

<u>MEETING</u> ENVIRONMENT COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 14TH MARCH, 2018 AT 7.00 PM
<u>VENUE</u> 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	Gabriel Rozenberg	Alison Cornelius
Graham Old	Alan Schneiderman	Phil Cohen
Alon Or-bach	Devra Kay	Agnes Slocombe

Substitute Members

Lisa Rutter	Stephen Sowerby	Sury Khatri
Claire Farrier	Tim Roberts	Nagus Narenthira

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

Andrew Charlwood – Head of Governance

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

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

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Decisions of the Environment Committee

11 January 2018

Members Present:-

AGENDA ITEM 1

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

Councillor John Hart	Councillor Alan Schneiderman
Councillor Gabriel Rozenberg	Councillor Philip Cohen
Councillor Alison Cornelius	Councillor Agnes Slocombe
Councillor Graham Old	Councillor Alon Or-Bach

1. MINUTES OF THE PREVIOUS MEETING

Before the Committee considered the minutes of the previous meeting Councillor Phil Cohen requested that members received information in relation to the Members Items that the Committee considered in his name. The Strategic Director for Environment confirmed that a letter would be sent to Members of the Committee updating them on the issue.

Having considered the above the Committee:

RESOLVED that the minutes of the Environment Committee held on 07 November 2017 be approved.

2. ABSENCE OF MEMBERS

Councillor Doctor Kay gave her apologies for absence. Councillor Tim Roberts was in attendance as a substitute Member. An apology of lateness was received from Councillor John Hart.

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

Agenda Item 6 – Members Item in the Name of Councillor Peter Zinkin – Include Barnet Hospital in the Teachers permit scheme

Councillor Peter Zinkin declared a non-Disclosable Pecuniary interest. He stated that he was the Barnet appointed Governor of the Royal Free Group. Councillor Zinkin took part in the consideration and voting process of the item.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None

5. PUBLIC QUESTIONS AND COMMENTS

The Environment Committee noted the details of public questions that had been submitted and circulated.

6. MEMBERS' ITEMS

Include Barnet Hospital in the Teachers permit scheme

Councillor Peter Zinkin introduced the item and requested that the Committee supported his Member's Item.

Resolved:

Having considered the report, the Committee requested that the Strategic Director for Environment:

- Considers the proposal and conducts a parking survey in order to establish if the proposal can be established, or not
- that in the event of the completion of a parking survey a report be submitted to a future meeting.

The votes recorded were:

6 – for
5 – against

Thanks to Council's Gritting Staff

Councillor Cohen introduced the item and requested that the Committee supported his Member's Item.

Cllr Alan Schneiderman requested that a report be submitted back to the Committee to include:

- the challenges that staff faced on 11 December and also a review be submitted to the Committee
- a review of the gritting operation.

Having considered the report the Environment Committee:

Resolved:

- briefing note be circulated to Members of the Environment Committee regarding the recent gritting operation on the 11th December
- that a report be submitted to a future Environment Committee that outlines:
 - a review of the Council's gritting policy and arrangements
 - how other agency's work with the Authority
 - lessons learned from the 17/18 gritting operations

7. PARKING ENFORCEMENT CONTRACT RE-COMMISSIONING

The Strategic Director for Environment introduced the item and the intentions of the report. He invited Members to consider the report including the appendices to the report and the recommendations as illustrated.

Councillor Alan Schneiderman move a motion in his name and requested that the procurement process is postponed until a full business case is submitted to the

Environment Committee, this was seconded by Councillor Alon-Orbach. This was put to the vote and recorded as follows:

- For the motion – 5
- Against the motion – 5

The Chairman used his casting vote and therefore the motion was lost.

Having considered the report, the Environment Committee:

Resolved:

- 1. That the Committee note the content of this report, based on the findings of the independent expert's work on an in-house model, including the cost and income implications were the service to be brought in house.**
- 2. That the Committee note the content of the independent expert's report, including the exempt information at Appendix B.**
- 3. That the Committee agree to the continuation of the present procurement based on retaining the use of the private sector as a delivery vehicle for the Parking enforcement service.**

The votes recorded were:

- For – 5
- Against – 5

The Chairman used his casting vote and therefore the recommendations were carried.

8. HIGHWAYS PLANNED MAINTENANCE PROGRAMME 2018/19

The Strategic Director for Environment introduced the item and the intentions of the report. The committee noted a supplement to appendix A which had been circulated.

The Chairman requested that Woodlands N14 footway be considered in addition to the carriageway which the Strategic Director for Environment confirmed it's inclusion.

Having considered the report, the Environment Committee unanimously:

Resolved:

- 1. That the Committee approved the capital expenditure of £8 million for the delivery of the 2018/19 Planned Maintenance and Network Recovery Plan work programme consisting of carriageway and footway renewal works as listed in Appendix A of this report.**
- 2. That the Committee agreed the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 3. That the Strategic Director for Environment be authorised to alter the programme of carriageway and footway renewal works, should the community, through local Ward Members object to a scheme being implemented.**

4. That subject to the overall costs being contained within agreed budgets, the Strategic Director for Environment is authorised to instruct Re to implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and or the Council's Contract Procedure Rules as appropriate.

9. DRAFT CORPORATE PLAN 2018/19 ADDENDUM

The Strategic Director for Environment introduced the item and the intentions of the report

Having considered the report the Environment Committee:

Resolved:

- **That the Committee reviewed the draft Corporate Plan 2018/19 addendum, including the key activities and targets for the Environment Committee, and noted the report prior to consideration of the Corporate Plan 2018/19 addendum by Policy and Resources Committee on 13 February 2017.**
- **The Committee agreed to amend the performance target of the satisfaction footways from 31% 39% for 2018/19. It was noted that this was in line with the London average.**

The votes were recorded as

Vote for – 6

Against – 0

Abstain – 5

10. SCHOOL PERMIT SCHEME

Having considered the report the Environment Committee unanimously:

Resolved:

- 1. That the Environment Committee noted the outcome of the surveys conducted in zones C and BX and the details of planned surveys in Zones CE, WH1 and C1.**
- 2. That subject to the condition set out below, the committee approved the issue of school permits to allow staff at the listed school to park in permit bays for the applicable zone while the holder is carrying out school duties or travelling for the purpose of carrying out school duties, subject to the conditions agreed at the Environment Committee of 11 May 2017.**
- 3. That the Committee agreed that the condition referred to above should be: That the parking survey should show that demand at the busiest surveyed time should not exceed 85% of the total number of resident permit bays occupied in the surveyed area if one or more additional vehicle were to be added.**

4. That the committee agreed that an area of adjacent streets should be excluded (exclusion zone) in each case and that where more than one school falls within a zone, these areas should apply to permit holders from all schools in the zone. This exclusion zone will be set by the Strategic Director for Environment following consultation with ward members.

5. That the committee agreed that the maximum number of concurrent permits to be issued to staff at each School be limited to 25.

6. The committee noted the above exclusion zone and cap on permits and delegate authority to the Strategic Director for Environment plus Ward Members to review and vary them in response to changes in circumstances.

7. the Committee agreed that in respect to St Catherine's school a further discussion take place with the Chief Officer and Ward Members. Subject to that consultation the Committee agreed that the Strategic Director of Environment be given delegation power to resolve.

11. CONSIDERATION OF A PUBLIC SPACES PROTECTION ORDER

Councillor Alison Cornelius introduced the item and reminded the Committee that a motion had been reported to Full Council. The Chairman invited the Community Safety Manager to make a representation, he outlined that Officers had completed a take and finish group in November. He illustrated the options in the report and heightened the bye laws, he requested that Members give consideration to the report and it's recommendations.

The Environment Committee suggested that the maximum number of dogs for each handler is four.

Having considered the report, the Environment Committee unanimously:

Resolved:

1. That the Environment Committee noted the current approach being implemented using the Community Protection Notice process to deal with dog nuisance and dog fouling issues highlighted in this report.
2. That the Environment Committee agreed to delegate to the Strategic Director for Environment, authority to instigate a consultation, consider the responses to it and decide whether to introduce a PSPO for Brook Farm Open Space and Barnet Playing Fields.
3. The Committee noted that the Strategic Director for Environment will write to all Members of the Council to consult on further sites in order to introduced PSPO.

