - Insurance;
  - Barnet Homes;
  - Planning, including their Trees and Landscape Team who manage Tree Preservation Orders (TPO), High Hedges legislation and assess development site applications;
  - Environment Commissioners.
- 1.5 There are a number of documents which have informed the development of this Policy. This Tree Policy is largely influenced by national legislation as well as specific targets set by the Greater London Authority (GLA) for all boroughs within London. Further information on the legislation and guidance can be found in Appendix 1.
- 1.6 The document outlines how the council manages their responsibilities and legal obligations in relation to health and safety, risk management and resident concerns whilst maintaining a healthy, diverse and extensive tree stock.
- 1.7 The key aims and objectives for this document are as follows:
- To acknowledge and consider the different role of trees in Barnet and the benefits they provide.
  - To consolidate processes into one central document and also review the current processes relating to tree management of all trees owned by the council across the different departments within the borough;
  - To produce a comprehensive overview of the processes going forward, and the policies which will inform future management;
  - To produce an action plan to support regional and national targets set for tree planting in the next five years.

## The Importance of Trees and Significant Benefits

- 1.8 The borough significantly contributes to the natural green space and canopy cover of Greater London. In this modern day of increased development and urbanisation, it has become clear that trees play an essential role within our ever evolving landscape removing airborne pollutants and reducing surface temperatures within urban environments. Not only do they contribute to the overall aesthetics of our towns and cities, but research has highlighted that the presence of trees is associated with a range of crucial benefits to our health and wellbeing. In order to optimise these benefits it is essential that sustainably managed green space and trees are accessible to the local population and that these assets are protected and well managed.
- 1.9 Investing correctly in trees, woodlands and green spaces is vital given the changing climate. Trees are one of the few assets that appreciate in value with age as their amenity and contribution to health and wellbeing increases.
- 1.10 Outlined below in Figure 2.1 are some of the main benefits from trees, also known as Ecosystem Services (ES) in key sectors of the borough. These value of the ES increase as the trees reach maturity.
- 1.11 The consultation draft Green Infrastructure (GI) Supplementary Planning Document (SPD) (London Borough of Barnet, July 2017) states that Barnet's Corporate Natural Capital Account (CNCA) is an important tool to be able to value the natural assets and GI within the borough and assess the effectiveness of these resources.

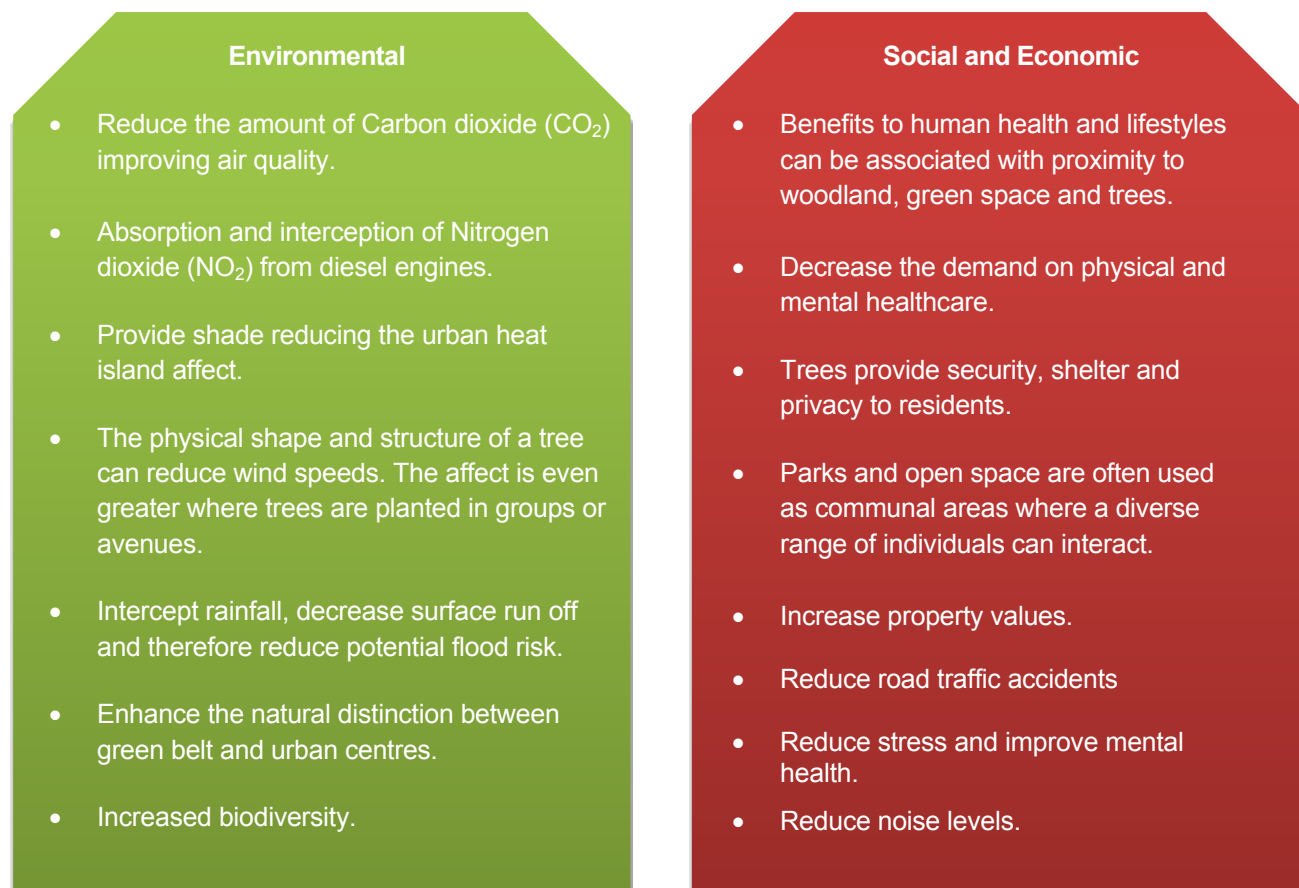


Figure 2.1. Benefits of trees across sectors.

## Air Quality

- 1.12 Airborne pollution impacts on human health and mortality rates are steadily increasing, which are attributed to poor air quality, as are higher numbers of childhood asthma. Trees can alleviate and mitigate air pollution by accessing the chemical components of the pollutant, or by reducing the amount of particulate matter through interception from the leaves and branches until it is washed away by rainfall.
- 1.13 Nitrogen dioxide (NO<sub>2</sub>) concentrations are measured annually to identify areas which have concentrations higher than the European Limit Value. The worst affected areas are located in the south of the borough where the M1, A1, A406 and A1000 are located (Greater London Authority, London Atmospheric Emissions Inventory (LAEI) 2013) and efforts have been made to plant several hundred street trees in these areas since 2014. Trees use nitrogen as an essential element for growth through absorption.
- 1.14 Atmospheric Carbon dioxide (CO<sub>2</sub>) is used during photosynthesis and oxygen released by the tree during this process reduces the amount of greenhouse gases released into the air. Trees act as 'carbon sinks' and store carbon in their structure, roots and soil.

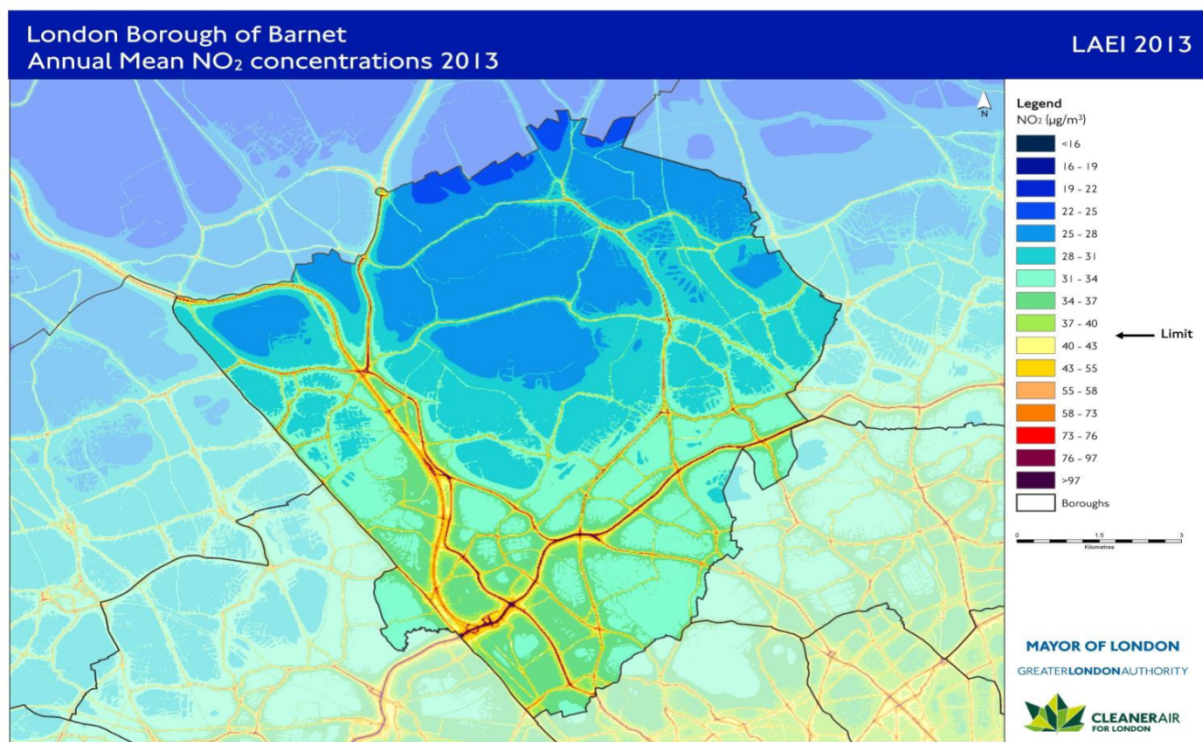


Figure 2.2. Annual mean concentrations of NO<sub>2</sub> (London Atmospheric Emissions Inventory (LAEI) 2013).

## Temperature

- 1.15 Urban areas frequently demonstrate higher mean average temperatures than surrounding rural areas. Heat is absorbed by road surfaces and buildings during the day and released during the evening. Greater London temperatures can vary by up to 10°C at night time due to heat captured during the day being released and reabsorbed by built structures, this coupled with a lack of ventilation leads to the creation of an Urban Heat Island (UHI).

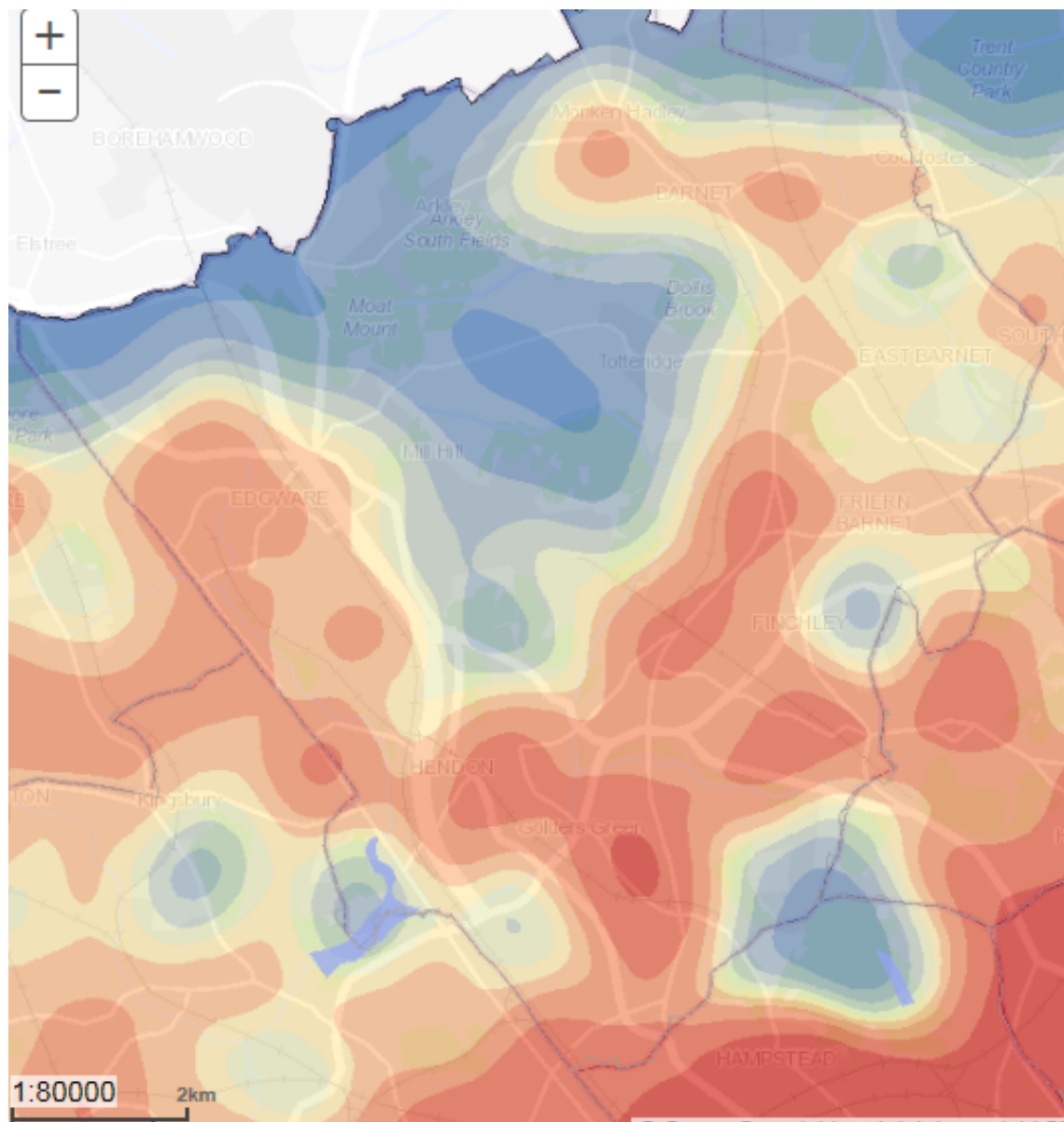


Figure 2.3. London Heat Map. GLA (2015)

- 1.16 Temperatures can increase rapidly during the summer months, with heat-related stress resulting in an average of 1,100 deaths across the nation each year (Forest Research, 2012). This number rises significantly during heat waves and is set to increase with climate change predictions.
- 1.17 Cooling strategies, in particular the planting of trees and other vegetation, can be very effective in reducing the UHI effect. By providing immediate shade locations during the day and restricting direct sunlight on road and building surfaces they reduce the raised temperatures experienced during the night.

## Flooding

- 1.18 The interception of rainfall by trees has a significant impact on drainage capacity and lag time resulting in reduced localised flooding. Including engineered SUDS (Sustainable Underground Drainage Systems) into planting schemes, existing mature tree pits and new developments has the potential to increase the water holding capacity of root zones.



- 1.19 Delaying the release of stormwater into the drainage system alleviates the risk of localised flooding and reduces the pressure on the ageing tunnel network. SUDS also reduce the pressure on the natural environment (e.g. rivers and watercourses).

## **Biodiversity**

- 1.20 Trees contribute hugely to biodiversity in urban areas providing habitat for a range of wildlife, from microbes to birds and bats. Habitat potential will be considered especially in greenspaces and 'bee-friendly' trees planted in parks. Dead standing timber and veteran trees are found in many of the boroughs parks and this will continue where considered safe to do so. Logs from felled trees can be stacked to form habitat piles in less formal parks and open spaces, providing shelter for deadwood species.

## **Threats**

- 1.21 Unfortunately there are concerns regarding the potential threats to our current vegetation coverage. These include:
- An ageing and declining tree stock, particularly amongst ornamental flowering trees resulting in the removal of 500 trees per annum on average within Barnet;
  - New developments to accommodate a rising population and pressure for land space;
  - Available space to plant new trees due to constraints of underground services and vehicle crossovers;
  - Stresses from the current climate and subsequent pests and diseases;
  - Conflict between tree roots and the built environment causing direct damage to hard standing (footways and drives) and the potential for indirect damage to buildings (subsidence).

## **Tree maintenance and Subsidence**

- 1.22 Trees can present a risk of building damage when growing close to low rise buildings on a shrinkable clay soil and much of Barnet fits this description. Our trees are assessed and if found appropriate, managed according to London Tree Officers Association (LTOA) Risk Limitation Strategy (RLS) and this has been implemented in Barnet successfully for over 20 years.
- 1.23 This document (RLS) has previously been referred to as national guidance in recent court cases and has set a precedent for future claims. It recommends adopting a system of cyclical maintenance and selective removal where justified. Tree pruning reduces and can control water demand of trees by periodically and systematically removing a percentage of leaves from the crown and is the basis for cyclical pruning.
- 1.24 Pollarding is a method of pruning that keeps trees and shrubs smaller than they would naturally grow. This method of tree management is aimed at specific groups of trees, usually planted in avenues, and the tree species are predominantly London Plane, Lime and occasionally the Maple. These trees are managed in this way as the streets they are found in were designed with pollarding in mind. It is also a method of managing water demand, allowing 'high forest' trees to be grown close to buildings.
- 1.25 Root barrier installation below ground to contain tree roots and remove rooting influence on building foundations has been used occasionally.

- 1.26 All new subsidence claims will be investigated, reviewed and managed by the Insurance Team working with the Tree Team.

## Biosecurity

- 1.27 The council takes appropriate measures to prevent or reduce the risk of the transmission of emerging pests, diseases and invasive species detrimental to the health of trees.
- 1.28 Contractors are required to adhere to the biosecurity policy and should always exercise good practice as detailed on LTOA and Forestry Commission websites.
- 1.29 All sterilisation is conducted in accordance to BS: 3998 *Tree Work – Recommendations* (BSI, 2010). The contractor shall ensure that sterilisation is carried out in approved areas that will not contaminate ground or water courses.
- 1.30 In regards to planting, tree stock should be sourced from a domestic nursery that retains its trees for a minimum of one year within the UK before sale. This is detailed in the Arboricultural Association's position statement to minimise the possibility of introducing new pests and diseases. (Arboricultural Association, 2016). This is known to Planning and can be passed on to any landscapers planting trees on development sites as an informative during the application process and can be added as a landscape condition.
- 1.31 The LTOA (2014) issued a mission statement which outlines that proactive management is required to protect the tree stock throughout London. It outlines the key pests and diseases which could significantly impact important tree species in the city and provides actions to proactively manage the risk. The council has contributed to the LTOA survey of London Plane trees as part of European wide strategy for the control of Canker Stain (*Ceratocystis platani*).

## Funding

- 1.32 A number of funding streams have been utilised by the council in the past. This includes schemes such as central government's Big Tree grant, the Mayor of London's grants for Air Quality, Local Improvement Plans and Outer London Fund, and the Forestry Commission's Re: Leaf grant.
- 1.33 The Mayor of London's Office are likely to release more funding over the next five years to support tree planting across London. In 2017 the Mayor released £750k of grant funding which supported 29 planting projects across the city, one of which was in Barnet (GLA, 2017). The money was spent on planting avenues, as outlined in the Parks and Open Spaces Strategy (POSS). A further £700,000 has been confirmed each year for the next three years by the Mayor and for Barnet to receive its share of this funding it will require a successful application and the need to match fund any grant it receives. This funding will go towards meeting the targets in POSS for strengthening the landscape through select group planting, avenues defining footpaths through parks and boundary planting to reduce noise and pollution from roads.
- 1.34 Local Implementation Plan (LIP) funding is a process funded by Transport for London (TfL) to provide financial support to boroughs for schemes to improve transport networks (TfL, 2010). The schemes can include the improvement of corridors within the borough and therefore funding can be sought for additional tree planting and maintenance.



- 1.35 The Community Infrastructure Levy (CIL) was introduced as part of the Planning Act 2008 to deliver infrastructure to the local community as part of a new development. Green infrastructure would be included within this and therefore additional tree planting would help to meet government and POSS targets, while improving the environment for local communities.
- 1.36 Section 106 agreements can be sought from developers by the council. They are to improve the community and local area and are commonly sought to improve the local amenity including parks and open spaces. The Planning Department and Tree Team can work together to ensure funding is sought where new planting schemes would be beneficial to the local community in the vicinity of developments.
- 1.37 When a council owned tree is required to be removed to facilitate a development, the Capital Asset Value for Amenity Trees (CAVAT) value of the tree will be required to mitigate the loss, and the money received from the developer used to support the planting targets discussed throughout this Policy.
- 1.38 CAVAT is a valuation method developed in the UK and published by LTOA to express the amenity value of trees in terms of the cost of equivalent replacement. Valuation of trees is advised in the London Plan, specifically recommending CAVAT. Further information on CAVAT can be found online at <https://ltoa.org.uk/resources/cavat>
- 1.39 Obtaining funding from the above streams will allow the council to meet targets set in the Action Plan. The value of the funding received will determine the number of new trees which can be planted over the next five years, our target is 4,500 new trees.
- 1.40 Currently three arboricultural contracts exist, Area A (West), Area B (East) and a borough wide Planting and young tree care contract. These were successfully procured in 2016 for a four year term with option to extend for a further two years following Official Journal of the European Union (OJEU) guidelines.

## 2 Tree Policies

### General Policies

- 2.1 Planned maintenance on street trees is currently carried out as a three year cyclical programme following tree surveys that identify any necessary works on a ward by ward basis other than those trees that are pollarded which are usually managed on a two year cycle. This work concentrates on maintaining trees in their immediate environment with due regard to encroachment, shape, future growth of the tree and subsidence risk management. Pavement management is generally undertaken by Highways Services in discussion with the Tree Team. The council will manage its Duty of Care with regard to Personal Injury risk by undertaking proactive tree surveys on a ward by ward basis on a three yearly cyclical programme. This is in line with recommendations made in the Common Sense Risk Management of Trees (National Tree Safety Group, 2011) and recent judicial rulings. As well as proactively managing risk, the council can effectively target its resources (financial, personnel and contractors).
- 2.2 Tree Hazard: Risk Evaluation and Treatment System (THREATS) (Forbes-Laird, 2010) has been adopted and individual safety assessments and zoning of areas is currently being undertaken where necessary by the Tree Team. Further details can be found in the Risk Overview document (Appendix 3).
- 2.3 Works in response to a query (responsive works) are issued on a monthly basis following a one off individual inspection where the inspector deems work is necessary.

- 2.4 If the works are deemed urgent or are an emergency (being works which require attention within 24 hours), these are completed prior to the monthly responsive lists being generated or undertaken. Urgent works shall usually be dealt with within seven days. These works are often the result of customer enquiries, adverse weather or tree damage. An out of hour's service exists for events which occur outside of working hours.
- 2.5 Removal of healthy trees is undertaken in exceptional circumstances and normally occurs when remedial pruning cannot be undertaken (subsidence risk) or engineered solutions cannot be implemented (direct damage by tree roots).
- 2.6 Where tree removal has been requested by residents and this removal is assessed as unjustified by Officers, the first stage would be for the Trees and Woodlands Manager to review the decision. If the resident is not satisfied with the decision by the Trees and Woodlands Manager then this is escalated to the Chief Officer. If the resident is not satisfied this would then be a complaint and dealt with as outlined in the Corporate Complaints Policy below (Figure 2.1).

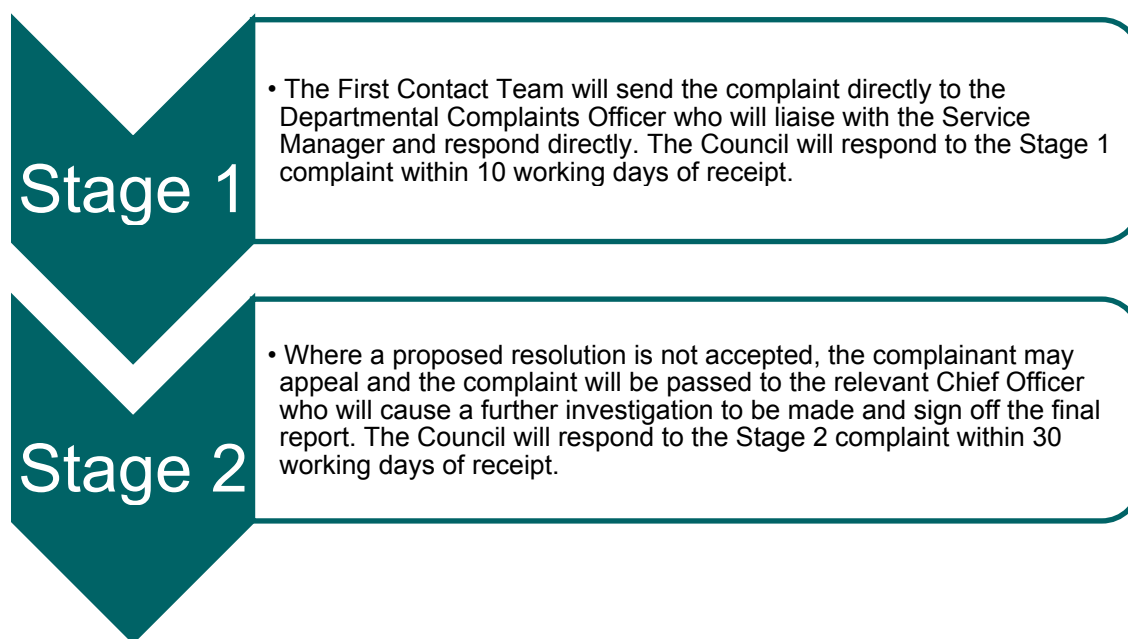


Figure 2.1. Corporate Complaints Policy.

- 2.7 Policy DM01 of the Adopted Barnet Development Management Policies (2012) states where trees are located on or adjacent to a site, the Council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees, in accordance with BS 5837: 2012 *Trees in relation to design, demolition and construction. Recommendations* (BSI, 2012). Trees should be retained wherever possible and any removal will need to be justified in the survey. The planning department will consult with the Tree Team where trees on public land are potentially affected.
- 2.8 Any agreed tree removal associated with development or regeneration will need to be adequately compensated using CAVAT which will determine the value of the tree to be removed. The internal communication procedures shall be agreed with the Planning and Highway departments.

- 2.9 The council's policy is to not allow anyone to pay for the removal and replacement of a tree, except when the CAVAT value is sought as part of the development process. Any unauthorised tree removal or reckless damage leading to tree loss may be referred for legal action and in such case the CAVAT value of the tree will be sought in compensation.

## Refusal of works

- 2.10 Tree work will not normally be carried out if it is outside of this Policy. Work to trees will normally be refused if it is requested for the following reasons:

- Interference with satellite dish TV reception;
- Residents perception that a tree is too large;
- Obstruction of view or light;
- Seasonal nuisance (leaf fall, fruit litter, allergies to pollen, nuisance caused by insects or birds);
- Residents perception that the tree will cause damage in the future;
- To replace a healthy mature tree to create space for the planting of new trees.

- 2.11 Works may be carried out to trees outside of the cyclical pruning cycle for the following reasons:

- The tree is found to be in an unreasonable condition in the context of the neighbouring properties by the Tree Officer;
- The tree was missed from the cyclical maintenance programme.

## Vehicle Crossovers

- 2.12 Where trees are potentially impacted by vehicle crossover applications, Highways consults the Tree Team following payment by the applicant. The Tree Team will then assess the amenity value of the tree.
- 2.13 A site visit is necessary to make a decision on whether the tree is considered an amenity and should remain, or whether removal and replacement would be the best and most sustainable solution. Any costs associated with tree removal and replacement of a tree to be borne by the applicant.
- 2.14 In some situations, the crossover can be made smaller to accommodate tree roots or 'Structural Soil' can be used (based on the Cornell University model) which is a load bearing material that allows tree roots to be part of the access without the need for root removal.
- 2.15 In accordance with planning Policy DM01, publically owned trees should be safeguarded and should take priority over vehicle crossovers but any specific cases regarding access for disability will be taken on a case by case basis.
- 2.16 The Tree Policy will be updated if required following the currently anticipated review of the vehicle crossover policy.

## Publicising tree works

- 2.17 The council takes a proactive approach to publicise tree works. Appropriate signage is used to raise awareness of tree removal giving five days notice containing telephone contact details to facilitate customer contact.
- 2.18 Publication of the programme for cyclical maintenance is done on a ward-by-ward basis and will be made available online, outlining the intention of works scheduled.
- 2.19 Councillors will be made aware prior to cyclical tree work taking place within each ward.
- 2.20 Tree work considered urgent or in the interest of public safety will be carried out within 24 hours. Under these circumstances, no notice will be given prior to the works being carried out.
- 2.21 The council is committed to effective communication and customer service regarding trees in the borough, information including tree locations and species has been published on the Open Barnet Portal <https://open.barnet.gov.uk/>
- 2.22 Open Barnet is an important tool in pushing forward Barnet's Transparency Agenda, bringing together all council published datasets and other information of interest on one searchable database for anyone, anywhere to access. The aim is to meet the needs of residents as well as businesses, innovators and third sector service providers. Publication of council tree data provides a vital resource to anyone interested in the local environment. It will also, when linked with other data, help to create a national picture of the urban environment and the wide range of environmental, social and economic benefits that trees bring to towns and cities.

## Tree planting

- 2.23 Tree planting is vital to ensure sustainability and provide ecosystem services. The plan for the next five years is to increase the number of trees and canopy cover across the borough, targeting areas with the highest levels of CO<sub>2</sub> and NO<sub>2</sub> concentrations. This works towards the target set by both the GLA and the POSS. More specifically the following measures will be taken:
  - ***Committing to a programme that involves a net gain in trees across the borough***
    - Vacant tree pits, locations where trees have been located before and have not yet been replanted have been identified and plans made to increase the numbers of trees each year. Also to review the low quality/low value parks and open spaces to identify suitable locations for woodland creation.
    - When a tree removal is necessary we would look to plant a new tree on a one to one ratio.
  - ***Strengthening the quality of the landscape (through planting avenues, tree groups, park boundaries and woodlands)***
    - Plant 13 hectares of small woodlands identified by the Mayor of London's Office which are currently relatively disused greenspace.
    - Plant trees in available space in parks including avenue creation. Planting has taken place in Watling Park and Brunswick Park which has been funded by Section 106 Agreements and GLA

grants. The council will continue to apply for this funding each year to improve parkland throughout the borough.

- A survey of play areas should be undertaken and locations identified for large or spreading tree species on the south and west facing sides of the play area. These will provide both shade to cool down the play area and to protect children and their carers from the harmful effect of Ultra Violet rays.
  - **Addressing urban warming (tree planting concentrated in the south of the borough)**
    - Locations with higher temperatures will be identified. Sites with vacant pits will be targeted as well as new locations identified from the London Heat Map (figure 2.3).
  - **Addressing NO<sub>2</sub> (tree planting next to major roads) from 2016**
    - Locations have been identified close to the red, orange and yellow areas from the NO<sub>2</sub> map (figure 2.2) and planting has commenced in these areas with over 420 street trees planted since 2014. Funding will be sought to assist in the cost of the planting and establishment.
    - Roads with schools present a particular problem with engines idling during the summer for air conditioning units and heating in winter months. These are to be assessed for tree planting.
- 2.24 With the advent of introduced pests such as Oak Processionary Moth (*Thaumetopoea processionea*) and diseases such as Ash Dieback (*Chalara fraxinea*) the council will normally require that in the interest of biosecurity, all nursery stock must be held at the nursery for one full growing season following importation.
- 2.25 This biosecurity constraint to apply to all council led planting projects but also to any development sites where adopted roads are proposed.
- 2.26 Replacement planting will follow a three year cycle where 50% of trees removed during any financial year will be replaced, with 25% in the second year and the final 25% in the third year. Priority will be given to main roads, streets where major tree removal is necessary, substantial mature trees have been removed and where resident or Member contact has been received requesting replanting.
- 2.27 In determining the tree to be planted, consideration will be given to the chosen species, available space, location and constraints of the site. Barnet adopts the principal of responsible planting, identified in the London Plan as 'Right Place, Right Tree' (GLA, 2016).
- 2.28 Planting will prioritise larger growing shade providing trees following Urban Heat Island targets scaling down to smaller ornamental trees where larger trees are not suitable. This will also be the case where trees have been removed for subsidence reasons. The council will establish a diversity of tree species to mitigate against pests and disease that can threaten entire species.
- 2.29 Where a tree is removed the replacement planting is on a one to one ratio. If the original site is inappropriate to re-plant then a more suitable location within the immediate area will be designated.
- 2.30 The planting season extends from November to March inclusive.
- 2.31 Residents can arrange for a tree to be planted in memory of a person or event. Memorial tree planting usually takes place in parks and agreement with Greenspaces regarding location and species is necessary. Planting will follow principles followed elsewhere and cost will be borne by the applicant.

Plaques are discouraged but if this is insisted, will only be installed with a steel guard. A planting certificate giving location, species and a plan will be produced by the council for the applicant.

- 2.32 Once planted, a management plan is developed for each tree to ensure its longevity and successful establishment.

## Street Trees

- 2.33 The term 'street tree' will refer to any tree situated adjacent to the carriageway of roads and footways. The majority of trees along major routes (A1, A406, and A41) within the borough are the responsibility of TfL and are managed by them.
- 2.34 Street trees can negatively impact the footway and roots can cause damage to traditional materials used (asphalt, paving, kerbs). After extensive trialling, new methods of footway installation have been adopted by the council. Bound rubber crumb is designed to provide a firm finish for pedestrian traffic combined with permeability for air and water to penetrate to the roots. The material itself (often constructed using recycled rubber tyres) is similar to the soft surfaces often used in play areas for children and is highly flexible. This allows tree root growth and movement without the resultant cracking and distortion of the footway typically seen when asphalt has been laid close to the base of trees, thus reducing trip hazards and the need for repeated repair.
- 2.35 Bound rubber crumb has the additional benefit of acting as a sustainable underground drainage system (SUDS), effectively directing excess runoff from the footway and hardstanding into nearby tree pits and away from the drainage network. There is future potential to utilise this material once the advantages are quantified.
- 2.36 Many street trees are growing at an angle which can impact on accessibility, these trees have usually been moved by vehicles reversing and they can restrict footway access, especially where coupled with hedges from private properties and wheelie-bins located on the footway. When such trees are identified by residents, the action required in each case will be assessed on its merits.

## Parks and Open Spaces

- 2.37 There are 848ha of parkland which are managed by Greenspaces, which equates to 10% of all land owned by the authority.
- 2.38 Trees in parks and open spaces are inspected as part of a cyclical programme every three years.
- 2.39 Trees are managed to maximise their landscape, amenity and wildlife value. Therefore, only essential works for health and safety and subsidence risk will be carried out. Cosmetic works will not be considered in parks and open spaces, unless they are considered reasonable to undertaken by the Tree Officer.
- 2.40 Tree removal will not be considered if there is little risk associated with tree retention. High risk zones will be identified and trees within these zones will be inspected following significant storms.
- 2.41 Woodlands are managed very differently to trees located within urban centres. Habitat retention and creation is of greatest concern as well as sustaining native flora and fauna. Priority is given to retaining deadwood and removing trees is a last resort. Tree management is restricted mainly to high traffic areas, accessible by the public. Works concerning public safety are a priority around car parks, boundaries, footpaths and bridleways.

- 2.42 Watling Chase Community Forest which includes Scratchwood and Moat Mount Open Space covers 190km<sup>2</sup> in Hertsmere and Barnet, is one of several extensive areas throughout the borough which are exclusively woodland. The woodland has its own Supplementary Planning Guidance (SPG) which is a consideration in the planning process (Hertsmere Borough Council, 2001).
- 2.43 Wherever possible and safe to do so, trees will be allowed to fail naturally to promote biodiversity and habitat enhancement. This includes retaining standing deadwood.
- 2.44 Community woodland partnership has been established in Big Wood (in the Garden Suburb) for several years with a long term management plan adopted and regular activity days managing the woodland and promoting good woodland management practices. This communal engagement model will be encouraged where there is sufficient local interest, as it can lead to community cohesion, a sense of ownership of the local area and grant funding applications.
- 2.45 London Wildlife Trust (LWT) currently manages Oak Hill Woods and they are responsible for both management and tree safety.

## Cemeteries and Closed Churchyards

- 2.46 Cemeteries and closed churchyards provide much needed greenspace and contribute to the biodiversity of the Borough. Many of these sites have a large number of mature trees.
- 2.47 Trees are regularly surveyed in closed churchyards and are currently the responsibility of Property Services. It is recommended the site management to engage a tree survey every three years, as can be provided by the Tree Team at or another professional service, to manage this risk. Several of these sites have individual TPOs or are covered by full area TPO and planning applications and permissions are needed before any (non-safety) tree work is undertaken.
- 2.48 Hendon Cemetery and Crematorium is managed by Regional Enterprise (Re) in accordance with the Re contract output specification. The contract specification includes that Re are responsible for clearing fallen trees, maintenance and health of trees to ensure the health and safety of the cemetery is maintained.
- 2.49 Some cemeteries within the borough are owned and managed by private companies or by other local authorities and are not the responsibility of the council though may be subject to Tree Preservation or Conservation Area legislation.

## Privately Owned Trees

- 2.50 Where trees on private land are posing an imminent threat to public safety, the council is authorised to serve a notice on the tree owner to make the tree safe. If this notice is not complied with, works can be undertaken by the council and costs recovered from the property owner (Local Government Miscellaneous Provisions Act 1976 & Section 154 of The Highways Act 1980). All branches and timber will remain the property of the owner and will be left on site.

## Planning and Development

- 2.51 If trees are impacted by developments that are located on council maintained streets or parks, the Tree Team will be consulted by Planning at the pre-application stage and prior to any approval being given for development in accordance with planning policy DM01.