12. COMMITTEE FORWARD WORK PROGRAMME

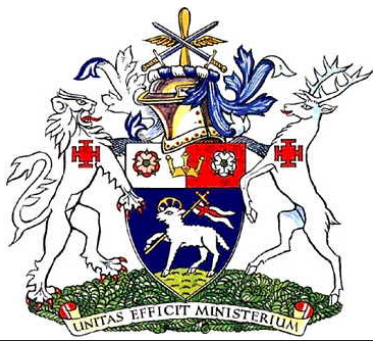
Resolved:

That the Environment Committee noted the work programme.

13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 20:32



Environment Committee

14 March 2018

Title	<p>Member's Item</p> <p>Cllr Alan Schneiderman – Cuts to Street Cleaning</p> <p>Cllr Phil Cohen – West London Orbital Rail Link</p> <p>Cllr Dr Devra Kay – The Poor State of BT Phone Boxes</p> <p>Cllr Alon Or-bach – Closure of North Finchley Post Office</p>
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	<p>Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205</p>

Summary

The report informs the Environment Committee of Member's Item and requests instructions from the Committee.

Recommendations

1. That the Environment Committee's instructions in relation to this Member's item are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Members of the Committee have requested that the items tabled below are submitted to the Environment Committee for considering and determination. The Environment Committee are requested to provide instructions to Officers of the Council as recommended.

Name of Councillor	Member's Item
Alan Schneiderman	<p>CUTS TO STREET CLEANING</p> <p>Environment Committee understands that the number of hours worked by the Council's street cleansing staff at weekends has recently been cut. The Committee calls for an assessment of the impact of this cut.</p>
Phil Cohen	<p>WEST LONDON ORBITAL RAIL LINK</p> <p>Environment Committee welcomes the news that the Mayor of London, Sadiq Khan, has adopted plans for a West London Orbital Rail service as part of his transport strategy. This vital investment in Outer London will improve orbital links for many Barnet residents, especially those living in Cricklewood and Hendon. Environment Committee asks for an invitation to be sent to TfL, the West London Alliance and Network Rail to attend a future meeting of the Committee to discuss the plans.</p>
Dr Devra Kay	<p>THE POOR STATE OF BT PHONE BOXES</p> <p>Many BT phone boxes in the Borough are not working, vandalised or in a poor state of repair. The Environment Committee calls on the Strategic Director of Environment to write to BT to ask them to bring all of their phone boxes up to an acceptable standard within a reasonable timeframe and if this is not complied with to use appropriate powers to seek to enforce this.</p>
Alon Or-bach	<p>CLOSURE OF NORTH FINCHLEY POST OFFICE:</p> <p>Environment Committee note that Post Office intends to close the crown post office in North Finchley and relocate it to vacant retail premises at 831 High Road N12 and the impact of the street scene on this move. In comparison to the current location, the new site has a narrow pavement, steep curb and no disabled parking bay outside. Environment committee believes that this makes access difficult for people with disabilities. In addition, the lack of a loading bay will make</p>

	access for Royal Mail vehicles difficult and lead to traffic congestion. Environment Committee therefore agrees to write to the post office setting out the committees' concerns.
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2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

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

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

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

5.6 **Consultation and Engagement**

5.6.1 None in the context of this report.

6. **BACKGROUND PAPERS**

6.1 None.

	<p>Environment Committee</p> <p>14 March 2018</p>
<p style="text-align: right;">Title</p>	<p>Copthall Sports Hub and Mill Hill Open Spaces Draft Masterplan</p>
<p style="text-align: right;">Report of</p>	<p>Chairman of Environment Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Dennis Holmes: Lead Commissioner for Parks and Open Spaces Dennis.Holmes@barnet.gov.uk 07753 686 111</p>

Summary

As reported to the 13th July 2017 meeting of the Environment Committee, external consultants were appointed to produce a masterplan for the Copthall Recreation Ground and adjoining open spaces in Mill Hill; in line with the recommendations in the Council's adopted Parks and Open Spaces Strategy and the Playing Pitch Strategy for Barnet

The consultants have developed a draft masterplan for the sites and this is accessible at Open Barnet.

The Environment Committee is invited to endorse the draft masterplan as the first stage in the definition and implementation of the longer-term vision for the sites; maintaining and enhancing their nature conservation and biodiversity contributions whilst increasing opportunities for wider recreation and developing Copthall as a major Sports Hub.

The draft masterplan will then be subject to public and stakeholder consultation with the outcome being reported to a future meeting of the Committee.

In addition to and considering the outcome of the public and stakeholder consultation, there is a requirement for Officers to develop outline delivery and funding plans together with an Outline Business Case (OBC) for the development and operation of the sports hub and to report these to a future meeting of the Committee for approval.

Officers Recommendations

- 1. The Environment Committee endorses the draft masterplan for the Cophall Sports Hub and the adjoining Mill Hill Open Spaces and agrees that the draft masterplan is subject to public and stakeholder consultation with the outcome being reported to a future meeting of the Committee together with the Outline Business Case for its development and operation.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Parks and Open Spaces Strategy (POSS) and the Playing Pitch Strategy for Barnet (PSS), respectively adopted at the 12th May 2016 and 15th March 2017 meetings of the Environment Committee, both recommend the development of a major sports Hub at the Cophall Recreation Ground. The Policy and Resources Committee at its 1st September 2016 meeting, approved a Planning Brief for Cophall which facilitates the development of the site as a sports hub. This report addresses the initial phase of delivering the POSS and PSS recommendations within the context of the Planning Brief.
- 1.2 In addition to its intrinsic benefit, the creation of the Sports Hub will also support wider corporate and community objectives.
- 1.3 The Council's Corporate Plan says: -
 - Barnet's parks and green spaces will be amongst the best in London;
 - resident feedback consistently shows that Barnet's parks and green spaces are amongst its biggest assets and a strong influence for people deciding to live here
 - the council recognises this, and will continue to ensure that the borough's parks and green spaces are looked after;
 - the council will develop more innovative ways of maintaining its parks and green spaces, including through greater partnerships with community groups and focus on using parks to achieve wider public health priorities for the borough.
- 1.4 The Joint Health and Wellbeing Strategy says: -
 - Barnet is now the largest borough in London by population and is continuing to grow. The highest rates of population growth are forecast to occur around the planned development works in the west of the borough, with over 113% growth in Golders Green and 56% in Colindale by 2030.
 - Barnet Sport and Physical Activity Needs Assessment (2012) highlighted that whilst health behaviours and outcomes are more favourable in Barnet than in

England as a whole, sport and physical activity rates and the use of outdoor spaces are below the national average

- A breadth of evidence demonstrates that a more active lifestyle is essential for physical and mental wellbeing. Regular physical activity helps to reduce the risk of stroke, type II diabetes, development of dementia, incidences of heart disease, cancers and high blood pressure. Physical activity supports the prevention and management of long term conditions as well as being a component of achieving and maintaining a healthy weight;
- Physical inactivity currently costs the UK economy £7.2 billion. Additional costs are incurred via the wider economy; through sickness absence, premature death of productive individuals and increased costs for individuals and their carers;
- Within Barnet, the health costs of physical inactivity currently cost £6.7 million. This is approximately £1.9 million per 100,000 of the Borough population. However as measured by the Sport England Active People Survey Data (APS9 Quarter 2) 43.8% of the Borough are currently inactive and would like to do more;
- The number of people with mental health conditions is predicted to increase as the population grows. In November 2014, the Health and Wellbeing Board identified prevention of and early intervention in mental health problems as a priority. Mental health is our key priority in year one4 of the JHWP Strategy with partners coming together to make a positive impact for all of our residents;
- maximise the potential of improvements to and changes in the management of open spaces, where this could support improved mental wellbeing.

1.5 The Local Plan (Policy CS7) says the Council will create a greener Barnet by: -

- enhancing open spaces to provide improvements in overall quality and accessibility;
- meeting increased demand for access to open space and opportunities for physical activity,
- by tackling deficiencies and under provision.

1.6 The adopted Borough Wide Parks and Open Spaces Improvement and Investment Programme, including the masterplanning of Copthall will result in the delivery of a range of outcomes linked to the following Council's strategies: -

- Growth Strategy: creating the environment for growth;
- Regeneration Strategy;
- Joint Health and Wellbeing Strategy;
- Sport and Physical Activity Strategy;
- Parks and Open Spaces Strategy;
- Playing Pitch Strategy;
- Community Safety Strategy;
- Entrepreneurial Barnet Strategy.