- 2.52 If any tree is agreed for removal as part of a development, compensation will be sought at the CAVAT value. At least 50% of the value received will be spent on mitigation planting of new trees across the borough, concentrating on the ward where tree loss has occurred. Costs for tree removal will also be sought from the developer.
- 2.53 The Tree team will be consulted on all development resulting in adopted highways or land to be used for public recreation at public expense. Tree planting schemes including species selection and design will need to be approved and commuted sums for future management agreed.
- 2.54 As discussed in the Government's White Paper *Fixing our broken housing market* (2017), ancient woodland and veteran trees are irreplaceable habitat. It advises that development should be restricted where it is likely to have a negative impact on these habitats.
- 2.55 All developments within the borough will be assessed by our Planning Department under BS 5837: 2012 *Trees in relation to design, demolition and construction – Recommendations* (BSI, 2012).

## 3 The Vision and Action Plan

### The Vision

- 3.1 The vision for the Environment, as noted in the Environment Committee Commissioning Plan 2015 – 2020, includes the following statements are also relevant to the vision for the Tree Policy;
- Barnet is a green and leafy borough and this is one of the reasons people want to live here.
  - Ensuring that our parks and open spaces are among the best in London will help to attract more people to the borough.
  - Highways are maintained to a high standard and areas of high growth and strategic importance being progressively upgraded and improved.
  - Meet the highest standards of air quality possible and develop policies to support this
- 3.2 Trees are key to the success of the borough and by working with all stakeholders the council will ensure security, preservation and enhancement of Barnet's trees and open green space. By achieving these aims, we hope to see success through an ongoing increase in healthy and well managed tree stock.
- 3.3 Aims to support the Commissioning priorities, as set out in the Environment Committee Commissioning Plan 2015 – 2020 include;
- Attractive suburban parks that promote health and wellbeing, conserve the natural character of the area, and encourage economic growth.
  - Addressing congestion and air quality issues
- 3.4 The aims of the Tree Policy are:
- To support our changing and growing borough whilst also maintaining and improving the boroughs tree stock and natural environment;



- To contribute to biodiversity;
- To be a leader in tree planting and maintenance in London;
- To contribute to the health of residents in the borough by bringing about improvements to air quality; by sequestration of carbon dioxide and reduction in levels of nitrogen dioxide. By carrying out targeted tree planting to reduce air temperatures and the urban heat island effect.

3.5 An overview of the strategic planting investment programme can be found below, detailing the stretching target number of trees to be planted within the borough.

ACTIVITY	YEAR 1 (2018/19)	YEAR 2 (2019/20)	YEAR 3 (2020/21)	YEAR 4 (2021/22)	YEAR 5 (2022/23)	TOTAL (2018/19 to 2022/23)
	Number of trees	Number of trees	Number of trees	Number of trees	Number of trees	Number of trees
<b>Street trees:</b> replacement of dead stock and stock removed due to disease, damage, health/safety concerns etc.	500	500	500	500	500	2,500
<b>Street trees:</b> replant existing empty tree pits	100	100	100	100	100	500
<b>Parks &amp; Open Spaces trees:</b> replacement of dead stock and stock removed due to disease, damage, health/safety concerns etc.	100	100	100	100	100	500
<b>Parks &amp; Open Spaces trees:</b> plant additional trees in response to Parks & Open Spaces Strategy recommendations	100	100	100	100	100	500
<b>Urban heat island and atmospheric pollution response:</b> plant additional trees on additional sites	100	100	100	100	100	500
	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>900</b>	<b>4,500</b>

## Tree Policy Action Plan: 2017 to 2022

3.6 To achieve our vision and aims, the council needs to work with key stakeholders on a number of goals. An Action Plan has been developed to help deliver the vision and aims and will be carried out over the next five years.

Action		Milestones	Lead
<b>London Borough of Barnet to be a leader in tree planting and maintenance in London</b>			
1	Proactively survey and manage the borough's existing trees to a high standard according to this policy to ensure the cyclical maintenance programme is delivered.	On-going	Tree Team
2	Replace all trees which are removed as part of 3 year cyclical maintenance programme due to poor condition (approximately 500 trees per year). To replant 50% within 1 year of removal, 25% within 2 years and 25% within 3 years.	500 trees per year Commence in 2018/19	Tree Team
3	Utilise Mayor of London match funding to create new schemes in parks and open spaces, in town centres and on housing estates.	Every year until 2020 and apply should any subsequent further funding be made available	Tree Team
4	To gather baseline data to understand the canopy cover of the borough, this will then be used as a baseline to define quality improvements of the Tree Policy and Action Plan.	Spring 2018	Tree Team
<b>To contribute to the health of residents in the borough by bringing about improvements to air quality</b>			
5	Apply for funding to fulfil planting initiatives detailed in this document with regard to street tree replacement and net increase targets, air quality, urban heat island and woodland creation.	Commence in Winter 2017	Commissioning Group
6	Use funding streams to fund new schemes across the borough, targeting highways to plant new trees to improve canopy cover, combat urban heat island and reduce NO2 and CO2 concentrations in the borough, focussing on street trees and areas outside schools.	100 trees per year on the highway. Commence in 2018	Tree Team
<b>Supporting our changing and growing borough whilst also maintaining and improving the boroughs tree stock and natural environment</b>			
7	Ensure all engineering solutions are explored to ensure street trees and footway damage is kept to a minimum.	Already taking place. Review to take place in Spring 2018.	Highways
8	Continue to ensure that effective communication takes place between the Tree Team and Highways regarding the Network Recovery Programme (NRP) and responsive highways maintenance, tree roots and replacement planting	Autumn 2017	Tree Team/Highways
9	Actively seek sources of funding from development, including Section 106 agreements, Community Infrastructure Levy and commuted sums to ensure tree planting improvements in the local area.	Initiate bidding process works Autumn 2017	Tree Team
10	Formalise internal processes to ensure that communication is taking place where required. This applies to Planning applications affecting public trees and major tree planting schemes.	Discussions to be begin Autumn 2017	Tree Team / Planning
<b>Contribute to biodiversity</b>			
11	Plant 13 hectares of small woodlands identified as low value and low quality parks and open spaces (as identified in the Parks and Open Spaces Strategy) and by the Mayor of London's Office which are currently relatively disused greenspace	Winter 2018	Tree Team
12	To utilise existing empty tree pits within streets to assist in increasing tree numbers and canopy cover	100 trees per year Commence in 2018/19	Tree Team/Highways

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## 5 Appendices

### Appendix 1. Legislation and Guidance

#### ***National Planning Policy Framework (NPPF) (Department for Communities and Local Government, 2012)***

- 5.1 The NPPF sets out principles for conserving and enhancing the natural environment throughout the planning process and requires each Local Planning Authority (LPA) to develop its own Local Plan.
- 5.2 The Government's Housing White Paper (February, 2017) made reference to a review of the NPPF which is likely to be carried out later in 2017. It will not be a full document review, but will focus on areas which have been previously consulted on.

#### ***Town and Country Planning Act (1990)***

- 5.3 The Act enables the creation of Tree Preservation Orders (TPOs) and protection of all trees within a Conservation Area. The council can issue TPOs to trees (publically or privately owned) which significantly contribute to the public amenity of the area.
- 5.4 Under the Act it is an offence to damage or carry out work on a tree without obtaining prior permission from the LPA. The offender will be liable for a fine and may be ordered to replace the tree.

#### ***Occupiers Liability Act (1957 and 1984)***

- 5.5 The Act places a legal Duty of Care on landowners and occupiers responsible for trees, to take reasonable management measures to avoid foreseeable injury or harm.
- 5.6 For major landholders, such as local authorities, this duty can be discharged by production and adherence to a detailed management policy such as this document.

#### ***Wildlife and Countryside Act 1981 (as amended Countryside and Rights of Way Act 2000)***

- 5.7 The Act provides protection to birds by making it an offence to wilfully or recklessly damage or destroy the nest of a wild bird whilst the nest is being built or is in use.
- 5.8 The Act also provides protection for bats and their roosts, making it illegal to disturb or destroy a roost. Any potential roost features will be inspected prior to any tree work.

- 5.9 The Tree Team have a survey methodology which aligns with best practice guidelines (Bat Conservation Trust, 2016). The methodology can be found in Appendix 4.

### **Highways Act (1980)**

- 5.10 Under Section 96 of the Act, the Highway Authority is entitled to plant and maintain shrubs within verges using public sector funding. They may also erect fences and guards as a means of tree protection.
- 5.11 Section 142 of the Act gives power to the Highway Authority to issue licenses for the planting and maintenance of trees and shrubs by a resident in a property which adjoins the highway.
- 5.12 Section 154 of the Act entitles the Highway Authority to serve notice on any owner or occupier whose tree, hedge or shrub is overhanging, and compromising the safety of a publically accessible area, to carry out remedial works within 14 days. If the owner or occupier fails to comply with the notice, the Highways Authority is entitled to carry out the work and recover reasonable costs from the owner or occupier.

### **City for all Londoners (GLA, 2016)**

- 5.13 The Mayor of London released his vision for enhancements in the environment throughout his term of office. General targets were set to make the city healthy, resilient and fair, and making it resource efficient with low carbon emissions. The environmental objectives can partially be met through tree planting, targets for which have been set in The London Plan.

### **The London Plan (GLA, 2016) and other Mayoral strategies**

- 5.14 The plan outlines the overarching need for green infrastructure within the city. It recognises the benefits of trees and sets targets for tree planting over the next ten years, with an addition of two million trees by 2025. The manifesto committed to an increase in canopy cover from 20% to 25% by 2025 across London. The main aim of these targets was to mitigate for and adapt to climate change.
- 5.15 The plan states that trees and woodlands should be protected, maintained and enhanced. It advises against removal of street trees, protection of veteran trees and adoption of the 'right place, right tree' principle throughout the planning process.

### **The Environment Strategy (GLA, 2017)**

- 5.16 There is currently a review in progress for both the Air Quality Strategy (GLA, 2010) and the Ambient Noise Strategy (GLA, 2004) which are expected to be combined into a new Environment Strategy later in 2017.
- 5.17 Both of the existing strategies focus on trees and plants as a way of reducing the impacts of noise and air pollution on the city. They recommend planting trees to improve the air quality in highly polluted areas, as well as planting dense belts of trees and shrubs to reduce the impact of noise pollution. It is expected that trees and green infrastructure will be included in the new strategy as a way of improving the environment within the city.



### **The Local Plan and Development Management Policies (DMP) (London Borough of Barnet, 2012)**

- 5.18 The Council's Local Plan (London Borough of Barnet, 2012) aims to improve the natural environment through the protection of greenspace, trees and hedgerows. The Plan comprises a Core Strategy and Development Management (DM) Policies.
- 5.19 When determining planning applications The Local Plan will provide accepted guidance, however this Tree Policy will be a material consideration.
- 5.20 The council will undertake a review of the Local Plan which will commence in 2018 with a view to adopt in 2020. The review will commence after the revision of the London Plan to ensure conformity to objectives.
- 5.21 Policy DM01 of the DMP advises that trees should be safeguarded, and that when protected trees are removed, they are to be replaced with a suitable size and species. Trees make an important contribution to the character and appearance of the Borough, and should be retained wherever possible. Any removal will need to be justified in the survey submitted in the Planning application. Where removal of trees and other habitat can be justified, an appropriate replacement, which considers habitat creation and amenity value, will be chosen.
- 5.22 New development proposals will be required to provide an appropriate level of new habitat including tree and shrub planting.

### **Parks and Open Spaces Strategy (POSS) (London Borough of Barnet, 2016)**

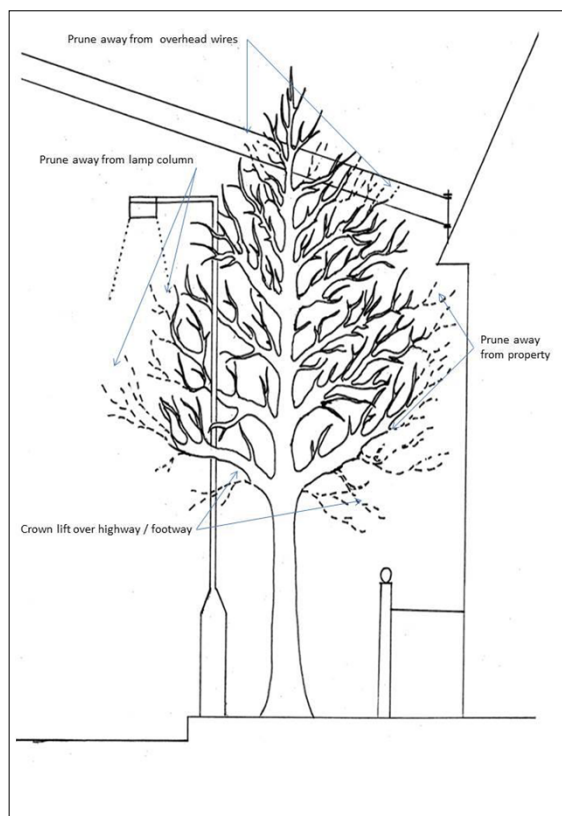
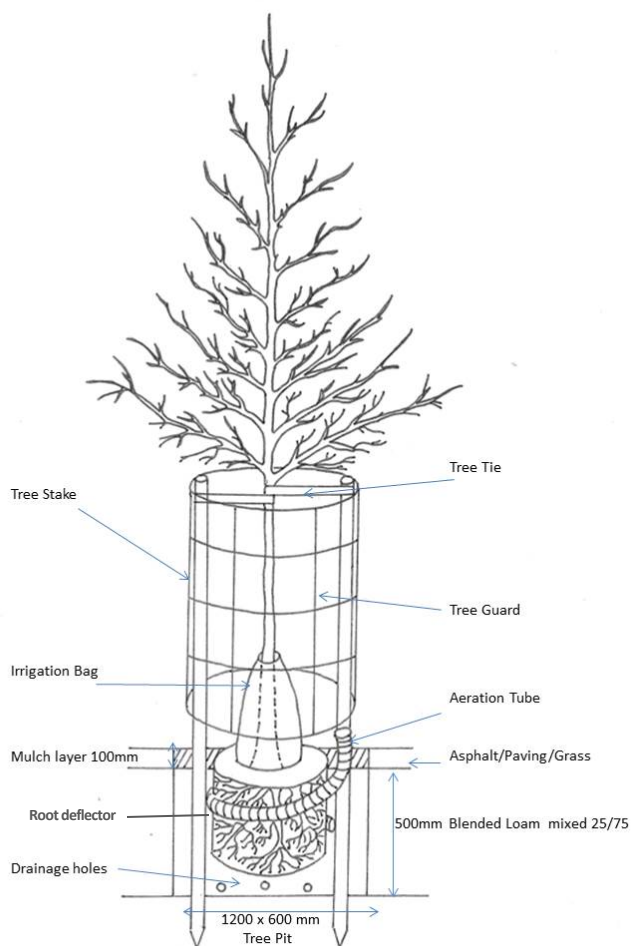
- 5.23 The strategy focuses largely on the capital investment which will be spent on the development of parks and open spaces across the borough. It sets specific targets, the following relate to trees:
  - To ensure measures to promote biodiversity and enhance ecological quality and inter-connectedness of the borough's green spaces are included with all capital investment projects from 2016
  - To develop proposals with partners to protect and enhance the habitat types and values in parks and open spaces by 2018
  - To identify locations for tree planting across the borough with a focus on;
    - 1. committing to a programme which involves a net gain in trees across the borough;
    - 2. strengthening the quality of the landscape (though planting avenues, tree groups, park boundaries and woodlands);
    - 3. addressing urban warming (tree planting concentrated on the south of the borough);
    - 4. addressing NO<sub>2</sub> (tree planting next to major roads) from 2016.

### **Green Infrastructure Supplementary Planning Document (London Borough of Barnet, 2017)**




- 5.24 The document is currently in its draft stage and is expected to be adopted later in 2017. The document aims to provide a strategic approach to the protection and enhancement of green infrastructure which will sustainably meet the needs of residents. It should work in conjunction with this Policy to enhance the natural environment.
- 5.25 It also aims to address the urban warming and NO<sub>2</sub> concentrations within the borough by meeting targets set in the POSS (London Borough of Barnet, 2016).

## Appendix 2. Pruning and planting diagrams from contract specification



## Appendix 3. Tree Risk Management Framework

### Tree Management Framework

	Management Framework	
	Greenspaces	
<b>STREET SCENE</b>	Tree Risk Management Framework	
	Reference:	
	Written by:	
	Approved by:	
	Date:	02/05/2017

#### Introduction

This document sets out the how the Council will manage the risk associated with the trees directly under the control of Street Scene and describe the situation where we are commissioned by other services to manage their tree stock.

Proactive tree inspection is essential to discharge the council's legal Duty of Care for personal injury risk and there has been a range of advice from HSE, Forestry Commission and others regarding tree safety.

Scenarios published in *National Tree Safety Group. Common Sense Risk Management of Trees (NTSG 2011)* include guidance specifically addressing the obligations of urban authorities. This recommends implementing a three year cycle of inspection to street trees and this forms the basis for all tree survey regimes.

#### Management

The Council will manage trees to ensure that it meets its legal duty of care responsibilities with regard to its own tree stock by undertaking timed proactive tree surveys, usually on a ward by ward basis on a three year cycle, this to include both street and parks trees. This approach effectively targets resources (financial, personnel and contractors) into defined areas at a time that can be published beforehand.

This will attempt to ensure any problems regarding tree health are identified at an early stage and dealt with in a systematic manner and that any maintenance works recommended are current.



## Tree Management Framework

1. Urgent. One week
2. Primary. Six months
3. Secondary. Three years (reinspection on cyclical survey).

Monitoring of works complete on time is carried out monthly as part of the ongoing KPI assessment of term contractors. KPI 1 – Works, completed on time, KPI 2 – Emergencies including out of hours dealt with on time, KPI 7 – Trees are felled and made safe within given times. KPI assessment has a direct financial benefit for contractors and meetings are minuted and action plans drawn up.

Monitoring of works ordered will be cross referenced quarterly at senior meetings between Trees & Woodlands manager and senior reps of term contractors.

Team have been informed about seasonality of inspection and works and agreed parks to be inspected in April / June and works to take place in June / July when ground is hard and before schools break up for summer.

### 1f). Post works checks

All post works checked in future will be recorded on Ezytreev. This will apply to all parks works and trees over 40cm diameter in streets, this work check already takes place but report of records of inspection not being recorded on EzyTreev system rectified.

Contractors have been instructed to photograph all works completed in parks in order to confirm date of works and adherence to specification, this will also negate the time necessary for Tree officers to spend checking works for both audit purposes and to pay invoices submitted.

## 4. Related Documentation

Title	Documentation Reference	Where held
PWC Risk Audit		<a href="S:\TREES\X-Health &amp; Safety\Risk 2017 file\LBB1617 Parks and Green Spaces HS report - final.pdf">S:\TREES\X-Health &amp; Safety\Risk 2017 file\LBB1617 Parks and Green Spaces HS report - final.pdf</a>
Forbes-Laird consultancy THREATS Tree Hazard: Risk Evaluation and Treatment System		<a href="THREATS-GN-June-2010.pdf">THREATS-GN-June-2010.pdf</a>
Out of hours and storms RA		<a href="Out of Hours &amp; Storms RA 2017.doc">Out of Hours &amp; Storms RA 2017.doc</a>

## Appendix 4. Ecological survey method

**Ecological Survey Calendar**

		January	February	March	April	May	June	July	August	September	October	November	December
Bats	Survey	Surveys of hibernation tree and building roosts			Limited Activity	Emergence and activity surveys					Limited Activity	Surveys of hibernation tree and building roosts	
		Potential roost and internal surveys are possible all year round. Trees are best surveyed in winter.											
	Mitigation	Maternity roost work					No works affecting maternity roosts			Maternity roost works			
		No works affecting hibernation roosts			Hibernation roost works								
Birds	Survey	Winter bird surveys		Breeding and migrant bird surveys			Breeding bird surveys		Breeding and migrant bird surveys			Winter bird surveys	
	Mitigation	Vegetation clearance		No tree, hedgerow or scrub removal during the bird breeding season without a nest check survey.							Vegetation clearance		

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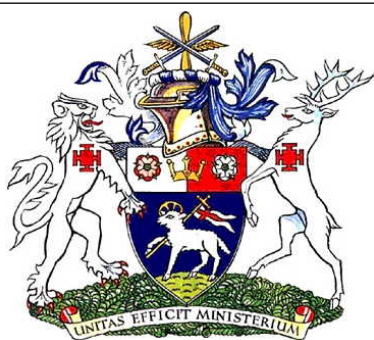
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## Environment Committee

11<sup>th</sup> September 2017

<b>Title</b>	<b>Draft Mayor's Transport Strategy</b>
<b>Report of</b>	Strategic Director, Environment
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A: Draft Mayor's Transport Strategy 2017 – London Borough of Barnet: Main Themes Summary Discussion Paper
<b>Officer Contact Details</b>	Jamie Cooke, <a href="mailto:jamie.cooke@barnet.gov.uk">jamie.cooke@barnet.gov.uk</a> , 0208 3592275 Oscar Nowlan, <a href="mailto:oscar.nowlan@barnet.gov.uk">oscar.nowlan@barnet.gov.uk</a> 0208 3595226

### Summary

This report contains proposals for the London Borough of Barnet's response to the Draft Mayor's Transport Strategy 2017 consultation. The consultation period is currently underway and therefore it is timely to seek the Committee's views on topics to include in the Authority's response.

### Recommendations

1. That Environment Committee discuss the Main Themes Summary Discussion Paper and highlight any other additional areas for consideration that they would like to be included in the final response as representing London Borough of Barnet's position.
2. That the London Borough of Barnet's draft response to the Mayor's Transport Strategy is presented to Policy and Resources Committee on 10<sup>th</sup> October 2017 for agreement ahead of submission to the Mayor's Office.

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 In June 2017 the Mayor of London issued the draft Mayor's Transport Strategy 2017 for consultation. This is a significant document which outlines the Mayor's intended long-term approach towards transport in London up until 2041. As such this is an important consultation for Barnet and the Authority's long-term transport strategy.
- 1.2 The Mayor's Transport Strategy Draft 2017, will, when finished, form the third Mayor's Transport Strategy. The strategy seeks to support a significant shift in how Londoners travel, and foster a transport system that is sustainable, efficient and can deliver positive health outcomes.
- 1.3 The Mayor's Transport Strategy Draft 2017 document seeks to create a step-change in the way people move around London as a whole, with the focus being on policy change rather than on hard measures and infrastructure schemes.
- 1.4 The document focuses heavily on reducing car-use, and the reasons for this in relation to improving health and facilitating growth are strongly argued.
- 1.5 The document requires boroughs to provide traffic reduction strategies to meet targets, and TfL will monitor progress through the LIP (Local Implementation Plan) process.
- 1.6 The London Borough of Barnet's final consultation response is intended to be approved by Policy and Resources Committee on 10/10/17.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Appendix A sets out the key focuses of the strategy in more detail, with its likely interface with the objectives of the London Borough of Barnet and the challenges the strategy presents to the borough.
- 2.2 The London Borough of Barnet's response is formulated through consultation with various departments and teams within the Council, and we believe that the response addresses all concerns, challenges and positive remarks made during this internal consultation process.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The Authority could choose to not respond to the consultation, but this would not be appropriate considering the strategic importance of the Mayor's Transport Strategy and its likely links with the London Borough of Barnet's own forthcoming Long-Term Transport Strategy.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Following the comments of this committee, the draft response will be refined and then presented to Policy and Resources Committee for consideration and

agreement. The final response will then be formally submitted to the Mayor's office.

- 4.2 A consultation response document will be provided by the Mayor of London once all responses have been reviewed, outlining key themes, further work required by the Mayor, likely amendments to the document and a date for the final document to be published.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

The London Borough of Barnet's response to the consultation supports our position in terms of transport and regeneration objectives for the Borough and are written to support the corporate and performance objectives of the authority in the following areas

- **Fairness:** By seeking to balance the needs of different groups of residents and providing various modes of transport that provide access to essential services, education and employment.
- **Responsibility:** By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.
- **Opportunity:** By making multiple travel modes accessible and practical to all resident groups.

#### **5.1.1 Health and Wellbeing Strategy**

The response will also complement the Health and Wellbeing Strategy by promoting and expanding healthy sustainable travel modes, such as walking and cycling.

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

#### **5.2.1 Implications are summarised below:**

- The need to prepare a LIP 3 document next year is estimated to cost up to £10k however this is included within the Re output spec.
- LIP projects' funding, for capital and revenue transport projects within the borough, could be potentially reduced if we do not accord with the strategy outcomes and objectives required by the emerging Mayor's Transport Strategy. This currently amounts to approximately £4.5-5m per annum.

### **5.3 Social Value**

5.3.1 The Public Services (Social Value) Act 2012 is not relevant in the context of this report.

## **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.

5.4.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards) provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy.

## **5.5 Risk Management**

5.5.1 The key risk relating to the Mayor's Transport Strategy is that failure to sufficiently comply with the document, and satisfy TfL, would put significant future transport funding at risk.

## **5.6 Equalities and Diversity**

5.6.1 The consultation draft Mayor's Transport Strategy has been subject to an integrated impacts assessment which includes assessment of equalities impacts. In terms of equalities and inclusion the draft was assessed as having a minor to moderate positive effect.

## **5.7 Consultation and Engagement**

5.7.1 Various teams have been consulted in the development of a proposed response to the Mayor's Transport Strategy. This report includes comments from:

- Regeneration
- Public Health
- Environmental Services
- Highways

5.7.2 The draft response has also been shared with Family & Adult Services, and Education for comments and insights.

## **5.8 Insight**

5.8.1 The consultation response sets out information gathered from various departments within the Council, to ensure that there is a corporate response that represents the issues arising for the overall organisation.

## **6. BACKGROUND PAPERS**

- 6.1 A copy of the draft Mayor's Transport Strategy 2017 can be found at the following link: [https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user\\_uploads/pub16\\_001\\_mts\\_online-2.pdf](https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf)

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## **Draft Mayor's Transport Strategy 2017**

### **London Borough of Barnet: Main Themes Summary Discussion Paper**

#### **Introduction**

The draft Mayor's Transport Strategy (MTS) 2017 document seeks to create a step-change in the way people move around London as a whole, with the focus being on policy change rather than on hard measures. The document focuses heavily on reducing car-use, and the reasons for this in relation to improving health and facilitating growth are strongly argued. The document is currently out for consultation and London boroughs are invited to comment and respond.

This strategy is the third MTS, and will be published during a period where the Council is also about to begin the development of its own long term Transport Strategy. Alongside this, the Council is already working on key sustainable and inclusive travel initiatives, including improving local electric vehicle charging infrastructure and expanding the availability of car club services. This progress and the proposals, policies and strategic direction of the final MTS will be important considerations for the development of the Council's own strategy. Moreover, the MTS requires boroughs to provide traffic reduction strategies to meet targets, and Transport for London (TfL) will monitor progress through the Local Implementation Plan (LIP) process. For these reasons, it is vital that the Council's response to the draft MTS consultation clearly outlines those aspects of the strategy it welcomes, and those the Council feels require further clarification and reconsideration.

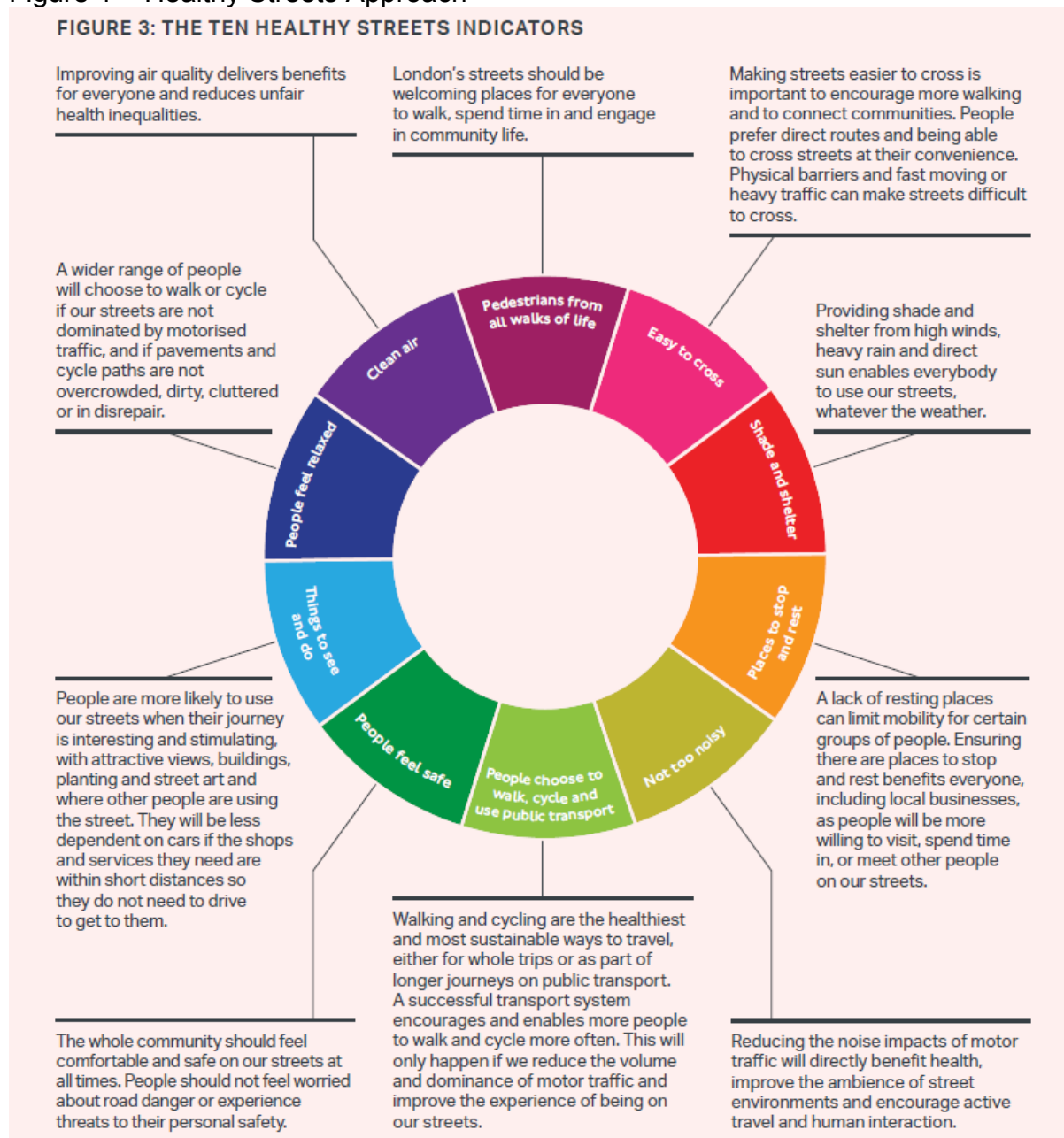
Environment Committee is invited to discuss the key areas for consideration, as they relate to the Council's MTS consultation response. A full response will be presented to Policy and Resources Committee on 10<sup>th</sup> October 2017 for agreement ahead of submission to the Mayor's Office. Outlined below are the key areas for consideration for Barnet as the Council prepares its full response alongside some initial observations from the Long Term Transport Strategy Member Steering Group and Environment Officers.

#### **Key areas for consideration**

##### **Healthy Streets**

The draft MTS emphasises heavily the new Healthy Streets Approach for future transport schemes. The Healthy Streets Approach is central to the document, and is intended to make London a healthier, more sustainable, safer, more connected and more successful city. There are 10 Healthy Streets indicators, which are outlined in the following figure.

Figure 1 – Healthy Streets Approach



Good performance and improvements against each indicator means streets are appealing places to walk, cycle and spend time. Throughout the draft MTS, it is demonstrated how the Healthy Streets Approach is to be incorporated into all levels of policy making and delivery, and inform the design of street environments and networks, the public transport experience, and future development and regeneration schemes.

The Healthy Streets Approach demonstrates positive and ambitious thinking from a public health perspective. It is also of immediate significance to London boroughs, as all schemes seeking LIP funding should demonstrate that they meet the Healthy



Streets Approach. The Healthy Streets Approach is to be embedded into the upcoming London Plan. It is therefore essential that the Council has a clear impression of how the Healthy Streets Approach will shape local delivery, planning and development. However, to achieve this, Barnet needs more guidance than is otherwise provided in the draft MTS from the Mayor and TfL on what the Healthy Streets Approach looks like in day to day practice and how it can be delivered. It is also worth noting that Barnet is a diverse borough with differing streetscapes and areas of dense and sparse housing settlement. Therefore, the Healthy Streets approach is unlikely to become a “one size fits all” approach for Barnet and will instead need to be interpreted locally so that it is appropriate for specific environments in the borough.

### **Transport Mode Share**

The draft MTS is explicit in that “the success of London’s future transport system relies on reducing Londoner’s dependency on cars in favour of walking, cycling and public transport use (p. 17).” Therefore, the headline aim within the draft MTS is that, by 2041, 80% of Londoner’s trips are to be made on foot, by cycle or public transport. The realisation of this aim will help reduce health and economic inequalities across London.

However, this target is arguably somewhat misleading and obscures the task at hand, particularly for a largely outer London borough like Barnet. Data included in the draft MTS (p. 277, figure 57) show that journeys within both central and inner London already meet or exceed the 80% target. All journeys between central and inner London, central and outer London, and central London and outside of London, also exceed the 80% target. The key areas for trips that require improvement to meet this target are only those within outer London, between inner and outer London, and between either outer or inner London to outside of London. In fact, by 2041, according to the draft MTS, trips within outer London and between outer London and outside of London will still not meet the 80% target. The headline target in the draft MTS is one that has already been broadly achieved in inner and central London, and the reduction of car dependency and a shift to walking, cycling and public transport remains a more pressing challenge for outer London and boroughs like Barnet. The final MTS should better reflect this and adopt headline targets for outer London trips, and for travel between inner and outer London, as well as outer London and outside of London.

Furthermore, it could be argued that this target of 80% is perhaps unachievable in Barnet without corresponding improvements in public transport for orbital travel routes for which some would argue the private car is currently the only viable means of transport.

## Education

The Borough has large numbers of diverse schools, particularly faith schools with extended catchment areas – school travel planning doesn't adequately tackle the challenges in this situation and further measures may be needed. The final MTS should provide more of a focus on the needs of educational based trips.

The draft MTS (proposal 25, p. 91) makes a clear commitment to tackling air pollution hotspots, including those around schools by using the Mayor's Air Quality Fund and other funding. It was in fact noted at Full Council on April 4<sup>th</sup> 2017 that a study commissioned by the Mayor found the air around 15 Barnet schools to be polluted with NO<sub>2</sub> above the legal limit of 40 µg/m<sup>3</sup>. However, all schools but one were sited either on or around five TfL administered roads. Barnet should remind both TfL and the Mayor of this fact.

## Traffic Reduction, Car Use and Parking Restraint

The draft MTS plans for a 15% reduction in car mode share for journeys within outer London including Barnet by 2041. The table below summaries the proposals in terms of car mode share %:

	<b>Outside of London - Outer London</b>	<b>Within Outer London</b>	<b>Outer London - Inner London</b>
<b>2015</b>	80% current	40% current	30% current
<b>2041</b>	70% proposed	25% proposed	10% proposed
<b>Reduction %</b>	-10%	-15%	-20%

Although there is no new London wide parking standard set out in the document it is clear that the next version of the London Plan due out for consultation November / December 2017 will seek to again tighten parking policy across London, as a result of the information and objectives presented within the draft MTS.

The London Borough of Barnet has its own parking standards which represent higher provision of parking than the existing London Plan. These standards are currently being reviewed, and the revised standards are expected to be available for discussion and adoption during October / November 2017. It is likely that the next iteration of the London Plan will further reduce parking standards for Outer London, which may not align with the Council's intentions.

The ambitions in the draft MTS in relation to reduced car use are only realistically deliverable in the context of introducing road user charging, yet the draft document does not provide enough explicit detail into the likely introduction of such a scheme. The draft MTS (proposals 19 and 21, p. 83) states that: "The Mayor will give consideration to the development of the next generation of road user charging systems", and that "TfL will work with those boroughs who wish to develop

appropriate traffic demand management measures, for example local (TfL or borough) road user charging or workplace parking levy scheme.” However, these proposals need greater clarification given the fundamental role this will need to play in delivery. The evidence base for the MTS requires road user charging to be introduced in order to achieve the mode shift that will enable the target of 80 per cent of all trips by 2041 to be made by walking, cycling or public transport. In terms of delivery, the Implementation Plan (pp. 271-275) schedules “Work with boroughs to develop traffic reduction strategies, including traffic reduction strategies” to run over the 2017-2020 and 2020-2030 periods. However, road user charging is not mentioned specifically in the Implementation Plan. Moreover, there is no clarity as to whether TfL will seek to introduce road user charging on the Transport for London Road Network (TLRN).

This relates to another a key point. Barnet does not have direct control of key through routes in the borough, such as the A1, M1, A41, and A406, and that Barnet must be given assurance that the final MTS will place adequate responsibility on TfL and other bodies to help contribute to car reduction targets on their networks in Barnet. These are key strategic routes that would benefit from greater consideration in the final MTS. Equally, the origins and destinations of traffic on these routes are not necessarily within Barnet and, while the draft MTS correctly recognises that borough traffic reduction strategies enable different approaches to reducing vehicle demand to operate in different parts of London (pp. 83-85), the final MTS must also acknowledge that traffic reduction strategies will require cross-borough collaboration.