1.7 External consultants were engaged through a competitive process to develop

a draft masterplan for the creation of a sports hub in line with the POSS and PPS recommendations and the Planning Brief. The draft masterplan was developed following extensive consultation with tenants and users of Copthall and adjoining sites including Saracens Rugby Club and Middlesex University, as well as residents' groups, National Governing Bodies of Sport (NGB's) and Sport England.

- 1.8 The draft masterplan sets out an ambitious and exciting long-term vision for the future of the Copthall site, together with the linked and adjoining sites: Mill Hill Park, Sunny Hill Park, Arrandene Open Spaces and Bittacy Park. It also proposes new pedestrian and cycle routes to make the sites more accessible to regeneration and population growth areas such as Colindale which are currently cut off from the sites by the M1 corridor.
- 1.9 The draft masterplan recognises and seeks to enhance the contributions to nature conservation and biodiversity made by the site. However, individually and collectively the sites have potential to provide additional facilities and opportunities, including play, informal recreation, mountain biking and events, as well as enhancing and improving facilities for team sports; including the provision of artificial grass pitches
- 1.10 The delivery of the draft masterplan will result in increased use of the sites, both for sports and non-sports activities. The consultants' proposals recognise the need to develop cycle ways and footpaths into and through the sites, in addition to improving public transport links, improved access for motor vehicles and increased parking within Copthall. Further points include improving the access to Copthall from the Middlesex University Hendon campus through Sunny Hill Park and proposals for improvements to facilities at Mill Hill Park.
- 1.11 The proposals also recognise the need for the operation of the sites to achieve cost neutrality. To achieve this, it is proposed that a major chargeable attraction within the new hub building will be developed in the centre of the Copthall site. The hub building will also include further income generating activities such as treatment rooms, retail and hire opportunities and catering, together with fees for the hire of pitches.
- 1.12 The draft masterplan in full and summary versions is accessible at Open Barnet. In summary it proposes: -
 - Enhanced nature conservation and biodiversity support across the sites with particular focus on Arrandene;
 - Forest activity and woodland play trails across the sites;
 - Improved connections from Middlesex University Hendon campus through Sunny Hill Park into Copthall; including a new bridge over the M1;
 - Improved accesses to Copthall from the Colindale and Graham Park regeneration areas;
 - A redeveloped hub building at Mill Hill Park to accommodate the Bowls Club, a cafeteria, public toilets and changing accommodation to support improved sports facilities;

- Artificial grass pitches, a hub building, improved grass pitches, BMX tracks, play facilities and improved footpaths/cycleways and nature trails within Copthall;
 - Improved public transport links and entrances to Copthall;
 - Improved public transport, footpath and cycle routes between the sites including an improved access to Copthall from Mill Hill East station.
- 1.13 The draft masterplan constitutes an exciting and ambitious vision for the future development of the sites and initial feedback from the National Governing Bodies of Sport, Saracens Rugby Club, Middlesex University site users and stakeholders has been positive.
- 1.14 To progress the initiative, Environment Committee is requested to endorse the draft masterplan as the first stage in the definition and implementation of the longer-term vision for the sites and to agree that it is subject to public and stakeholder consultation; with the outcome of the consultation being reported to a future meeting of the Committee.
- 1.15 In addition to and considering the outcome of the public and stakeholder Consultation, there is a requirement for Officers to develop outline delivery and funding plans as part of an Outline Business Case (OBC) for the development and operation of the Sports Hub and to report these to a future meeting of the Committee for approval. As the creation of the Sports Hub is a major initiative, its realisation will require phasing over a number of years and the report back to a future meeting will reflect this.
- 1.16 Initial and informal estimates indicate that the total cost of the project, including new bridges and other traffic and transport enhancements is likely to be in excess of £50M, with such expenditure being phased over a number of years and being supported by a number of funders. Opportunities and eligibility for partnership funding from a variety of sources which will be further investigated as part of the OBC development process.

2 REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** – It is recommended that the Environment Committee endorses the draft masterplan for the Copthall Recreation Ground Mill Hill Open Spaces and agrees that the draft masterplan is subject to public and stakeholder consultation with the outcome being reported to a future meeting of the Committee, together with the Outline Business Case for its development and operation.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The option of not implementing the draft master plan has been considered and discarded as it would result in failure to deliver the recommendations of the Parks and Open Spaces and Playing Pitch Strategies and the wider corporate and community strategy outcomes outlined in this report

4 POST DECISION IMPLEMENTATION

- 4.1 If Environment Committee approves the above recommendations Officers will undertake the public and stakeholder consultation and Outline Business Case development as described in Section 1 to this report.
- 4.2 The outcome of the consultation together with the initial Outline Business Case work will be reported to a future meeting of the Environment Committee for consideration prior to the project being further developed and any bids being made for funding.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Corporate Plan 2015 – 20 is based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:
 - Of opportunity, where people can enhance their quality of life
 - Where people are helped to help themselves, recognising that prevention is better than cure.
 - Where responsibility is shared, fairly.
 - Where services are delivered efficiently to get value for money for the taxpayer.
- 5.1.2 The development of the Copthall and Mill Hill Open Spaces draft masterplan will enable people to enhance their quality of life through the sporting and wider leisure offer that will be within the Copthall site.
- 5.1.3 The development of the Copthall and Mill Hill Open Spaces draft masterplan will help to ensure that Barnet is a place where people are helped to help themselves, recognising that prevention is the cure. The sporting and wider leisure offer within the site will provide a base for people to develop their health and wellbeing.
- 5.1.4 Barnet's Joint Health & Wellbeing Strategy 2015-20 sets out a key theme as *'how we live'*. Within this, the objective is to encourage healthier lifestyles through a *'focus on reducing obesity and preventing long term conditions through promoting physical activity'*.
- 5.1.5 As such, the development of the Copthall and Mill Hill open Spaces will provide a strong base for the Council to promote physical activity for residents of the borough.
- 5.1.6 Barnet's Joint Strategic Needs Assessment (JSNA) identifies that the wards with the lowest satisfaction in relation to parks and open spaces are all based

within the Hendon constituency. As such, it is aspired that the redevelopment of the Copthall and Mill Hill Open Spaces will lead to an increase satisfaction in parks and open spaces in these areas.

5.1.7 Furthermore, within the JSNA, it was identified that many residents to the west of the borough are living in flats and as such, there needs to be the development of parks and open spaces for these residents to use. As a component of the redevelopment of Copthall, and Mill Hill Open Spaces there will be the development of greater transport connectivity, to ensure residents from the west of the borough can access the site.

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

Finance & Value for Money

5.2.1 It is intended that once the redevelopment of the Copthall site is complete, it will be revenue neutral, taking alternative delivery and funding mechanisms into account.

5.2.2 Value for money will be achieved by use of competitive tendering for the appointment of organisations to undertake improvements to the sites, in accordance with the Council's Contract Procedure Rules. The funding for this project will be through a blended approach, with funding being provided by a variety of different partners and bodies.

Procurement

5.2.3 Individual aspects within the redevelopment of the Copthall and Mill Hill Open Spaces will be procured as needed, in accordance with the Council's Contract Procedure Rules.

Staffing

5.2.4 Any impact on staff will be assessed as the project for the redevelopment of the Copthall and Mill Hill Open Spaces is initiated.

IT

5.2.5 There are no IT implications at this time.

Property

5.2.6 There are no property implications at this time.

Sustainability

5.2.7 The Parks and Open Spaces Strategy seeks to protect, improve and enhance the natural environment of Barnet. The development of the Copthall and Mill Hill Open Spaces will be delivered in accordance with both environmental and financial sustainability and outcomes.

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. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

5.4 Legal and Constitutional References

- 5.4.1 Local authorities have several different statutory powers in relation to parks and open spaces, including the Public Health Act 1875 which permits the purchase and maintenance of public walks or pleasure grounds and the Local Government (Miscellaneous Provisions) Act 1976, which gives wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities shall hold and administer open space in trust to allow the enjoyment of it by the public and shall maintain and keep the open space in a good and decent state.
- 5.4.2 This is in line with the Council's Constitution (Article 7) which sets out the terms of reference of the Environment Committee.
- 5.4.3 Significant proportions of the sites are designated as either Green Belt or Metropolitan Open Land. The future development of the proposals included in the draft masterplan will need to fully comply with the requirements arising from those designations. Having said that, the draft master plan has been developed in accordance with the adopted Planning Brief relative to the Copthall site.