Overall, the final MTS must instigate a process by which TfL takes a greater lead on policy changes to reduce car usage, such as road pricing strategies, in consultation with London Boroughs. The final MTS will require a more detailed outline of its intentions and delivery plan for the introduction of road user charging.

### **Walking and Cycling (Active Travel)**

The draft MTS envisages London as a city where people choose to walk and cycle. Barnet has historically seen low levels of walking and cycling recorded in the borough and needs to encourage more residents to undertake more active travel. At last September’s Environment Committee, the Committee resolved, amongst other items, that a Cycling Strategy for Barnet should be formulated as part of the overall Transport Strategy for the Borough and agreed to further steps to install more cycle infrastructure in Barnet.

The application of the Healthy Streets Approach to the design and management of street environments intends to make cycling and walking more attractive, safer and more accessible. The draft MTS goes to a degree of detail to demonstrate what such a street environment might look like in the figure on the following page.

Figure 2 - Walking and Cycling following the Healthy Streets Approach



Considering the range of urban, sub-urban and semi-rural settings within Barnet, it is difficult to picture how such an approach would work in practice across the whole of Barnet. Barnet would benefit if the final MTS outlined in greater detail what sort of street environments best encourage higher levels of active travel in various urban settings, and the sort of cycle infrastructure and cycle lane engineering solutions that are best suited.

As Barnet currently has fewer on-road cycle lanes, but a good number of routes available to cyclists through parks and signed links on quieter roads, the final MTS should consider in greater detail the potential of green and open spaces to help deliver attractive and accessible cycle routes, in addition to town centres and residential streets. Barnet would also benefit from hearing further detail in the final MTS about what cycle improvements are to be expected on TfL roads.

The draft MTS proposes (Proposal 3, p. 51) the expansion and improvement of cycle networks in London so that 70% of Londoners will live within 400 metres of a high-quality and safe cycle route by 2041. However, the proposed new cycle routes (p. 53) reinforce the current radial bias of London's transport system, despite it being well-recognised that London lacks good orbital routes that offer an alternative to car travel. This is most certainly the case in Barnet. It is of greater benefit to Barnet if the future cycle network in 2041 covers far more of outer London and introduces more orbital routes. Otherwise trips by car will remain the primary mode of transport for journeys between Barnet's town centres, and the borough will struggle to best contribute to overall car reduction targets.

The draft MTS also proposes (Proposal 6, p. 57) to increase the use of TfL's Cycle Hire Scheme as well as future models of cycle hire (dockless bikes etc.). So far, such schemes have largely benefited inner and central boroughs, and are yet to expand to or see widespread adoption in Barnet. The final MTS could do more to advocate the uptake of such schemes in outer London specifically.

## **Public Transport**

London's public transport system is an essential part of the Healthy Streets Approach, as it gives people alternatives to car use, and offers an affordable and efficient option for journeys that are either impractical or too long to walk or cycle. By applying the Healthy Streets Approach, the draft MTS intends to create an attractive whole journey experience on public transport.

To an extent, the draft MTS recognises the public transport challenges facing outer London, in particular the need for more reliable, accessible, affordable and demand-responsive bus services. The commitment to extending the Hopper fare to include unlimited bus and tram journeys within the hour (p. 121) is positive for outer London and Barnet, as bus remains the only way to make certain journeys on public transport. Research into travel affordability by London Councils has already

highlighted the reliance on buses in outer London, particularly amongst low-paid Londoners working in the region. From this perspective, the commitment by the Mayor to freeze fares across the TfL operated transport network and extension of the Hopper fare by the end of 2018 is also welcome.

However, the draft MTS neglects the specific spatial challenges facing outer London and Barnet in particular. Bus transport is the only real option for most orbital public transport journeys in this part of outer London and too many destinations in adjacent counties. Barnet remains underserved by orbital public transport routes and without them the car will remain the most reliable and effective means of travelling across the Borough and between town centres. Proposal 54d (p. 137) seeks to improve bus priority on key radial routes. Whilst this is important, rapid orbital bus routes are desperately needed in Barnet, with improved frequencies and capacities. Greater prioritisation of such routes is necessary.

The draft MTS proposes the devolution from the Department for Transport to the Mayor/TfL of local stopping rail services in London (proposal 61, p. 157), in hope of offering improved frequencies, journey times and interchange opportunities. The assumed geographic scope that is presented in the draft MTS (p. 159) incorporates the section of the Great Northern rail line to Welwyn Garden City within Greater London as a prospective London Overground service. This would include New Southgate, Oakleigh Park and New Barnet stations,

### **Corridors and Scale of Growth**

Barnet has some significant areas of growth, aiming for 28,000 new homes, which are likely to put additional pressure on available highway space. The table below illustrates Barnet's housing growth in terms of the increasing number of households in the period 2011-2039.

<b>2011 Census</b>	<b>2015</b>	<b>2021</b>	<b>2031</b>	<b>2039</b>
136,000	150,000	162,000	181,000	189,000

The table below illustrates Barnet's population growth

<b>2011 Census</b>	<b>2015</b>	<b>2021</b>	<b>2031</b>	<b>2039</b>
356,000	393,000	415,000	448,000	469,000

At Environment Committee on July 11th 2016, the report titled "*Moving Around Barnet – a Direction of Travel*" identified the redevelopment and regeneration projects in Colindale, Brent Cross Cricklewood, West Hendon, Mill Hill East and Stonegrove/Spur Road Estate, as key sites where housing growth must be considered alongside future transport development. The draft MTS places considerable emphasis on ensuring such projects incorporate the Healthy Streets Approach. In addition, there is a central assumption within the draft MTS that, with

the growth of high-density development in the capital, people will become less reliant on cars for their journeys and the Healthy Streets Approach will plan for a more active lifestyle within an increasingly compact environment. Increasing mode share within these developments by walking, cycling and public transport can assist in avoiding gridlock on a highway network which is already under stress from volumes of vehicular traffic. The Council will further explore this in the development of its own transport strategy.

Over the coming decades, this pattern of development will take place in considerable parts of Barnet; however, much of the borough is likely to remain low-density, particularly within the central and northern reaches of the borough. The draft MTS is clear that it wants to unlock further growth potential and intensification through new rail links, including Crossrail 2, the Bakerloo line extension, the Elizabeth line extension, and expansion of the London Overground network through the devolution of suburban rail services. Within the draft MTS, there are two particular rail schemes of significance for Barnet that might unlock further growth potential in the Borough. However, both schemes need firmer commitment and clarification from the Mayor in the final MTS.

### **1) London Overground extension from Old Oak to Cricklewood / Brent Cross (Dudding Hill Railway Line)**

This is included in the draft MTS as a possible route to be reopened, and commits the Mayor, TfL and relevant London boroughs to involvement in a feasibility study for the scheme (proposal 83, p. 209), however the core route is seen as Hounslow to Old Oak with a possible section to Cricklewood considered as requiring greater justification. The MTS also includes a map (p. 239) detailing a potential London Overground extension from Old Oak to Brent Cross. Barnet's agenda is for this route to be reopened to support sustainable and convenient orbital movements and town centre growth, and reduce demand on the North Circular.

At present, options for a route to Cricklewood or northwards via Brent Cross into the core of the borough are being tested for initial feasibility by the West London Alliance, and the commitment towards this scheme from the Mayor should be tightened.

### **2) Crossrail 2 (New Southgate branch)**

The inclusion of New Southgate station in the draft MTS as a station on Crossrail 2 is positive for Barnet. It would entail an extended branch running between New Southgate and Seven Sisters stations, running via either Wood Green, or Alexandra Palace and Turnpike Lane. Crossrail 2 can play a key role in unlocking further growth in eastern Barnet and support reduced car-dependency development within certain ward areas of Barnet.

However, the draft MTS and Implementation Plan insufficiently clarify the phases by which branches such as New Southgate to Seven Sisters are to be expected as part of the overall delivery of Crossrail 2. The draft MTS (p.149) mentions the unequivocal endorsement of Crossrail 2 by the National Infrastructure Commission in 2016, but fails to mention that a report by the Commission in the same year titled “*Transport for a world city*” stated that the Commission believed the delivery of the New Southgate to Seven Sister branch should be deferred to a later phase, considering the high costs of the proposals. While the Council recognises the need for effective and responsible financial management of Crossrail 2, it is of great benefit to Barnet if the New Southgate extension is not deferred. At the very least, the final MTS should give greater indication as to the phases and dates by which specific parts of Crossrail 2 are expected to be delivered. The Council would also welcome a commitment from the Mayor and TfL to retain the New Southgate to Seven Sisters branch in the earliest possible phase of Crossrail 2 delivery.

The draft MTS only briefly mentions the importance of the Thameslink Programme in also driving growth in London. The Brent Cross Cricklewood development is Barnet’s most significant growth and regeneration programme and is underpinned by the construction of a new Thameslink railway station, delivered by the Council with Network Rail, which will link the Brent Cross Cricklewood development to King’s Cross St Pancras in under 15 minutes. However, this is largely overlooked within the draft MTS when compared with other new rail projects. The Council should advocate for greater emphasis of this project within the final MTS.

### **Ultra Low Emission Zone (ULEZ)**

The draft MTS sets out proposals for the extension of the ULEZ (central London ULEZ standards and charges in 2019 applying to all vehicles; the zone would be expanded London-wide for heavy vehicles and to inner London for all other vehicles except taxis) by 2021. It identifies that a boundary for the Inner London ULEZ set just within, but not including, the North and South Circular roads is being explored at the moment.

In common with other London boroughs and areas near to the busy roads of outer London, Barnet continues to exceed national targets for air pollution. According to GLA ULEZ evidence, in 2025 there will be a 31% predicted reduction in NOx emissions in Barnet if all of Barnet is in the ULEZ, but if only the area below the North Circular is in the ULEZ there will be only an 8% decrease in NOx emissions by 2025.

If the Inner London ULEZ does not include the North Circular in Barnet, there is also a risk that traffic avoiding paying to enter the ULEZ will cluster on the North Circular, contributing further to what is already a major polluting road in the borough.



If Barnet were to advocate to the Mayor the full expansion of the ULEZ to cover the whole of the Borough, it must also consider the wider economic impact on residents. The ULEZ proposes a delay in charging residents' and businesses within the ULEZ charging area for a number of years before it will apply to all vehicles. This can assist in supporting the transition from older more polluting cars, to those which meet with the ULEZ criteria. Should the ULEZ be extended to include the whole of Barnet, a significant period of transitional relief provided for all borough residents is necessary.

### **Orbital Movements**

Orbital routes are not sufficiently identified, discussed or tackled in the document, and more emphasis is needed as to how these will contribute towards a significant mode transfer, and what support and initiatives will be required to deliver the improvements. In the draft MTS, the vision for Outer London, as outlined on p. 31, makes no reference to orbital routes.

In Barnet, cars remain the principal mode by which people make orbital journeys. Improving orbital links for alternative modes of transport is necessary if Barnet is to realistically fulfil the headline targets for mode share in the draft MTS. Orbital connectivity also has a deep impact on economic growth and the overall success of the Borough's many town centres. As mentioned earlier, although there is emphasis on new bus priority in the draft MTS, this is only really considered radially in and out of London rather than orbitally east-west around London. There are also no proposals for any orbital rail links going through Barnet (the potential Crossrail 2 and London Overground extensions will only provide orbital links heading both east and west out of Barnet). Barnet needs to seek a stronger and more detailed commitment from the Mayor to improve orbital transport links.

If possible orbital rail links such as a Duding Hill Line London Overground extension into Barnet via Brent Cross or Cricklewood were approved or considered further, the Council believes TfL and the Mayor should also explore the fare model behind these services to ensure they are financially sustainable and equitable. In the north-sub region and Barnet in particular, there is a risk that orbital rail services will cross zone boundaries less frequently, resulting in lower fare charges when compared to radial rail journeys of equivalent distances.

### **Injury Accidents**

In Barnet, the number of collisions involving vulnerable road users is among the highest level in London. Barnet, in absolute numbers, also has the highest number of Killed and Seriously Injured collisions in London. Barnet is a TfL priority borough, with initiatives such as community speedwatch in place.

The MTS proposes a zero-accident environment from 2041 onwards for serious and fatal accidents. With the challenges Barnet faces, this is a most welcome ambition. However, the practicality of this target is questionable. The draft MTS also provides

insufficient direct support to boroughs to help realise this target, and lacks specific targets over time for the period between 2017/18 and 2041.

The Healthy Streets Approach encourages reducing speed limits to 20mph and designing streets to keep speeds low. The Council would welcome a commitment from the Mayor to support more 20mph speed limits in Barnet in locations where residents think they are needed.

### **Interaction with areas outside of London**

There is minimal reference in the draft MTS about how London should connect and integrate transport with neighbouring counties beyond Greater London. This is of particular relevance for Barnet, as the Borough has considerable interplay with the Hertfordshire region and Hertfordshire County Councils Highways and Transportation function.

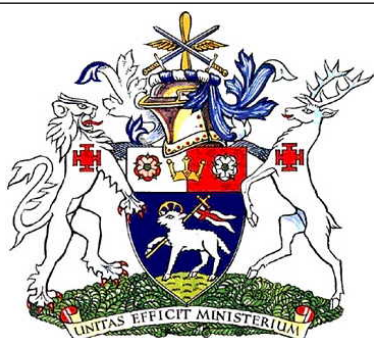
### **Funding**

The draft MTS recognises that achieving a transport system that meets London's needs and can successfully deliver the policies and proposals of the strategy requires additional funding that is both stable and secure (p. 265). This, according to the draft MTS, necessitates a new approach to funding and delivering the transport network, and highlights road user charging, land value capture and greater devolution of financial powers as possible measures. More detail in the final MTS on when new approaches might be introduced and how they will enable the Mayor, TfL and boroughs to better fund infrastructure projects would be beneficial.

### **Conclusion**

A clear and repeated theme has emerged within the Council's assessment of the draft MTS; the strategy does not adequately distinguish the specific character and needs of outer London and Barnet in particular. This is most evident in the lack of considerable proposals and a detailed ambition to radically enhance orbital connectivity. The Council should advocate for orbital improvements to become a greater priority in the final document.

In addition, the Implementation Plan in the draft MTS remains too broad, and divides the delivery of the strategy into three time periods: 2017-2020, 2020-2030, and 2030-2041. It is of greater value, and more practical, if the final MTS also provided greater detail into the immediate delivery of the strategy over the following 5, 10 and 15 years. The Council would welcome more medium and short term targets.



## Environment Committee 11 September 2017

<b>Title</b>	<b>Commercial Vehicles parking on residential roads</b>
<b>Report of</b>	Strategic Director of Environment
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
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### Summary

This report was requested by the Environment Committee following a Members Item being considered at the 15<sup>th</sup> March 2017 Environment Committee meeting.

At the meeting on 15<sup>th</sup> March, Councillor Devra Kay identified a problem with commercial vehicles parking in residential roads which was causing concerns amongst residents as this was making it difficult for residents to park close to their properties.

This report identifies the outcome of a review conducted by Officers which has sought to identify possible solutions to the issue.

## Recommendations

- |    |  |
|----|--|
| 1. | That the Environment Committee notes the options identified within this report   |
| 2. | That the Environment Committee agrees to progress with “Option 3 - Refer potential non-compliance of operator’s licence to Traffic Commissioners” and “Option 4 – Improve awareness of the issue through a publicity campaign” |

### 1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns were raised in relation to commercial vehicles parking in residential roads at the Environment Committee of 15<sup>th</sup> March 2017 by Councillor Devra Kay through a Member’s Item.
- 1.2 Having considered the Member’s Item the Environment Committee resolved that the Commissioning Director for Environment be requested to report to a future meeting a report outlining ‘Commercial vehicles parking on residential streets’.
- 1.3 There have been a number of concerns raised, with the most concerning being that residents and their visitors were finding it difficult to park close to their own properties due to the number of commercial vehicles being parked. Other concerns included the fact that large vehicles are being left for days at a time and overnight, that they are considered to be unsightly, that they pose a security risk, can cause obstructions, take up too much parking space and block natural light to properties.
- 1.4 It has been identified that Mayfield Gardens, NW4 is one such road that is reportedly plagued by a proliferation of tall vans. Another location that officers are aware of is a business who is parking a number of commercial vehicles in Rushgrove Avenue, NW9.
- 1.5 One of the Council’s Parking Policy’s key objectives is that residents should be able to park as near as possible to their homes. Therefore, the issue of commercial vehicles being parked in local roads is detrimental to achieving this objective.
- 1.6 In most cases, action cannot be taken on the basis that a vehicle which is usually used for commercial activity is parking on a residential street. Rather, action is usually taken on the characteristics of the vehicle - most commonly the size and weight. Therefore, vehicles of a commercial nature which are of a regular car size are significantly more difficult to address. Furthermore, it should be noted that a vehicle of 3.5 tonnes gross weight, such as a Mercedes Sprinter or traditional Ford Transit van are treated, in terms of parking rules and regulations, and parking enforcement, as a regular car size vehicle.

- 1.7 It is considered pertinent however, to understand what avenues are open to the Council and other bodies to take action, as it stands.

#### Overnight parking prohibition

- 1.8 There is currently a prohibition on 'commercial vehicles' from parking in the borough's streets between 6.30pm and 8am the following morning, with the exception of a few roads where the prohibitions does not apply.
- 1.9 The prohibition falls under The Barnet (Commercial Vehicles) (Waiting Restrictions) (No.1) Order 1988, and specifies a commercial vehicle as '*any vehicle of which exceeds five tonnes maximum gross weight, but does not include a motor vehicle constructed or adapted solely for the carriage of not more than 12 passengers (exclusive of the driver) and their effects or a hackney carriage*'.
- 1.10 Accordingly the Parking Enforcement Service currently enforces this prohibition focussed on the weight of a vehicle.
- 1.11 An example of a vehicle which weighs in the region of 5 tonnes is certain models of a Volkswagen Crafter, although it should be noted that other models of the Crafter, plus many other large vans fall within the 3.5 tonnes category.

#### Highway Code

- 1.12 Rule 250 of the Highway Code states that under the terms of The Road Vehicles: Lighting Regulations 1989 and The Road Vehicles (Construction and Use) Regulations 1986 that:

*'Cars, goods vehicles not exceeding 2500 kg laden weight, invalid carriages, motorcycles and pedal cycles may be parked without lights on a road (or lay-by) with a speed limit of 30 mph (48 km/h) or less if they are:*

- *at least 10 metres (32 feet) away from any junction, close to the kerb and facing in the direction of the traffic flow,*
- *in a recognised parking place or lay-by.*

*Other vehicles and trailers, and all vehicles with projecting loads, MUST NOT be left on a road at night without lights'.*

- 1.13 Accordingly on the basis that a number of commercial vehicles would be over 2500g (2.5 tonnes), then only the police can enforce this.
- 1.14 The likelihood however, of the Police enforcing this restriction is considered to be low, due to the relatively low level of risk in comparison to the Police's limited resources.