5.5 Risk Management

- 5.5.1 The management of risk is undertaken on a continual basis and reported as part of the Council's Quarterly Performance regime and considered as part of the Performance and Contract Management quarterly monitoring report.

5.6 Equalities and Diversity

- 5.6.1 The Equalities and Diversity 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 of different groups
 - Foster good relations between people from different groups
- 5.6.2 Relevant protected characteristics are: - age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.6.3 The redevelopment of Copthall will ensure that the broad diversity of Barnet's residents and communities continue to benefit from this community asset, and that their needs and aspirations are reflected in the provision within Copthall.

5.6.4 Agreement by the Council to implement the Copthall draft masterplan will trigger the commencement of the planning to put in place the resources required to undertake this. Equalities Impact Assessments will be developed as the part of the implementation of the Copthall draft masterplan. This will ensure compliance with the requirements of the 2010 Act, also ensuring that the needs of the communities and groups are fully considered.

5.7 Corporate Parenting

5.7.1 There are no implications on children in care at this time.

5.8 Consultation and Engagement

5.8.1 Consultation and engagement with site users, non-users and key stakeholders has been undertaken as part of the development of the Copthall draft masterplan.

5.8.2 If agreed by Environment Committee, wider public consultation of the Copthall draft masterplan will be undertaken. The final masterplan (incorporating feedback from the public consultation) is targeted for submission to the October 2018 meeting of the Environment Committee for final approval.

5.9 Insight

5.9.1 Insight data has not been used to inform the decision required.

6 BACKGROUND PAPERS

6.1 Environment Committee 12th May 2016

6.2 Environment Committee 13th July 2017

6.3 Parks and Open Spaces Strategy

6.4 Playing Pitch Strategy for Barnet

6.5 Copthall Sports Hub and Mill Hill Open Spaces draft masterplan: full version and summary.

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	<p>Environment Committee</p> <p>14 March 2018</p>
<p style="text-align: right;">Title</p>	<p>Waste – Bin Capacity Policy – Grandfather Rights</p>
<p style="text-align: right;">Report of</p>	<p>Chairman of Environment Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Nicola Cross – Strategic Lead – Clean and Green Nicola.cross@barnet.gov.uk 020 8359 7404</p>

<p>Summary</p>
<p>This report considers the Members Item that was brought to the meeting of the Environment Committee on 7 November 2017, which requested that officers consider a policy that when residents have had a specific size bin/capacity of waste and that provision is not in compliance with current policy that while they are at that address their existing provision is grandfathered, which means that the household would retain their existing provision even if it was more than the current policy, whilst the residents remained at the property.</p>

<p>Officers Recommendations</p>
<p>1. That the Environment Committee considers the report and as a result does not introduce grandfather rights as a clarification to the Bin Capacity Policy that was agreed in January 2013.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 At the meeting of the Environment Committee on 7 November 2017 on the item “Member’s Items”, Councillor Dean Cohen submitted “Waste – Bin Capacity Policy. Request for Officers to bring back a paper to consider a policy that when residents have had a specific size bin/capacity of waste and that provision is not in compliance with current policy that while they are at that address their existing provision is grandfathered. This means that if for any reason the bins need replacing other than due to the fault of the resident the Council will replace the bins at its cost. When these residents move the policy reverts to normal.”
- 1.2 The current policy on bin capacity, which was approved by the Cabinet Member for Environment in January 2013, is as set out below. As agreed in 2013 the policy was silent on how those with existing excess capacity would be treated.

Waste Service	First container	Additional containers	Side Waste Accepted	Raised Lids Accepted
Residual	240 litre wheeled bin Chargeable (as per fees and charges)	If meet criteria of 6 or more in household Chargeable £163 (price in Jan 2013)	No	No
Dry Recycling	240 litre wheeled bin Free of charge	Free of charge	No	No
Food Waste	Internal – 7 litre caddy	No	-	-
	External – bin Free of charge	Free of charge	No	No
Garden Waste	240 litre wheeled bin Free of charge	Yes Chargeable £53.50 (price in Jan 2013)	No, except Christmas Trees	No

- 1.3 For residual waste this means that the current policy is one 240 litre wheeled bin per household. One additional 240 litre wheeled bin is available for a fee if there are 6 or more in the household. These residual waste containers are collected on a weekly basis, along with the dry recycling wheeled bin and the food waste bin. The current policy on bin capacity has been designed to encourage residents to make full use of their recycling and food waste bins.

The council now only purchases one size of residual waste container, which is 240 litre wheeled bins.

- 1.4 Barnet Council has a Recycling and Waste Strategy 2016 to 2030, which was agreed in May 2016. The overarching goal of the strategy is to recycle 50% of municipal waste by 2020. One of the four aims of the strategy is to “encourage all Barnet’s residents, businesses and visitors to take responsibility for the waste that they produce, using enforcement where necessary. The four themes of the strategy are: responsible citizens, growing Barnet, well designed services and embrace new technologies. Barnet’s strategy fits into a wider picture of a 50% recycling target by 2025 and a 65% recycling target by 2030 in the London Mayor’s recent draft London Environment Strategy, and at a national level there is a 50% household recycling target in 2020.
- 1.5 There are currently approximately 104,000 households in Barnet which have their own individual residual waste bins. The standard wheeled bin size that has been provided since wheeled bins were first introduced in 1987 is one 240 litre wheeled bin. Since 2013 the council has only purchased one size of residual waste container for houses, which is 240 litre wheeled bins. However prior to this date different size wheeled bins have been provided, which are still being used by residents, as well as some houses having multiple 240 litre wheeled bins. Due to the age of the wheeled bins some of the larger size wheeled bins are coming to the end of their operational life.
- 1.6 There is no definitive list which shows what waste containers are at each house in the borough. A sample survey was carried out by Street Scene in January 2018, of the waste containers at single occupancy houses, in two roads per ward. The two roads per ward were randomly selected, and only houses were surveyed, properties split into flats were excluded from the survey. A total of 1,779 houses were surveyed. The following additional/alternative residual waste bins were observed (excluding the standard policy of 1 x 240 litre wheeled bin per property):

Size of containers (litres)	Number of additional/alternative residual waste containers	Percentage of total additional containers
140	31	11
240	140	50
360	93	34
500	6	2
660	8	3
TOTAL	278	100

- 1.7 The sample survey showed 255 houses had additional or alternative residual waste provision, 14.3% of the houses. Of the 31 x 140 litre wheeled bins observed some of these were in addition to a 240 litre wheeled bin at the house, and some of these were the only residual bin at the property. The total weekly additional residual waste capacity that was observed was 56,370 litres, which is equivalent to 235 additional 240 litre wheeled bins. An initial match of the additional bins database shows that 2 of the 240 litre wheeled

bins were supplied as additional capacity, in 2016/17, in line with the existing policy. It is therefore very likely that many of these additional/alternative residual waste bins, especially the 360, 500 and 660 litre wheeled bins are additional capacity that exceeds the current policy on bin capacity.

1.8 For comparison purposes in the sample survey area:

- There were 35 houses with additional dry recycling bins, 2.0% of the houses, giving an additional weekly capacity of 8,400 litres.

Size of containers (litres)	Number of additional recycling containers	Percentage of total additional containers
240	35	100
TOTAL	35	100

- There were 16 houses with additional food waste bins, 0.9% of the houses, giving an additional weekly capacity of 368 litres.

Size of containers (litres)	Number of additional food waste bins	Percentage of total additional containers
23	16	100
TOTAL	16	100

1.9 The sample survey was of 1.71% of the houses in borough. If the results of the sample were extrapolated to all houses in Barnet this shows there is likely to be approximately 15,000 houses with additional or alternative residual waste containers.

Financial Implications

1.10 There are two financial implications of the proposed policy at paragraph 1.1. Firstly, additional 240 litre residual waste containers would need to be purchased for the “grandfathered” capacity, when those bins reach the end of their operational life or are otherwise lost. The cost of a single 240 litre residual waste bin is approximately £20.00, to which needs to be added the administration and delivery cost. In the survey area, which is 1.7% of the total houses in the borough, the additional capacity was estimated to be equivalent to 235 x 240 litres wheeled bins. If half of these containers meet the criteria of the existing bin capacity policy, it would mean that 120 x 240 litre wheeled bins would need to be purchased for the “grandfathered” capacity, in the sample area. Across all of Barnet an estimated 6,000 additional containers would be required, at a total container cost of £120,000 to which needs to be added the administration and delivery costs. It is not anticipated that these costs would be borne within one financial year but spread over a number of years. It is estimated that these containers would need replacing over a 5 year period, therefore the container cost would be £24,000 per annum. There is no budget allocated for the purchase of additional containers for “grandfathered” policy, therefore a saving would need to be made elsewhere in Street Scene to fund this policy or as noted in the alternative recommendation a charge would need to be made.

- 1.11 Secondly the continued use of additional residual waste bins with associated lesser use of the recycling services would mean that the council would continue to pay for this residual waste to be disposed of. It is calculated that the North London Waste Authority levy saving that could be made if half of the additional residual waste bins were removed would be in the range of £100,000 to £500,000 at 2017/18 prices, with a realistic figure of £200,000 per annum. The realistic calculation is based on half of the additional containers not meeting the criteria of the existing bin capacity policy, meaning there is the equivalent of 6,000 x 240 litres of residual waste capacity in use across the borough. If 80% of this capacity is being used for residual waste on a weekly basis and this waste was instead recycled in the recycling and food waste containers or was reused there would be a full saving of around £200,000 per annum, at 2017/18 prices. This saving would only arise as the existing containers came to the end of their life, which is estimated to be over 5 years, so the saving in year 1 would be £40,000 leading to a year 5 saving of £200,000.
- 1.12 The current payments to North London Waste Authority for disposing of our waste are low compared to other areas of London, as the existing energy from waste facility at Edmonton EcoPark has been operating for over 40 years. However the costs are projected to increase significantly in future years as the existing facility comes to the end of it's life and a new energy recovery facility is built at Edmonton EcoPark. Therefore the more residual waste that is recycled in the recycling and food waste containers the greater the savings will be in the long term.

Summary

- 1.13 The sample survey shows that there is likely to be a significant number of containers at houses that exceed the existing bin capacity policy. It may be the case that some houses used to meet the requirements of additional residual waste capacity as set out in the existing bin capacity policy, but the circumstances of the household have changed and no longer meet the requirements. It would therefore be unfair for these houses to continue to benefit from additional residual waste capacity when the majority of houses in Barnet have the standard residual waste bin capacity (1 x 240 litre wheeled bin). The provision of grandfather rights would continue the provision of excess residual waste containers and not encourage residents to recycle all that they can. This policy would not assist in meeting the aim of 50% of waste collected to be reused, recycled or composted in 2019/20, it places an additional cost burden on the council in relation to the provision of specific additional containers and no savings are made in relation to diverting waste from being disposed of to recycling.

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** – It is an officer recommendation that revisions are not made to the bin capacity policy that was agreed in January 2013, to allow grandfather rights in relation to waste containment. It is recommended that the

current policy whereby only households where there are 6 or more can have one additional 240 litre residual waste wheeled bin is continued and applies to all houses in the borough. The current policy emphasises the provision and use of the recycling and food waste containers, encouraging residents to recycle more, and is considered a fair policy. This supports the Corporate objective of “50% of waste collected will reused, recycled or composted in 2019/20”, and the draft London Environment Strategy which states “The Mayor wants waste authorities to collectively achieve a 50% Local Authority Collected Waste recycling target by 2025”. It also reduces the cost of disposing/treating waste as it costs less to recycle than it does to dispose of residual waste.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 That the Environment Committee considers the report and as a result clarifies the existing Bin Capacity Policy agreed in January 2013, so that when residents have had a specific size bin/capacity of residual waste that while they are at that address their existing provision, to the nearest container available, will be provided should the bins need replacing other than due to the fault of the resident, at a cost to the resident. The cost for 2017/18 and 2018/19 will be £58.41 per replacement container, above an allowance of one 240 litre wheeled bin per property which will be provided free of charge.
- 3.2 At the time that the Bin Capacity Policy was agreed in January 2013 the specific issue of existing bins was not discussed or agreed. Since January 2013 the Street Scene services have applied the policy in the circumstances where additional/alternative capacity goes missing. Due to the age of wheeled bins some of the larger size wheeled bins are coming to the end of their operational life. It could be considered that the existing policy discriminates against residents who have wheeled bins that are more likely to be lost or damaged (regardless of their size) and that the policy should recognise the circumstances where it is not the resident’s fault that the bins need replacing. Therefore for the bin capacity policy to be fair it should recognise the circumstances of grandfather rights as set out at paragraph 3.1.
- 3.3 As the council only purchases one size of residual waste container, which is 240 litre wheeled bins, the replacement capacity will be provided to the nearest container available. As there is no budget allocated for the purchase of additional containers or the administration costs and distribution costs for the “grandfathered” policy there will need to be a charge for these containers. For example where a 500 litre residual waste bin is lost, through no fault of the household, then 2 x 240 litre residual waste bins would be provided. The first 1 x 240 would be provided free of charge, and the resident would need to pay £58.41 for the second 1 x 240 litre residual waste bin.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is so minded to approve Recommendation 1 then no changes would be made to the current policy.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.1.2 The Corporate Plan 2015-2020 and the 2017/18 Addendum includes the following aim:

- 50% of waste collected will be reused, recycled or composted in 2019/20.

5.1.3 There are no implications relating to the Health and Wellbeing Strategy and its stated priorities, or the future health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

5.2.1 Finance and Value for Money: The Medium Term Financial Strategy savings allocated to the Street Scene services and agreed at the meeting of the Environment Committee on 7 November 2017 are:

ID	Opportunity Area	Description of Saving	2018/19	2019/20	Total
E3	Street Scene – Savings Line	Formerly the restructure of the Street Scene business model. Officers are looking to streamline potential processes, invest in mobile IT, improve service productivity, and restructure the service.	(450)	0	(450)
E4	Street Scene – Street Cleansing	New Service Offer: Anticipated to be achieved via staffing efficiencies and an asset management review of the fleet.	(150)	(150)	(300)
G2	Street Scene – Commercial Waste and	Income generation from Non-Statutory Waste Services and Green Waste: Income generation target across a	(300)	(300)	(600)

	Waste Collection and Street Cleansing Income	range of chargeable services for commercial waste, including: additional collections and the identification of new services where charging the user more is appropriate. To be delivered through a fundamental review of all transactional services.			
R2	Street Scene – Waste and Recycling Collection	Revised waste offer to increase recycling: The proposal is for a comprehensive and targeted communications and engagement campaign which aims to change resident behaviours and drive up recycling rates in order to reduce collection and disposal costs. However it may become necessary to go to alternate weekly collection if recycling rates continue to plateau and/or the savings identified are not realised.	0	(900)	(900)
R1	Commissioning Group - NLWA	Levy payments to the North London Waste Authority.	(100)	(300)	(400)

5.2.2 Procurement: At this time there are no implications.

5.2.3 Staffing: At this time there are no implications.

5.2.4 IT: At this time there are no implications.

5.2.5 Property: At this time there are no implications.

5.2.6 Sustainability: The continued provision of additional residual waste capacity, where a household does not meet the criteria for extra containment, does not assist in meeting the aim of 50% of waste collected to be reused, recycled or composted in 2019/20.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This will be done as part of any contract procurement. No contract procurement is currently planned as a result of the recommendation in this report.

5.4 Legal and Constitutional References

5.4.1 The Environmental Protection Act 1990 Part II Waste on Land, section 46 Receptacles for Household Waste, provides waste collection authorities with the power to determine the size of the receptacles and whether a payment is required for them.

5.4.2 The Council's Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their function. For the Environment Committee it's function is:

- Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.
- To submit to the Policy and Resources Committee proposals relating to the Committee's budget for the following year in accordance with the budget timetable.
- To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.
- To determine fees and charges for services which are the responsibility of the committee.