#### Goods vehicle operating licences and centres

- 1.15 A business may need a goods vehicle operator's licence if they use goods vehicles above 3500kg (3.5 tonnes) gross weight or 1525kg unladen weight. As part of the application process, a business is required to state where their proposed operating centres are and information about the numbers of vehicles they will keep there.
- 1.16 Therefore, it is a requirement for some businesses to not have their vehicles parked on-street whilst they are not in use.
- 1.17 The Driver and Vehicle Standards Agency (DVSA) carries out regular roadside vehicle checks and checks on operating centres. They then submit information to Traffic Commissioners who can call the business to a public inquiry to consider if any action against their licence is necessary.
- 1.18 The licence can be taken away, suspended or restricted by traffic commissioners for a variety of reasons, including if they use a place not listed on the licence as an operating centre (to store their vehicles).

Potential options moving forward

- 1.19 Moving forward, it is considered that the Council can consider the following action to address commercial vehicle parking.

***Option 1 - Additional/more stringent weight restriction – borough-wide, on individual roads or on an area/zone basis.***

- 1.20 As outlined elsewhere in this report, there is a borough-wide parking prohibition on vehicles weighing 5 tonnes or more. Consideration could be given to making this a lesser weight limit either on a borough-wide, area or road by road basis as this would capture commercial vehicles not necessarily captured by the current 5 tonnes prohibition, such as a 3.5 tonnes restriction.
- 1.21 Officers consider that introducing measures on a road by road basis may not totally remove or deter problematic parking as the activity could just be displaced onto nearby streets.
- 1.22 It should be noted that DfT approval may be required to introduce such measures due to the potential need to obtain signs approval, and consideration should be given to the potential impact on “non-commercial” vehicles which may be a similar weight to commercial vehicles which may get inadvertently “caught out” by any new restriction.
- 1.23 Consultation, including a statutory consultation would be required prior to introducing such a measure.

***Option 2 - Controlled Parking Zone (CPZ) in the affected streets or areas.***

- 1.24 Traditional parking restrictions in the form of CPZ controls may be effective in deterring non-resident parking, which could include problematic commercial vehicle parking.

- 1.25 Yellow lines would be provided where it is considered motorists should not park, either at all, or during certain hours, and parking places would be provided where it is considered safe for motorists to park. Where parking places are designated for resident permit holders, only residents of the agreed area would be able to apply for and obtain permits to entitle them to park their vehicles in them.
- 1.26 The introduction of a CPZ could help deter the parking of commercial vehicles, although residents and businesses who reside or operate in the agreed area, and who are owners/keepers of commercial vehicles would still be eligible to obtain a permit unless specific conditions were agreed to prevent this from occurring.
- 1.27 Consideration would need to be given to the times of day when the problematic parking is an issue. If overnight, then the CPZ would need to be introduced at night to address the concern.
- 1.28 Similar to a weight restriction, the introduction of a CPZ could displace the problematic parking to neighbouring streets, and again, statutory consultation would be required before the introduction of any agreed measure.
- 1.29 It should be noted that the two roads mentioned above, Mayfield Gardens NW4 and Rushgrove Avenue NW9, will be subject to CPZ investigations in the future, as Mayfield Gardens falls within an area identified for investigation relating to the future Brent Cross Regeneration and Rushgrove Avenue falls within a future Colindale CPZ investigation.
- 1.30 The Colindale CPZ referred to will be subject to an informal consultation later this year, with a view to introducing a CPZ in the area, subject to the outcome of consultation, in 2018,
- 1.31 The Brent Cross investigations will commence in 2017 with consultation planned for late 2017/early 2018.

***Option 3.- Refer potential non-compliance of operator's licence to Traffic Commissioners.***

- 1.32 There is scope to refer complaints about commercial vehicle parking to the relevant licensing office to investigate and enforce. This would ensure that actual issues are directly investigated, and the relevant action taken if any operator was found to be in contravention of their licence.

***Option 4 – Improve awareness of the issue through a publicity campaign***

- 1.33 Through the 'Barnet First' publication and other media, the Council reaches a large number of residents of the borough, and it is considered that it could be beneficial to seek to promote sensible and 'community spirited' parking through articles in Barnet First and potentially other communications.

## Conclusions

- 1.34 The current options to addressing problematic commercial vehicle parking are limited. The Council has no specific power to focus solely on parking by vehicles of a commercial nature, and also has limited powers to enforce restrictions which could impact on commercial vehicles.
- 1.35 When seeking to address commercial vehicle parking, historically the Council, has sought to focus on restricting the use of their roads by vehicles of a certain weight. In the case of parking, restrictions apply overnight to vehicles of over 5 tonnes.
- 1.36 In theory, this could be amended to any weight limit, and at certain times of day, however care would need to be given on ensuring that private vehicles owned by genuine residents are not captured as a prohibited vehicle.
- 1.37 A CPZ could be considered, however again, care would need to be taken to ensure the relevant times of day are captured. Furthermore, it is acknowledged that owners of commercial vehicles who are residents of the CPZ area would be eligible to obtain a permit.
- 1.38 Practically, the scale of the potential weight limit and CPZ solutions could be considered as excessive, given the issue, particularly in circumstances where commercial vehicle parking was taking place, and although considered problematic, was low in number.
- 1.39 There appears to be a process that the DVSA and Traffic Commissioners can investigate and seek to address contraventions of the Operator's Licence, and the Council could seek to liaise with these bodies to investigate issues as and when they arise.
- 1.40 Such action would be direct responses to particular commercial parking issues raised, although as it stands Officers are unaware of the process or timescales for their investigations, or their likely success rate.
- 1.41 Officers consider that of the options considered that, in terms of being the a response to issues raised, investigating and promoting liaison with the DVSA/Traffic Commissioners appears to be the most direct to any issue raised, although an exact process for doing so will need to be established.
- 1.42 However, it is noted that not all commercial vehicles will require an Operator's Licence and therefore would not be captured by this process.
- 1.43 It is therefore considered appropriate that Officers should seek to design and undertake a publicity campaign on the issue, through established local media, such as the Barnet First magazine, with a view to explaining the problematic parking and promoting a sensible parking regime.



- 1.44 Furthermore, Officers are aware of further concern relating to the use of skip lorries and vehicles with trailers being used to store waste, and will commit to checking whether the vehicles in questions are licensed waste carriers.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 It is considered that the issue of commercial vehicle parking is not easily solvable, but the recommended action seeks to go some way to seeking to resolve the concerns raised.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The Committee could choose to not progress with any further work, however this would mean that the concerns would remain unresolved and the Parking Policy aim of ensuring residents could park near their homes would not be met.
- 3.2 Alternatively, the Committee could choose to progress one or some of the options considered, however as it stands it is considered that a general 'scheme-based' solution to address the issue of Commercial Vehicle parking cannot be promoted without knowledge and understanding of the local issues and circumstances.
- 3.3 Furthermore it is considered that the measures outlined in Options 1 and 2 may cost significant amounts of money to install and enforce, depending on how widespread the issue is.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If the recommendation is approved, this work would be added to the current programme of priorities and further detailed work will be undertaken by Officers to investigate and progress the agreed options.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The Council's Corporate Plan 2015 – 2020 states in its strategic objectives that it will work with partners to create the right environment to promote responsible growth, development and success across the borough. We want to ensure that the borough continues to be a place where people aspire to live.
- 5.1.2 The Council's Parking Policy identifies that one of its key aims is to ensure that residents can park close to their homes.

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

- 5.2.1 Should the Committee agree to proceed with the recommendation there will

be costs incurred in relation to Officers in the Parking Process Team investigating and establishing a process that would be required to report issues to the DVSA/Traffic Commissioners and obtaining feedback, and engaging with the Communication Team in respect of creating a publicity campaign regarding the issue.

- 5.2.2 This would be anticipated to be in the region of £5,000 to set up a new process with minor ongoing costs in dealing with each report. As there is no other budget available to accommodate this additional activity it would need to be funded from the Special Parking Account.

### **5.3 Social Value**

- 5.3.1 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 the procurement of services contracts.

### **5.4 Legal and Constitutional References**

- 5.4.1 The Traffic Management Act 2004 places a duty on a local authority to appropriately manage its highway network and this includes the way in which the road space is utilised.
- 5.4.2 The Council's Constitution (Part 15, Responsibility for Functions, Annex A) gives the Environment Committee specific responsibilities for commissioning in relation to Streetscene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management.

### **5.5 Risk Management**

- 5.5.1 The concerns that have been raised in relation to commercial vehicles parking in residential streets would need to be fully understood in the context of the roads concerned and any potential solution would look to mitigate or at least reduce any risks identified.

### **5.6 Equalities and Diversity**

- 5.6.1 The Public Sector Equalities Duty under section 149(1) of the Equalities Act 2010, requires the Authority, in the exercise of its functions to, have regard to the need to advance equality of opportunity between persons, who share relevant protected characteristics and persons who do not share them.
- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is disproportionately low.

5.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.6.4 Any review carried out and potential solutions identified would take account of the need to fully consider equality impacts and ensured these are appropriately addressed.

## **5.7 Consultation and Engagement**

5.7.1 Should the Committee agree to proceed with the recommended actions, Officers will seek to engage with the DVSA and Traffic Commissioners regarding establishing a process moving forward, and seeking to engage with the Barnet public through Barnet First magazine.

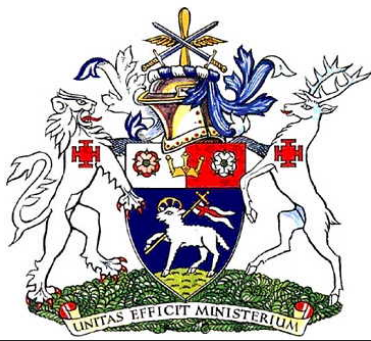
## **5.8 Insight**

5.8.1 Insight on the issue has thus far been identified by residents to their Ward Councillors. Officers will need to conduct more detailed work to engage with other authorities to establish a process to address the issue, and this insight will inform Officers' thinking when looking to progress with the recommended actions.

# **6. BACKGROUND PAPERS**

6.1 Members Item (Agenda Item 6) considered at the Environment Committee on 15<sup>th</sup> March and the decision made by the Committee.

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## Environment Committee

**11 September 2017**

<b>Title</b>	<b>Local Implementation Plan – Annual Spending Submission 2018/19</b>
<b>Report of</b>	Strategic Director - Environment
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	Appendix A - LIP Annual Spending Submission Proposals
<b>Officer Contact Details</b>	Jane Shipman, highwayscorrespondence@barnet.gov.uk, 020 8359 3555

### Summary

This report contains proposals for inclusion in the Local Implementation Plan (LIP) Annual Spending Submission to Transport for London (TfL) for 2018/19.

A new draft Mayor's Transport Strategy (MTS) is currently being consulted on , and in response to the finalised document boroughs will be expected to develop new Local Implementation Plans setting out how they will deliver the MTS in their local areas.

2018/19 is a second transitional year prior to the introduction of a new round of LIPs and once again the proposals for the LIP Annual Spending Submission have been developed to generally reflect the approach taken in previous years.

### Recommendations

1. That the Committee approve the 2018/19 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A for submission to Transport for London

## 1. WHY THIS REPORT IS NEEDED

- 1.1 In April 2012 the Mayor of London approved the Local Implementation Plan (LIP) for Barnet that was produced in response to the Mayor's Transport Strategy (MTS) published in May 2010. The approved LIP incorporated a Delivery Plan for the period 2011/12 to 2013/14 to deliver the priorities identified in the LIP. In 2013 all the London boroughs updated their Second LIPs to include a refreshed Delivery Plan for the period from 2014/15 to 2016/17.
- 1.2 A new Mayor's Transport Strategy (MTS) has been drafted and is expected to be adopted by the end of the 2017 calendar year. Boroughs will then be required to prepare new LIPs to come in to effect from April 2019. Boroughs apply annually for funding from TfL to support the proposals in their LIPs via an Annual Spending Submission (ASS). TfL have issued interim guidance to cover what will be a second transitional financial year (2018/19) between the end of the second LIP period and the start of the third.
- 1.3 The guidance identifies that the 2018/19 ASS should identify the projects to be delivered in that year that help the authority to achieve its LIP objectives. However the guidance identifies that boroughs should also take into account the new Mayor's transport priorities as signalled in the A City for All Londoners and Healthy Streets for London documents. TfL will now provide LIP and other borough funding as part of a wider healthy Streets funding portfolio designed to support the delivery of The Healthy Streets Approach as outlined in Healthy Streets for London.
- 1.4 The guidance draws on these Mayoral documents to identify a series of Mayoral Priorities and identifies ways that borough LIP submissions could or should address these.

Mayoral Priority	no.	Mayoral Outcomes
Healthy Streets & healthy people	1	Active: London's streets will be healthy and more Londoners will travel actively
	2	Safe: London's streets will be safe and secure
	3	Green: London's streets will be clean and green
	4	Efficient: making more efficient use of our street network
A Good Public Transport Experience	5	Connected Public Transport: more people will travel on an expanded public transport network
	6	Quality Public Transport: journeys by public transport will be fast, comfortable and reliable
	7	Accessible Public Transport: public transport will be affordable and accessible to all
New Homes & New Jobs	8	Unlocking: support delivery of homes and provide better access to jobs, customers and suppliers
	9	Good Growth: developments are sustainable, supported by public transport and active travel options

- 1.5 Barnet's LIP objectives as set out in the second LIP were identified as

1. **Ensuring more efficient use of the local road network**
  - 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
  - 2. Taking a comprehensive approach to tackling the school run**
    - a. Reduce car based journeys and increase levels of walking and cycling to and from school
    - b. Reduce pupil parking near schools
  - 3. Delivery of high quality transport systems in regeneration areas**
    - 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. More environmentally friendly transport networks**
    - 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
- 1.6 In general terms the changes to the Mayoral Policy Context would not have a significant impact on the types of proposal that have formed part of the Annual Spending Submission in recent years. Proposals to improve traffic flow, which might otherwise need to be reviewed are in general, responding to the growth in the borough and also delivering improvements for pedestrians and in terms of road safety so are likely to still be acceptable.
- 1.7 Therefore in this interim year before the introduction of a new LIP document a similar mix of types and value of proposals is identified as for 2017/18.
- 1.8 The guidance sets out the anticipated allocation for various programme areas. This includes TfL's LIP Corridors Neighbourhoods and Supporting Measures Programme that covers a wide range of transport areas. This allocation is made on a formula basis subject to TfL's agreement of the proposals and for Barnet in 2018/19 is expected to be £ 3,476,000.
- 1.9 Funding is also provided for Principal Road renewal and Bridge Strengthening allocated on the basis of surveys and identified needs condition and applications will be made for these. An indicative figure of £1,457,000 for Principal Road renewal in Barnet has been advised for 2018/19. The funding allocated for bridges is highly dependent on the relative condition and strategic importance of bridges on a pan-London basis.
- 1.10 In previous years a local Transport Fund allocation of £100,000 per borough was available for any transport purpose, which Barnet's LIP identified would be used for Borough Road Improvements. This is no longer available for 2018/19.

- 1.11 A new Liveable Neighbourhoods programme is available for boroughs to bid for separately (replacing a previous Major Schemes programme). Bids for this also need to be identified in the Annual Spending Submission. A bid to make improvements in the Colindale area supported by other development related funding is intended and will be identified in outline in the ASS.
- 1.12 Additional funding is also available to improve strategic priority areas for TfL and the Mayor such as bus priority, borough cycling, air quality and other outcomes as needs arise London-wide, and may be allocated during the course of the year. However these do not form part of the ASS.
- 1.13 Appendix A sets out proposals for the Annual Spending Submission, focusing particularly on the “Corridors Neighbourhoods and Supporting Measures” Programme, but also identifying other programmes that are due to be included in the submission to TfL in October 2017.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 As this is a transitional year prior to the development of a new LIP to respond to the new MTS (which is currently being consulted on by the London Mayor) the proposals included in the appendix have generally been based on simply extending existing areas of work where these have not completed.
- 2.2 Funding for specific junction improvements schemes and work in Town Centres has been kept relatively stable overall with adjustments made within the general framework to reflect progress and changes. Schemes that will help support bids for additional funding have been given priority and provision also made for new studies to develop future transport proposals for town centres not currently considered.
- 2.3 A prioritisation system was agreed by the Environment Committee for a number of the larger work areas included within the LIP in May 2016. Individual proposals from this have not been identified since progress on deliver during the current year will affect these and reprioritisation of School Travel Plan proposals in particular will have an impact on these.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**



- 3.1 A comprehensive review of all proposals has not been undertaken due to the imminent development of a new LIP responding to a new MTS.
- 3.2 Viable schemes being developed have generally been continued rather than reassessed against undeveloped proposals.
- 3.3 Where funding will not permit full implementation funding to allow partial implementation (with an expectation of completion in future year(s)) has been identified rather than focussing on some proposals while shelving others. The timescales necessary to implement some proposals means that carrying these out over a longer timescale is likely to be more practical approach.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once approved the 2018/19 Annual Spending Submission proposals will be submitted to TfL via a pro-forma spreadsheet or direct to the TfL Borough Portal (a web based tool developed by TfL to manage allocation of funds, reporting, forecasting and subsequently claiming of funding). TfL generally approve the schemes submitted in December

#### **5. IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

- 5.1.1 This report addresses the Corporate Plan strategic objective that: the council, working with local, regional and national partners, will strive to ensure that Barnet is a place where services are delivered efficiently to get value for money for the taxpayer. It approves the annual spending submission to TfL which provides the mechanism by which LIP funding of schemes is approved by TfL and identifies prioritisation schemes aimed at ensuring work is focused on those proposals that address agreed priorities and provided good value for money.
- 5.1.2 Schemes included in the Annual Spending Submission directly address the corporate plan delivery objective of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic, increased recycling principal road resurfacing schemes and traffic management schemes.” They also helps address the objectives “Barnet’s children and young people will receive a great start in life”; “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built and job opportunities created”, through delivery of school travel proposals, road safety education and training and engineering schemes and work to support regeneration and town centre proposals.
- 5.1.3 School Travel Planning activities and activities that encourage walking and cycling in general help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. Reduction of injuries and deaths from road traffic accidents through road safety education and engineering schemes also provides benefits to health and health services.
- 5.1.4 The Joint Strategic Needs assessment identifies that pollution levels are

higher along arterial routes, particularly the North Circular, M1, A1 and A5. This has health impacts related to air quality. It also identifies that the majority of people visiting town centres in Barnet do so by foot, bicycle or public transport. Encouraging this, particularly in less healthy areas, could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 Core funding for the implementation of the LIP is provided by TfL through a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues and separate maintenance programmes for Principal Roads and Bridges based on condition.

5.2.2 The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL.

5.2.3 A Liveable Neighbourhoods bid for Colindale is also being developed and it is intended that this will be identified in the Annual Spending Submission, although the application and bid documents are separate.