5.5 Risk Management

5.5.1 There is a risk that this policy is considered in isolation, and the wider topic of increasing the amount of waste that is recycled (both dry recycling and food) to decrease our waste management costs in the long term are not considered.

5.6 Equalities and Diversity

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

5.6.2 The Equality Act 2010 sets out the Public Sector Equality Duty which requires public bodies to have due regard to the need to

- eliminate discrimination, harassment and victimisation and other conduct prohibited by the Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not
- foster good relations between persons who share a relevant protected characteristic and persons who do not.

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

5.6.4 The proposed policy at paragraph 1.1 has been reviewed against the protected characteristics. An Initial Equality Impact Screening Assessment has not found that there would be any specific adverse impact on any of the protected groups.

5.7 **Corporate Parenting**

5.7.1 Not applicable.

5.8 **Consultation and Engagement**

5.8.1 There has been no specific consultation on the proposed policy at paragraph 1.1.

5.8 **Insight**

5.8.1 There are no insight implications at this time.

6. **BACKGROUND PAPERS**

6.1 [Environment Committee 7 November 2017 Member's Item](#)

6.2 [Environment Committee 7 November 2017, Item 8, Business Planning 201819 - 201920](#)

	<p>AGENDA ITEM 9</p> <h2 style="text-align: center;">Environment Committee</h2> <h3 style="text-align: center;">14 March 2018</h3>
<p>Title</p>	<p>Quarter 3 2017/18 Commissioning Plan Performance Report</p>
<p>Report of</p>	<p>Chairman of the Environment Committee</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Alaine Clarke, Head of Performance and Risk alaine.clarke@barnet.gov.uk</p>

Summary

The report provides an overview of performance for **Quarter 3 (Q3) 2017/18**, including budget position for revenue and capital (where relevant), progress on key activities, indicators that have not met target, and high level risks for the Theme Committee in relation to the Commissioning Plan.

Recommendations

- 1. The Committee is asked to review the finance, performance and risk information in relation to the Theme Committee’s Commissioning Plan.**

INTRODUCTION

- 1.1 This Commissioning Plan performance report is an extract from the Q3 2017/18 Performance Monitoring Report (Performance by Theme Committee) that was presented to Performance and Contract Management Committee on 27 February 2018. **Note that performance and risk information is reported by exception only, for example where indicators have not met target and high level risks (scoring 15 or above).**

PERFORMANCE BY THEME COMMITTEE (COMMISSIONING PLANS)

- 1.2 The priorities for Environment Committee are parks and open spaces; recycling and waste collection; using street cleaning and more enforcement; parking and highways management.

Budget position

Revenue							
Service	Original Budget £000	Revised Budget £000	Q3 Projected Outturn £000	Variance from Revised Budget Adv/(fav) £000	Reserve Move- ments £000	Variance after Reserve Move- ments Adv/(fav) £000	Variance after Reserve Move- ments Adv/(fav) %
Parking and Infrastructure	9,155	9,368	9,197	(170)	170	-	(1.1)
Street Scene	12,881	13,695	13,794	99	-	99	0.7

- 1.3 Parking and Infrastructure Delivery Unit budget (£9.368m) is currently on target.
- 1.4 The projected overspend of £0.099m for the Street Scene Service represents 0.7% of the total Delivery Unit budget (£13.695m). The overspend relates to increased costs of staffing and equipment and a project to reduce these costs has commenced. MTFP savings of £1.045 million allocated to Street Scene in 2017/18 have created an in-year pressure and services have been restructured to achieve the savings. This work is now complete and will deliver a full year effect next year. As such no additional savings pressure from the 2017/18 savings will transfer to 2018/19. In-year pressures have been largely mitigated by the commercial waste service which has over-achieved against its target.

Capital						
Service	2017/18 Revised Budget £000	Additions/ (Deletions) £000	(Slippage)/ Accelerated Spend £000	Projected Outturn £000	Variance from Approved Budget Adv/(Fav) £000	Slippage %
Parking and Infrastructure	3,186	(800)	(139)	2,247	(939)	(4.4)
Street Scene	4,663	102	(1,471)	3,294	(1,369)	(31.5)

- 1.5 The forecast capital outturn for Parking and Infrastructure has reduced by £0.939m as the 2017/18 car park improvement and lines and signs replenishment projects have been deleted due to funding constraints. Other lines and signs projects will now not be completed until 2018/19.

The forecast capital outturn for Street Scene shows slippage of £1.369m. The data and works management system, vehicle purchases and fuel storage tank projects have all been slipped to 2018/19.

Progress on key activities

1.6 Barnet is a green and leafy borough and this is one of the reasons people want to live here. The council is modernising environmental services to help keep the environment green, clean and safe; whilst delivering highways improvement and investing in parks and open spaces. A progress update on key activities has been provided below.

- **Modernising environmental services** - the modernisation of Street Scene services is being supported by a series of transformation projects, focusing on a new service offer for street cleansing, increased income via commercial recycling services and in waste collection by the introduction of time-banded collections, and environmental enforcement and education. A service-wide restructure is also underway to facilitate the rationalisation of staffing structures and service operations.

During the quarter, Street Scene commenced a significant restructure following the end of staff consultation in October 2017. Approval was given by the General Functions Committee in November 2017 and the move to the new structure has taken place. The final planning for the new street cleansing model has been completed, and staff have started training on the first of the new types of vehicles to be used. The commercial waste service has continued to expand its business, including offering more recycling collections. New routes are being worked up to allow further business to be taken on in the most efficient way possible.

- **Delivering highways improvements** – substantial volumes of work have been completed for the Network Recovery Plan, including 67,444m² of resurfacing works at 40 sites (both footways and carriageways) in the borough; and the dedicated Proactive Patching machine has visited 112 roads and completed 706 patches to repair potholes and surface defects before they could worsen and present a greater risk to Highway users. Significant progress has been made on the LIP and Area Committee programmes, with approximately 30 schemes completed and 130 schemes being progressed, either in design or with the contractor for construction. There is an ongoing ‘pipeline’ of work available for implementation.
- **Investing in parks and open spaces** – the recommendations in the Playing Pitch Strategy have been developed into a prioritised 10-year implementation plan to assist in making bids for external funding and assistance in kind.
- The final draft of the Cophall and Mill Hill Open Spaces masterplan was delivered and is undergoing detailed analysis prior to publication and adoption. Invitations to tender for the West Hendon and Barnet Playing Fields Sports Hubs and the North West Green Belt Sites masterplans were published on the procurement portal with closing date for returns in first week in January 2018. The tender exercise for the improvements to Victoria Park was completed and consultants appointed. The work will be completed by July 2018. Final designs have been produced and costed for the improvements to Montrose Playing Field and Silkstream Park. A procurement strategy for improvements to Colindale and Rushgrove Parks has been developed and agreed.
- **Delivering regulatory services** – see paragraph C.17 of the Q3 2017/18 Performance Monitoring Report for an update on services delivered by the Re contract. The report is available on the council website at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=693&MId=9136&Ver=4>

Performance indicators

1.7 The Q3 2017/18 position for the basket of indicators in the Theme Committee's Commissioning Plan has been set out in table 1 below. This shows that the majority of indicators (74%) have met target for the third quarter of the year; and two thirds (67%) have improved or stayed the same since last year.

Table 1: Theme Committee Indicators (Q3 2017/18)

Theme Committee	Green	Green Amber	Red Amber	Red	Improved/Same	Worsened	Monitored only	No. indicators
Environment	74% (14)	11% (2)	0% (0)	16% (3)	67% (12)	33% (6)	0	19

1.8 **Commissioning Plan performance is reported by exception only**, for example where indicators have not met the quarterly target (RAG rated as Amber and Red). Comments on performance are provided below.

1.9 The quarterly results for all Commissioning Plan indicators are published on the Open Barnet portal at <https://open.barnet.gov.uk/dataset>.

1.10 Five Environment indicators have not met the quarterly target.

- **KPI 2.1-2.3 (NM) Highways defects made safe within agreed timescales (RAG rated RED)** – Fail. The result for this composite indicator cannot be determined due to data still being reviewed for December 2017. Re have initiated process improvements with Conway Aecom, which will contribute to improvements in future performance. In addition, Re are conducting real-time tests of the customer-facing 'Fix My Street' and 'Barnet Report It' systems by logging defects on the website to check for data inaccuracies and timeliness of data transfer through the systems.
- **SS/S3 Percentage of household waste sent for reuse, recycling and composting (RAG rated RED)** – 39.0% against a target of 43.7% for Q2 2017/18. There has been a slight drop in performance from the same time last year (39.9%) due to a decrease in kerbside dry co-mingled tonnages and food waste tonnages.
- **SS/C1 Waste tonnage – residual per household (RAG rated GREEN AMBER)** – 157.88kg per household against a target of 154.41kg per household for Q2 2017/18. Residual waste has decreased by 2.02%, however tonnage being disposed of by households continues at a high level.
- **SS/C2 Waste tonnage – recycling per household (RAG rated RED)** – 100.82kg per household was recycled against a target of 111.44kg per household for Q2 2016/17. Overall recycling (recycling, composting and reuse) has slightly decreased. The focus remains on reducing contamination of recycling and increasing recycling overall.
- **TSLKPI02 Appropriate response to statutory deadlines in relation to the Licensing and Gambling Act (RAG rated GREEN AMBER)** – 99.7% against a target of 100%. 343 out of 344 applications were responded to on time. One application was delayed in October 2017 due to the consultation not being sent out within the statutory timescales.

Corporate Plan Indicators											
Ref		Indicator	Polarity	2017/18 Annual Target	2017/18 Q3 Target	2017/18 Q3 Result	2017/18 Q2 Result	DOT Short Term (From Q2 2017/18)	2016/17 Q3 Result	DOT Long Term (From Q3 2016/17)	Benchmarking
CPI	SS/S1 (RPS – biannual)	Percentage of residents who are satisfied with parks and open spaces ¹	Bigger is Better	73%	73%	77% (Autumn 2017) (G)	Not reported in Q2, as Autumn survey	Not reported in Q2, as Autumn survey	72% (Autumn 2016)	▲ (Improving)	No benchmark available
CPI	SS/S6 (RPS - biannual)	Percentage of residents who are satisfied with street cleaning ⁴⁷	Bigger is Better	60%	60%	60% (Autumn 2017) (G)	Not reported in Q2, as Autumn survey	Not reported in Q2, as Autumn survey	51% (Autumn 2016)	▲ (Improving)	National 70% (June 2017, LGA)
CPI	KPI NM 2.1-2.3	Highways defects made safe within agreed timescales	Bigger is Better	100%	100%	Fail (data not available) (R)	Fail (data not available)	↔ (Same)	Fail (data not available)	↔ (Same)	No benchmark available
CPI	CG/S1 1 (RPS - biannual)	Percentage of residents who are satisfied with road maintenance ²	Bigger is Better	35%	35%	42% (Autumn 2017) (G)	Not reported in Q2, as Autumn survey	Not reported in Q2, as Autumn survey	33% (Autumn 2016)	▲ (Improving)	National 39% (June 2017, LGA)

¹ There is a +/-4.4%pts tolerance on the results due to the confidence interval for the sample size (i.e. if we surveyed the whole population we can be confident that the results would be the same +/- 4.4%). This is reflected in the RAG rating and DOT for the indicators in the Corporate Plan and Commissioning Plans.

² There is a +/-4.4%pts tolerance on the results due to the confidence interval for the sample size (i.e. if we surveyed the whole population we can be confident that the results would be the same +/- 4.4%). This is reflected in the RAG rating and DOT for the indicators in the Corporate Plan and Commissioning Plans.

Corporate Plan Indicators											
Ref		Indicator	Polarity	2017/18 Annual Target	2017/18 Q3 Target	2017/18 Q3 Result	2017/18 Q2 Result	DOT Short Term (From Q2 2017/18)	2016/17 Q3 Result	DOT Long Term (From Q3 2016/17)	Benchmarking
CPI	CG/S12 (RPS - biannual)	Percentage of residents who are satisfied with pavement maintenance ⁴⁸	Bigger is Better	35%	35%	39% (Autumn 2017) (G)	Not reported in Q2, as Autumn survey	Not reported in Q2, as Autumn survey	34% (Autumn 2016)	▲ (Improving)	National 54% (June 2017 LGA)
CPI	PI/S3 (RPS - biannual)	Percentage of residents who are satisfied with parking services ⁴⁸	Bigger is Better	30%	30%	31% (Autumn 2017) (G)	Not reported in Q2, as Autumn survey	Not reported in Q2, as Autumn survey	24% (Autumn 2016)	▲ (Improving)	No benchmark available
CPI	SS/S3	Percentage of household waste sent for reuse, recycling and composting	Bigger is Better	42%	43.7% (Q2 2017/18)	39.0% (Q2 2017/18) (R)	39.3% (Q1 2017/18)	▼ (Worsening)	39.9% (Q2 2016/17)	▼ (Worsening)	No benchmark available
CPI	SS/S4 (RPS - Biannual)	Percentage of residents who are satisfied with refuse and recycling services ³	Bigger is Better	82%	82%	79% (Autumn 2017) (G)	Not reported in Q2, as Autumn survey	Not reported in Q2, as Autumn survey	75% (Autumn 2016)	↔ (Same)	National 77% (June 2017, LGA)

³ There is a +/-4.4%pts tolerance on the results due to the confidence interval for the sample size (i.e. if we surveyed the whole population we can be confident that the results would be the same +/- 4.4%). This is reflected in the RAG rating and DOT for the indicators in the Corporate Plan and Commissioning Plans.

Commissioning Plan indicators (not met target)											
Ref	Indicator	Polarity	2017/18 Annual Target	2017/18 Q3 Target	2017/18 Q3 Result	2017/18 Q2 Result	DOT Short Term (From Q2 2017/18)	2016/17 Q3 Result	DOT Long Term (From Q3 2016/17)	Benchmarking	
SPI	SS/C1	Waste tonnage – residual per household	Smaller is Better	590.85k g HH	154.41k g HH (Q2 2017/18)	157.88k g HH (Q2 2017/18) (GA)	160.69k g HH (Q1 2017/18)	▲ (Improving)	159.9kg HH (Q2 2016/17)	▲ (Improving)	Rank 21 (out of the 25 London Boroughs) (Q1 2017/18, Wasteflow)
SPI	SS/C2	Waste tonnage – recycling per household	Bigger is Better	427.97k g HH	111.44k g HH (Q2 2017/18)	100.82k g HH (Q2 2017/18) (R)	104.09k g HH (Q1 2017/18)	▼ (Worsening)	106.2kg HH (Q2 2016/17)	▼ (Worsening)	No benchmark available
SPI	TSLKPI 02	Appropriate response to statutory deadlines in relation to the Licensing and Gambling Act	Bigger is Better	100%	100%	99.7% (GA)	100%	▼ (Worsening)	100%	▼ (Worsening)	No benchmark available

Risk management

- 1.11 Environment risks are held on the Environment and Parking and Infrastructure risk registers. The Environment risk register includes 31 risks and Parking and Infrastructure risk register includes 14 risks, which are being managed in line with the council's risk management framework. None are high level risks with a residual risk score of 15 or above.

2 REASONS FOR RECOMMENDATIONS

- 2.1 These recommendations are to provide this Committee with the necessary information to oversee the performance of the Commissioning Plan. This paper enables the council to meet the budget agreed by Council on 7 March 2017.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None.

4 POST DECISION IMPLEMENTATION

- 4.1 None.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The report provides an overview of performance for the quarter, including budget position for revenue and capital, progress on key activities, indicators that have not met target and management of high level risks.

- 5.1.2 The quarterly results for all Corporate Plan and Commissioning Plan indicators are published on the Open Barnet portal at <https://open.barnet.gov.uk/dataset>

- 5.1.3 Robust budget and performance monitoring are essential to ensure that there are adequate and appropriately directed resources to support delivery and achievement of council priorities and targets as set out in the Corporate Plan and Commissioning Plans. In addition, adherence to the Prudential Framework ensures capital expenditure plans remain affordable in the longer term and that capital resources are maximised.

- 5.1.4 Relevant council strategies and policies include the following:

- Corporate Plan 2015-2020
- Corporate Plan - 2016/17 Addendum and 2017/18 Addendum
- Commissioning Plans
- Medium Term Financial Strategy
- Treasury Management Strategy
- Debt Management Strategy
- Insurance Strategy
- Risk Management Framework
- Capital, Assets and Property Strategy.