5.2.4 TfL approved funding will be incorporated into the 2018/19 capital budget and is expected to be £3,476,000 from the “Corridors, Neighbourhoods and Supporting Measures” programme and around £1,457,000 for Principal Road renewal, plus potential allocations for Bridge Assessment and Strengthening and for the Liveable Neighbourhoods bid.

5.2.5 This will be included in the Council’s Capital Programme when it is submitted for approval by Policy and Resources Committee in February 2018.

5.2.6 For comparison, the funding in 2017/18 is Corridors and Neighbourhoods £3,413,000, Principal Road Maintenance £1,344,000 and Local Transport Fund £100,000.

## **5.3 Social Value**

The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to commissioning or procuring services.

## **5.4 Legal and Constitutional References**

5.4.1 The 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 and implementation 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 safe, integrated, efficient, and economic transport facilities or services to, from or within Greater London.

5.4.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of Committees, Sub-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.

## **5.5 Risk Management**

5.5.1 Failure to submit the Annual Spending Submission (or to submit on time) would affect access to funding through TfL's LIP funding programmes which would compromise Barnet's ability to deliver its LIP objectives.

## **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 The annual spending submission includes packages of road safety education initiatives and traffic management and road safety engineering 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. Provision for 20mph proposals near schools is expected to particularly benefit children.

5.6.3 Measures are also included to support cycling. The full LIP equalities impact assessment identified that cycling was a higher priority among minority ethnic groups as a whole than among the general population as a whole.

5.6.4 Allocations are included in relation to provision of accessible bus stops and work to address other local accessibility issues which would help to advance equality of opportunity for disabled people accessing the transport system.

5.6.5 Detailed impacts of specific major proposals will receive further consideration as they are developed and implemented.

## **5.7 Consultation and Engagement**

5.7.1 Specific consultation in relation to the 2018/19 ASS has not been undertaken.

5.7.2 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.

## **5.8 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 various proposals.

## **6. BACKGROUND PAPERS**

- 6.1 TfL's Local Implementation Plan (LIP) 2018/19 Annual Spending Submission Interim Guidance is available here. <http://content.tfl.gov.uk/18-19-lip-ass-guidance.pdf>
- 6.2 The decision regarding the 2017/18 LIP application is available here (item 13) <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8590&Ver=4>
- 6.3 More detail on individual elements of the 2017/18 (current year) LIP funded work programme is available here (item 12) <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8593&Ver=4>
- 6.4 A prioritisation tool was agreed by the Environment Committee for a number of work areas on 12 May 2016. The decision related to this at item 11 here. <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8337&Ver=4>

## **Appendix A. LIP Annual Spending Submission Proposals.**

### **Principal Road Renewal programme**

Locations identified from condition surveys of roads will be submitted via TfL's borough Portal. An indicative allocation of £1,457,000 for Principal Road renewal in Barnet has been advised for 2018/19 and TfL invite bids totalling a sum about 25% above this level.

Provisional locations under consideration for inclusion in the 2018/19 application are:

Wood Street EN5

High Road N20

Station Road NW4 (parts)

Queens Road NW4 (part)

Brent Street NW4

Parson Street NW4 (part)

Kingsway N12

High Road N12

### **Bridge Assessment and Strengthening programme**

Locations identified based on condition in conjunction with LoBEG (London Bridges Engineering Group) will be identified and submitted via TfL's borough Portal.

### **Liveable Neighbourhoods Bid**

A major application for match funded improvements in conjunction with development funding in the Colindale area. The bid currently estimated at £5 to 7 million (subject to detailed discussions with TfL) is expected to concentrate on improvements across an area bounded by Watling Avenue to the north, the A5 to the west, the railway line alongside Grahame Park Way to the east and the M1 bridge on Aerodrome Road, and The Hyde to the south. This will include the Colindale tube station development proposal, redesign of the Roundabout at the Southern end of Colindale Ave, provision of improved pedestrian facilities to facilitate walking in the area. It is anticipated that the project would deal with the area in a holistic manner to deliver the London Mayor and TfL's new Healthy Streets objectives.

### **Corridors Neighbourhoods and Supporting Measures Programme**

Application proposals for the LIP Corridors Neighbourhoods and Supporting Measures Programme are set out in the table below.

<b>Corridors Neighbourhoods and Supporting Measures programme</b>		<b>18/19 proposal</b>
Electric Vehicle Charging points	Electric Vehicle charging point provision in Barnet, complementing and extending provision made through GULCS <sup>1</sup> , borough developments and other to deliver a range of publicly available charging points in the borough	£150k
Car club delivery	Provision of Car Club infrastructure and services as part of delivery of a mixed economy of car-club provision.	£50k

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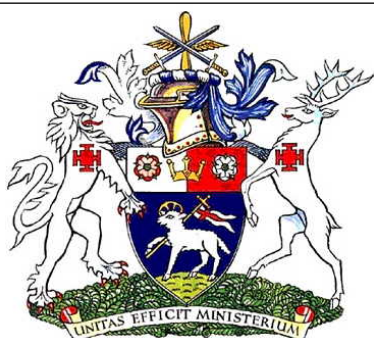
<sup>1</sup> Go Ultra Low City Scheme funding

Cycle training	Delivery of a programme of cycle training including school based training for primary and secondary pupils to Bikeability standards and other introductory training where appropriate and Adult and Family Cycle Skills training.	£171k
Support for cycling	Staffing and resources to support and promote cycling and cycling activities, including part funding for Cycle Officer, Fleet driver training, part funding for Bike-it plus	£60k
Cycle Infrastructure provision	Provision of new cycle parking including on-street stands, and/or provision of cycle hubs in vicinity of stations and other key destinations.  (Exact mix of on-street stands and cycle hub provision depends on 2017/18 delivery progress).	£100k
Cycle routes	New / improved cycle route provision - provisionally delivery of bridge replacements Lovers Walk and/or Oakdene Park	£180k
Travel Planning resources	Staff and resources to support schools developing and implementing school travel plans and monitoring of development led plans	£410k
Active travel proposal	Development and implementation of Beat the Street initiative which is an intervention which empowers communities to increase activity levels and improve health. This gets the young, the elderly, the inactive and the unwell moving together – embedding long-term health benefits across a community. It encourages active travel by installing beat boxes (similar to Oyster Card readers) within localities. Via engaging schools, children are given a card/fob and every time they pass a box they will tap in. Adults can also get involved by collecting a card from their local GP or library (this varies depending on the scope of the project).	£100k
Tree planting to support health improvement	Programme of tree planting to mitigate air quality and noise impacts and to enhance the public realm to help deliver Healthy Streets objectives.	£150k
Road safety Education, Training and Publicity	Staff and resources to support and deliver road safety education, training and publicity initiatives including school pedestrian training and theatre in education initiatives, BikeSafe and Scooter Safe course referrals with targeted funded places	£200k
Parking Reviews	Reviews of existing and provision of new controlled parking zones and parking arrangements in town centres and around transport hubs	£110k
Disabled parking provision	Implementation of disabled bays in town centres and residential areas	£75k
Minor parking schemes to address safety and traffic flow	Boroughwide	£25k
20mph around schools	Development and introduction of proposals for 20mph areas around schools in the borough. 1) Completion of 2017/18 locations: 2) Schemes identified from a new prioritisation of 20mph requests identified from School Travel Plans using the	£100k

	borough's agreed prioritisation tool for these types of proposal	
School Travel Plan Engineering schemes	Development and introduction of engineering proposals to support school travel plans. 1) Completion of 2017/18 locations 2) Schemes identified from a new prioritisation of School Travel Plan Engineering requests using the borough's agreed prioritisation tool for these types of proposal	£200k
Traffic Management and Accident reduction Schemes	Development and introduction of traffic management and accident reduction proposals: (1) Completion of 17/18 Accident Reduction locations; (2) Implementation (or part implementation) of proposals to provide pedestrian facilities and road safety improvements at existing traffic signalled junctions at: i) A5/Station Road, Edgware; ii) and A504 Finchley La/Church Rd j/w Brent Street/Parson Street; (3) Schemes identified from agreed prioritisation tool for Traffic Management and Accident Reduction schemes (including proposals identified in 2017/18 for 'design only')	£800k
Burnt Oak Broadway / Watling Avenue	Detailed design and commence implementation of proposal to provide pedestrian and road safety improvements and manage increased traffic levels (further implementation in future year(s)). [Note provides match funding for Burnt Oak Good Growth fund application]	£60k
Local Access and Accessibility Improvements Various locations boroughwide	Improvements to respond to localised accessibility issues identified through year	£125k
Golders Green Transport and Public Realm Study	A study of transport and public realm options for the Golders Green town centre, likely to include options for the road system around the war memorial and western station access	£50k
Chipping Barnet - junction of A1000 and Wood Street	Delivery of pavement widening by college following Area Committee decision of 17 July 2017 to develop a proposal to widen the footway on the south side of Wood Street from the college to the former Crown and Anchor public house, to future area committee agreement. [Note: Complements proposed Good Growth Fund bid by the Chipping Barnet Town Team]	£100k
Development of proposals/TfL liaison/Monitoring etc	Development of LIP proposals/TfL liaison/Monitoring etc	£50k
Bus stop accessibility improvements (boroughwide)	Completion of residual bus stop accessibility improvement locations.	£60k
Chipping Barnet High Street	Part funding for implementation of agreed proposals for Chipping Barnet High Street pavement build-outs (initial est	£100k

regeneration	£208k) subject to availability of other funding. [Note: Complements proposed Good Growth Fund bid by the Chipping Barnet Town Team]	
Lorry restriction changes	Implement local area and wider area lorry restriction changes	£50k
<b>Total</b>		<b>£3,476k</b>





## Environment Committee

11 September 2017

<b>Title</b>	<b>Parking near Summerside School and Woodhouse Open Space Enhancement</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing Nos. BC-001257_03-DESIGN BC-001257_03-TRACKING BC-001257_03 – Option 1 Sketches
<b>Officer Contact Details</b>	Dean Cronk <a href="mailto:Highwayscorrespondence@barnet.gov.uk">Highwayscorrespondence@barnet.gov.uk</a> 020 8359 3555

## Summary

A report to the 2 August Finchley and Golders Green Area Committee approved a proposal to proceed with consultation on the conversion of the south-west corner of the Woodhouse Open Space green area to carriageway (Measure A) and the provision of “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway (Measure B). A budget of £25,000 was agreed.

The Finchley and Golders Green Area Committee also resolved to provide a detailed design of the approved ‘Option 1’ (Grid parking along west side of green) applying what is left of the £25,000 budget allocated for the Kerb re-alignment and yellow lines, with the remainder to be sought from Environment Committee at this meeting on 11 September 2017. ‘Option 1’ would involve provision of grid reinforcement to allow parking on the side of Woodhouse Open Space.

This report is seeking to secure the addition funding of £57,200 required to detail design, consult and implement ‘Option 1’.

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## Recommendations

1. That the Environment Committee note that the Finchley and Golders Area Committee have agreed funding for the kerb re-alignment and double yellow lines and that consultation will be undertaken with the School and residents.
2. That the Environment Committee agree that detail design is completed and consultation be undertaken with the school and local residents on 'Option 1' (Grid parking along west side of green).
3. That the Environment Committee delegate authority to the Strategic Director for Environment to consider the consultation results and, in consultation with ward members, decide which option to take forward, with or without amendments.
4. That the Environment Committee approve the additional funding of £57,200 to implement the 'Option 1' Grid Parking from the 2017/18 or 2018/19 Network Recovery Plan.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 Options were reported to the 2 August 2017 Finchley and Golders Green Area Committee on the western side of Woodhouse Open Space to help address concerns about obstructive parking in Crossway.
- 1.2 The Committee resolved – That the Commissioning Director, Environment instruct officers to:
  - i. Proceed with consultation on:
    - a. Convert south-west corner of green to carriageway (Measure A);
    - b. Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway (Measure B).
  - ii. Provide a detailed design of 'Option 1' (grid parking along west side of green) applying what is left of the £25,000 budget, with the remainder to be sought from Environment Committee at its meeting on 11 September 2017.
- 1.3 This report includes additional detail around the costings of the approved Measure A - the kerb re-alignment, Measure B - double yellow lines, which were approved at the 2 August 2017 Finchley and Golders Green Area Committee and 'Option 1' for Grid parking.
- 1.4 **Measure A - Kerb re-alignment**
  - Conversion south-west corner of green to carriageway. It is assumed that trees on this corner can be avoided but this will need to be reviewed during the design process.

- 1.4.1 The measure is detailed on Drawing Nos. BC-001257\_03-DESIGN and BC-001257\_03-TRACKING (Auto Track drawing) and the cost estimate is as follows:

Detailed Design	£2,500
Construction (works cost)	£17,000
Implementation, supervision and post implementation costs	£1,950
<b>TOTAL</b>	<b>£21,450</b>

## 1.5 Measures B – Double yellow lines

- Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway.

- 1.5.1 The measure is detailed on Drawing No. BC-001257\_03-DESIGN and the cost estimate is £3,000.

## 1.6 Option 1 - Grid parking

- Provision of grid parking along west side of green. Extent shown on sketch is the maximum considered feasible without affecting the mature trees at the north-west corner. Other trees would need to be felled and re-provision made, with two trees provided for each tree removed

- 1.6.1 The measure is detailed on Drawing No. BC-001257\_03 – Option 1 Sketches and the cost estimate is as follows:

Detailed Design	£6,500
Safety audit, surveys etc	£1,000
Consultation	£500
Construction (works cost)	£44,000
Implementation, supervision and post implementation costs	£5,200
<b>TOTAL</b>	<b>£57,200</b>

- 1.7 Further detailed design has commenced but is still on-going due to the limited time period between the August Finchley and Golders Green Area Committee and the September Environment Committee, with the required clearance periods for reports.

- 1.8 The overall cost of Measures A and B and Option 1 were originally estimated to be a total £77,000. However, the further detailed design has revised the estimates for Measures A and B which were funded from the £25,000 Area Committee funding to a total of £24,450. Therefore, there is only £550 remaining of the original Area Committee allocation. Any underspend on the Area Committee funding will be return to the Finchley and Golders Green Area Committee funding pot.

- 1.9 The Environment Committee are requested to agree the funding of £57,200 to detail design, consult on and implement 'Option 1' for Grid Parking, from any potential underspend in the Network Recovery Plan for 2017/18 or allocate from the funding for the 2018/19 Network Recovery Plan.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation is for the Environment Committee to secure funding required above the maximum £25,000 that can be provided by the Finchley and Golders Green Area Committee. The funding will ensure that the complete scheme in the form of 'Option 1' can be progressed to implementation, subject to a positive response to the public consultation.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The alternative 'Option 2' which involves preventing this parking; reserving the area for recreation and as a grassed space was not recommended for progression at the 2 August 2017 Finchley and Golders Green Area Committee.
- 3.2 The other option would be to not proceed with 'Option 1' however this would not address the parking concerns and issues raised by the school, local Ward Councillors and residents.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Following agreement of 'Option 1', consultation with the school and residents would follow, with the outcomes considered by the Strategic Director for Environment and ward members. Implementation or staged implementation is subject to the availability of other funding or identification of alternative delivery solutions.
- 4.2 Measures A and B already have an Area Committee resolution and funding to proceed to detailed design, consultation and implementation.
- 4.3 It should be noted that even if the funding is not secured for the 'Option 1', Measures A and B will be progressed to consultation and implementation as this scheme has previously been approved with funding already secured.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The Corporate Plan includes 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". The proposals here will help make the local area more attractive and manage traffic and parking helping residents feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

## **Property, Sustainability)**

- 5.2.1 The costs of Measures A and B are a total of £24,450 and are to be funded from the £25,000 agreed from the Finchley and Golders Green Area Committee CIL funding on the 2 August 2017.
- 5.2.2 The funding of £57,200 required to design, consult on and implement 'Option 1' for Grid Parking, will be available from any potential underspend in the 2017/18 Network Recovery Plan. However, if insufficient funding is available in 17/18, then funding will be allocated from the 2018/19 Network Recovery Plan. This is part of the 'Investment in Roads and Pavements' budget approved by the Policy and Resources Committee.
- 5.2.3 The work will be carried out under existing Highway or Greenspace contract arrangements, via directly employed labour or other procurement or delivery arrangements to be identified.

## **5.3 Social Value**

- 5.3.1 Not applicable in the context of this report.

## **5.4 Legal and Constitutional References**

- 5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984.
- 5.4.3 The Traffic Management Act 2004 places obligations on traffic 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.
- 5.4.4 The Committee should note that the green at the junction of Crescent and Garthway is currently held in the ownership of the Council as open space land. In order to convert a corner of this green into carriageway identified in the drawings attached to this report, the Council will need to appropriate this corner of the green under section 122 of the Local Government Act 1972 from open space land to highways land. Before appropriating open space land, the Council is required to advertise its intention to appropriate the corner of the green for two consecutive weeks in a local newspaper. The Council is then required to consider any objections to the proposed appropriation. Officers will be seeking the appropriate Committee authority in order to carry out the appropriation and this will form the subject of a separate report.
- 5.4.5 Section 15 of the Constitution "Responsibility for Functions (Annex A – Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards)" provides that the Environment Committee functions include specific responsibilities for commissioning "transport and traffic management" and "parks and open spaces".

## **5.5 Risk Management**

5.5.1 The consultation could raise expectations of introduction of a proposal. As there is a risk that sufficient funding or cost reductions could not be identified to meet the full cost this could lead to adverse publicity. To mitigate this, the consultation documents would make it clear that full funding was not yet identified for the proposals.

5.5.2 Otherwise there are no particular risk management issues associated with the decision to consult, although the works proceeding from it will require risk management of construction risks.

## **5.6 Equalities and Diversity**

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

- 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 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

5.6.3 The proposals in the report have a similar impact on members of all groups. Introduction of the measures outlined in the report are likely to benefit pedestrians generally, but in particular children travelling to and from school and those escorting them. Parking restrictions and provision will also impact on most groups to a similar extent but again children travelling to school and their escorts may be more affected than other groups. However it is not considered that these positive or negative effects would compromise the Council in fulfilling its duty

## **5.7 Consultation and Engagement**

5.7.1 Consultation with Summerside Primary School, Ward Councillors and local residents regarding the scheme is planned. Statutory Consultation regarding parking restriction changes would also be required.

## **5.8 Insight**

5.8.1 Not applicable in the context of this report.

## **6. BACKGROUND PAPERS**

- 6.1 The Finchley and Golders Green Area Committee on 30 March 2016 agreed “That the Committee requested to receive an officer’s Report at its next meeting with approximate funding costs in relation to the proposal for Mesh Parking on the Green Near Summerside School.” (Item 9 here).  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8267&Ver=4>
- 6.2 The Finchley and Golders Green Area Committee on 6 July 2016 agreed that “officers would update the Chairman of the Committee on what can be achieved with an expenditure of £25,000 in relation to the scheme including any other relevant information.” (item 9 here).  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>
- 6.3 The Finchley and Golders Green Area Committee on 2 August 2017 agreed that “officers would
1. Proceed with consultation on:
    - a. Convert south-west corner of green to carriageway;
    - b. Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway.
  2. Provide a detailed design of Option 1 and report back to the Environment Committee on 11 September for additional funding (item 12 here).
- <https://barnet.moderngov.co.uk/documents/g9273/Printed%20minutes%202002nd-Aug-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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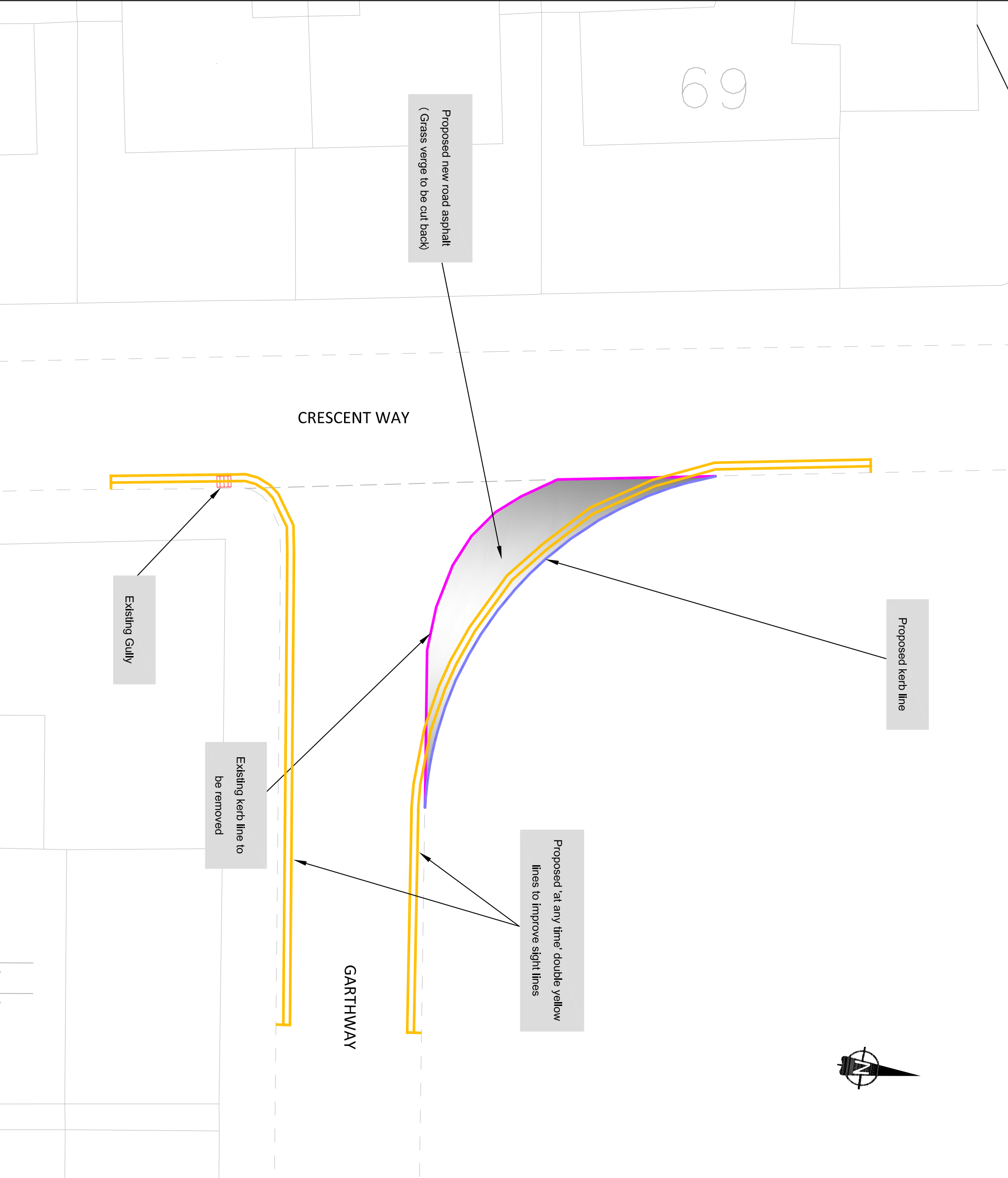


NOTES:

1. All dimension in metres unless otherwise stated

LEGEND:

- NEW KERB LINE
- DOUBLE YELLOW LINES
- KERB TO BE REMOVED
- EXISTING ROAD MARKING TO REMAIN
- NEW ROAD ASPHALT
- EXISTING GULLY



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REVISION			
Rev/Issn Details	Design/Check	Date	Rev.

FOR INFORMATION

Client:



Re Scheme Ref: BC/00XXX\_YY

SUMMERSIDE  
WOODHOUSE OPEN SPACES

Drawing title

FEASIBILITY DESIGN

Scale @ A3:			
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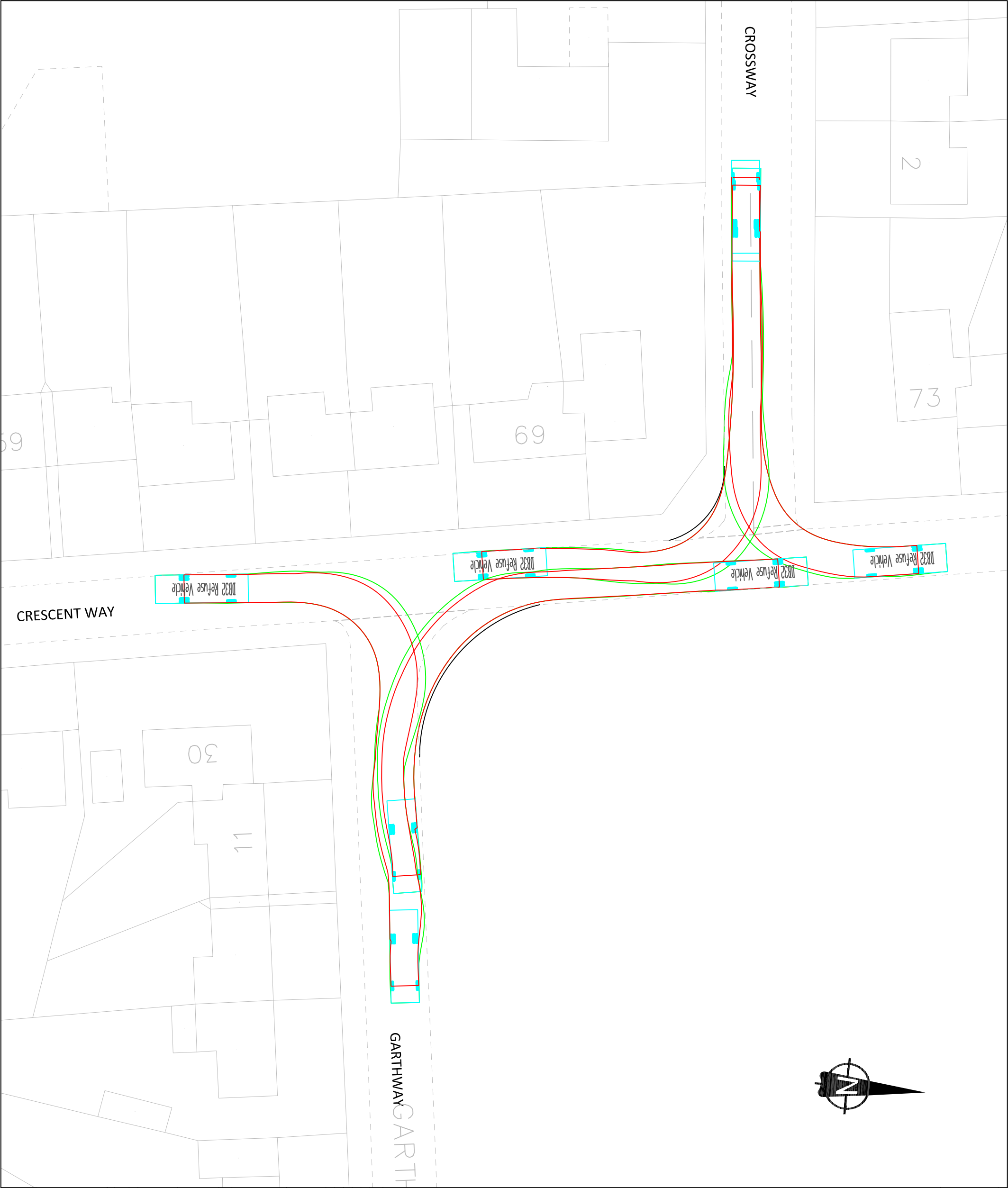
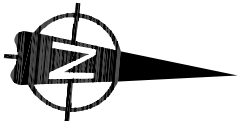
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref: BC/001257\_03.

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:



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REVISION

Revision Details	Design Check	Date	Rev.

Purpose of Issue

FOR INFORMATION

Client:



**Re** Scheme Ref: BC/00XXX\_YY

SUMMERSIDE- WOODHOUSE  
OPEN SPACES

Drawing title

VEHICLE TRACKING

Scale @ A3:

Design	xy	Drawn	xx	Checked	xx	Approved	xx
Date:	xx/xx/xx	Date:	xx/xx/xx	Date:	xx/xx/xx	Date:	xx/xx/xx



BC/001257\_03-TRACKING

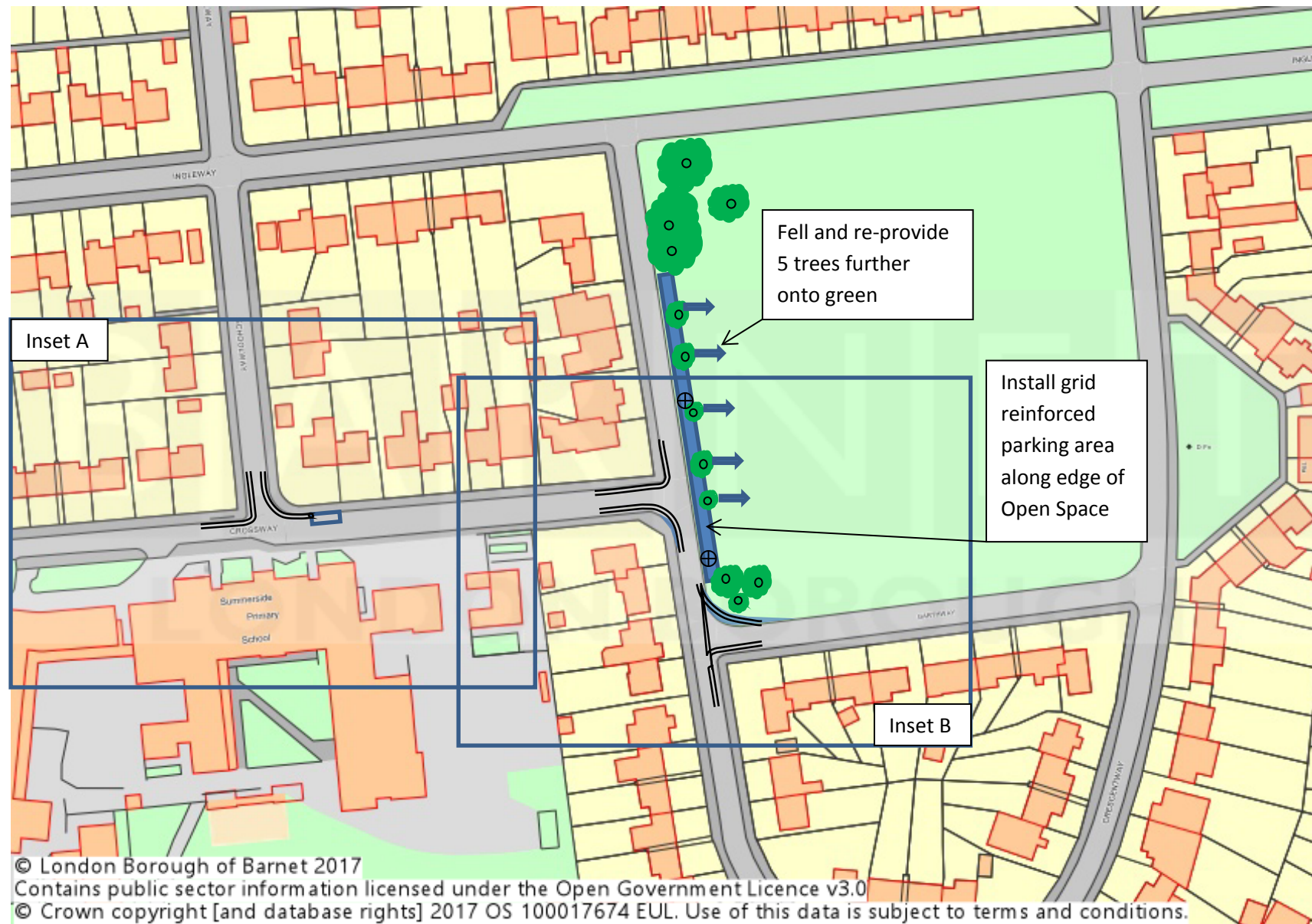
Rev.

0

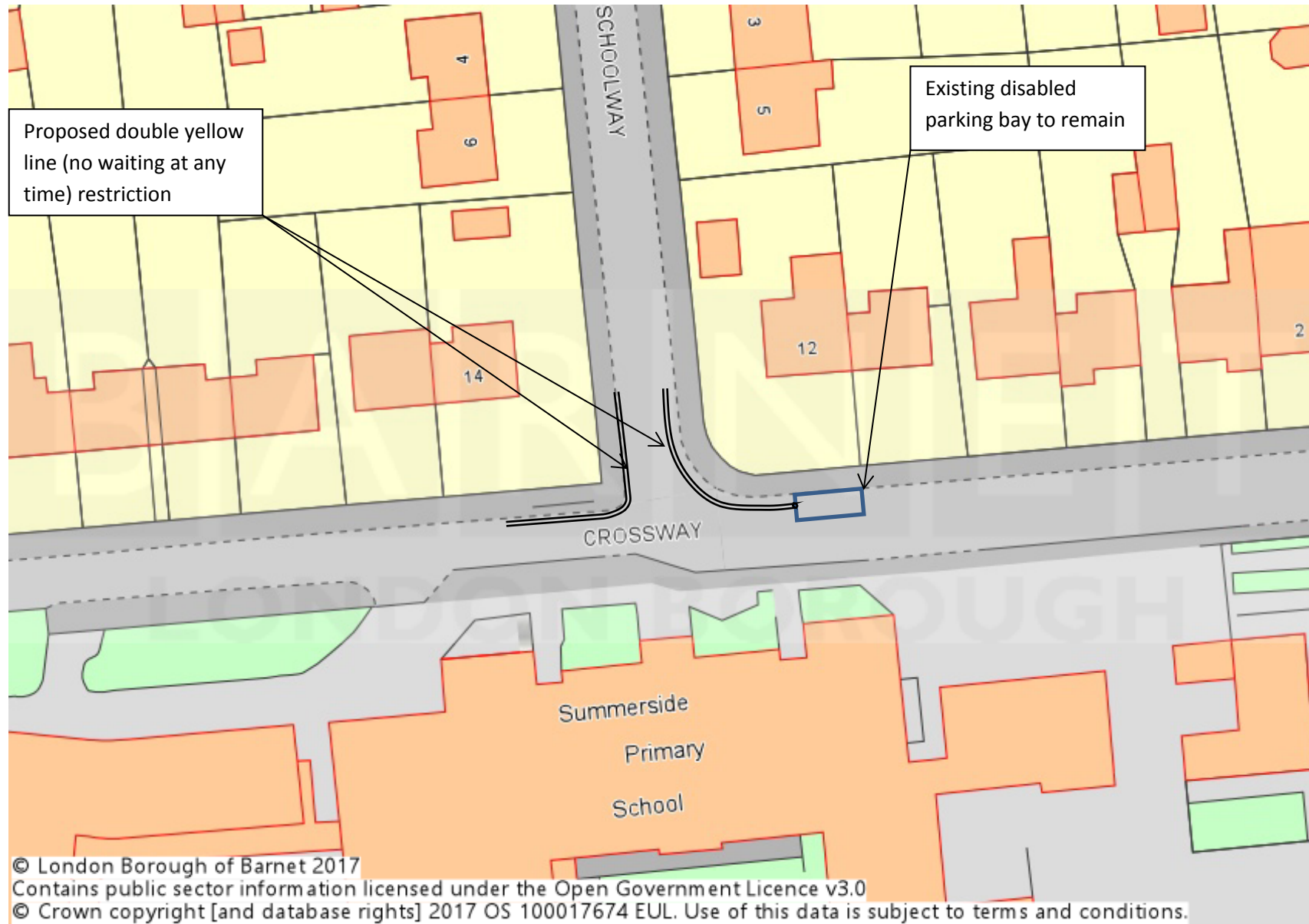
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# Woodhouse Open Space/Summerside School

## Sketch: Option 1



**Inset A – Junction of Schoolway and Crossway (Option 1 and Option 2)**





**Inset B – Junction of Crescent Way and Garthway (Option 1). Parking restriction details and conversion to carriageway also relevant to option 2.**



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**London Borough of Barnet**  
**Environment Committee Work Programme**  
**September 2017 – May 2018**

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)
7 November 2017			
Green Spaces capital projects report	Committee to consider and comment on the proposals for capital investment into green spaces	Strategic Director for Environment	Non-key
2018/19 Fees and Charges Report	Committee to consider and comment on proposed fees and charges for 18/19 financial year	Strategic Director for Environment	Non-key
Draft Recycling and Waste Policies	Committee to consider the draft recycling and waste policies and revised fees and charges	Strategic Director for Environment	Non-key
Environment Committee Business Planning report 2018/19	Committee to consider and comment on the 2018/19 Environment Committee business plan	Strategic Director for Environment	Non-key
Footway Damage – Phase 2 report	Committee to consider and comment on phase 2 of the Footway Damage project	Strategic Director for Environment	Non-key
Regulating Our Future: Why food regulation needs to change	Committee to consider proposals regarding the regulation of food premises in Barnet	Strategic Director for Environment	Non-key

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
11 January 2018			
LiP programme – 2018/19	Committee to approve the LiP programme for 2018/19	Strategic Director for Environment	Non-key
Network Recovery Programme (NRP) 2018/19	Committee to approve the NRP programme for 2018/19	Strategic Director for Environment	Non-key
Copthall Master Plan	Committee to comment and approve the Copthall Master Plan	Strategic Director for Environment	Non-key
Public Realm arboriculture policy	Committee to note and comment on the arboriculture policy.	Strategic Director for Environment	Non-key
Environment Commissioning Plan – 2018/19	Committee to comment and approve the 2018/19 Environment Commissioning Plan	Strategic Director for Environment	Non-key
Parking Enforcement Contract	Committee to consider and comment on the progress of the Parking Enforcement procurement project	Strategic Director for Environment	Non-key
14 March 2018 – Items to be allocated			

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