5.1.5 The priorities of the council are aligned to the delivery of the Health and Wellbeing Strategy.

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

5.3 **Legal and Constitutional References**

5.3.1 Section 151 of the Local Government Act 1972 states that: “without prejudice to section 111, every local authority shall make arrangements for the proper administration of their financial affairs and shall secure that one of their officers has responsibility for the administration of those affairs”. Section 111 of the Local Government Act 1972, relates to the subsidiary powers of local authorities.

5.3.2 Section 28 of the Local Government Act 2003 (the Act) imposes a statutory duty on a billing or major precepting authority to monitor, during the financial year, its income and expenditure against the budget calculations. If the monitoring establishes that the budgetary situation has deteriorated, the authority must take such action as it considers necessary to deal with the situation. Definition as to whether there is deterioration in an authority’s financial position is set out in sub-section 28(4) of the Act.

5.3.3 The Council’s Constitution (Article 7, Article 7 – Committees, Forums, Working Groups and Partnerships) sets out the responsibilities of all council Committees. The responsibilities of the Environment Committee include:

- Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.
- To submit to the Policy and Resources Committee proposals relating to the Committee’s budget for the following year in accordance with the budget timetable.
- To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.
- To determine fees and charges for services which are the responsibility of the committee.

5.3.4 The council’s Constitution, Financial Regulations Part 17, Financial Regulations section 4, paragraphs 4.4.9 - 11 state:

- Allocations from the central contingency relating to planned developments will be approved by the Chief Finance Officer (section 151 officer), in consultation with the Chairman of the Policy and Resources Committee, following the receipt from a Chief Officer of a fully costed proposal to incur expenditure that is in line with planned development (including full year effect).
Where there is a significant increase in the full year effect, the contingency allocation must be approved by the Policy and Resources Committee.
- Allocations from the central contingency for unplanned expenditure, including proposals to utilise underspends previously generated within the service and

returned to central contingency, will be approved by the Chief Finance Officer in consultation with the Chairman of Policy and Resources Committee.

Where there are competing bids for use of underspends, additional income or windfalls previously returned to central contingency, priority will be given to the service(s) that generated that return.

- Allocations for unplanned expenditure over £250,000 must be approved by Policy and Resources Committee.

5.3.5 The Chief Finance Officer (section 151 officer) will report in detail to Performance and Contract Management Committee at least four times a year, at the end of each quarter, on the revenue, capital budgets and wider financial standing.

5.3.6 The council's Constitution, Financial Regulations section 4 paragraph 4.4.3 states amendments to the revenue budget can only be made with approval as per the scheme of virements table below:

Virements for allocation from contingency for amounts up to £250,000 must be approved by the Section 151 Officer in consultation with appropriate Chief Officer
Virements for allocation from contingency for amounts over £250,000 must be approved by Policy and Resources Committee
Virements within a service that do not alter the bottom line are approved by Service Director
Virements between services (excluding contingency allocations) up to a value of £50,000 must be approved by the relevant Chief Officer
Virements between services (excluding contingency allocations) over £50,000 and up to £250,000 must be approved by Chief Officer and Chief Finance Officer in consultation with the Chairman of the Policy and Resources Committee and reported to the next meeting of the Policy and Resources Committee
Virements between services (excluding contingency allocations) over £250,000 must be approved by Policy and Resources Committee

Capital Virements
Policy & Resources Committee approval is required for all capital budget and funding virements and yearly profile changes (slippage or accelerated spend) between approved capital programmes i.e. as per the budget book. The report must show the proposed: i) Budget transfers between projects and by year; ii) Funding transfers between projects and by year; and iii) A summary based on a template approved by the Section 151 Officer
Policy and Resources Committee approval is required for all capital additions to the capital programme. Capital additions should also be included in the quarterly budget monitoring report to Performance and Contract Management Committee for noting.
Funding substitutions at year end in order to maximise funding are the responsibility of the Section 151 Officer.

5.4 Risk Management

5.4.1 Various projects within the council's revenue budget and capital programme are supported by time-limited grants. Where there are delays to the implementation of these projects, there is the risk that the associated grants will be lost. If this occurs

either the projects will be aborted or a decision to divert resources from other council priorities will be required.

5.4.2 The revised forecast level of balances needs to be considered in light of the risk identified in 5.4.1 above.

5.5 Equalities and Diversity

5.5.1 The Equality Act 2010 requires organisations exercising public functions to demonstrate that due regard has been paid to equalities in:

- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advancement of equality of opportunity between people from different groups.
- Fostering of good relations between people from different groups.

5.5.2 The Equality Act 2010 identifies the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership, pregnancy and maternity; race; religion or belief; sex and sexual orientation.

5.5.3 In order to assist in meeting the duty the council will:

- Try to understand the diversity of our customers to improve our services.
- Consider the impact of our decisions on different groups to ensure they are fair.
- Mainstream equalities into business and financial planning and integrating equalities into everything we do.
- Learn more about Barnet's diverse communities by engaging with them.

This is also what we expect of our partners.

5.5.4 This is set out in the council's Equalities Policy together with our strategic Equalities Objective - as set out in the Corporate Plan - that citizens will be treated equally with understanding and respect; have equal opportunities and receive quality services provided to best value principles.

5.5.5 Progress against the performance measures we use is published on our website at: www.barnet.gov.uk/info/200041/equality_and_diversity/224/equality_and_diversity

5.6 Consultation and Engagement

5.6.1 During the process of formulating budget and Corporate Plan proposals for 2015-2020 onwards, four phases of consultation took place:

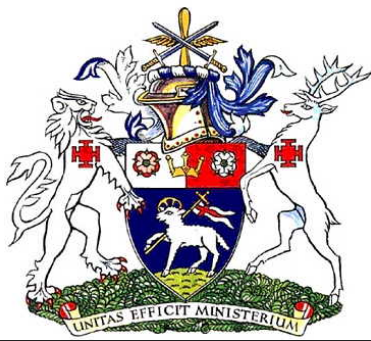
Phase	Date	Summary
Phase 1: Setting out the challenge	Summer 2013	The council forecast that its budget would reduce by a further £72m between 2016/17 and 2019/20, setting the scene for the PSR consultation

Phase	Date	Summary
Phase 2: PSR consultation to inform development of options	October 2013 - June 2014	Engagement through Citizen's Panel Workshops which focused on stakeholder priorities and how they would want the council to approach the Priorities and Spending Review An open 'Call for Evidence' asking residents to feedback ideas on the future of public services in Barnet.
Phase 3: Engagement through Committees	Summer 2014	Focus on developing commissioning priorities and MTFs proposals for each of the 6 committees Engagement through Committee meetings and working groups
Phase 4: Strategic Plan to 2020 Consultation	December 2014 – March 2015	A series of 6 workshops with a cross section of residents recruited from the Citizens Panel and Youth Board, plus two workshops with users ⁴ of council services. An online survey (17 December 2014 – 11 February 2015)

6 BACKGROUND PAPERS

- 6.1 Council, 3 March 2015 (Decision item 12) – approved Business Planning 2015/16 – 2019/20, including the Medium-Term Financial Strategy.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=7865&Ver=4>
- 6.2 Council, 14 April 2015 (Decision item 13.3) – approved Corporate Plan 2015-2020.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=7820&Ver=4>
- 6.3 Council, 4 April 2016 (Decision item 13.1) – approved 2016/17 addendum to Corporate Plan.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=8344&Ver=4>
- 6.4 Council, 7 March 2017 – approved 2017/18 addendum to Corporate Plan.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=8819&Ver=4>

⁴ One "service user" workshop was for a cross section of residents who are users of non-universal services from across the council. The second workshop was for adults with learning disabilities.



Environment Committee

14 March 2018

Title	Road Safety in Barnet
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Priority Links & Nodes for Vulnerable Road Users 2013-2015 Appendix B – Example: KSI cluster site in East Finchley
Officer Contact Details	Jane Shipman, highwayscorrespondence@barnet.gov.uk, 020 8359 3555 Jamie Cooke, Assistant Director, Transportation and Highways Commissioning Jamie.cooke@barnet.gov.uk 0208 3592275

Summary

The report sets out the current position in terms of Casualties Killed and Seriously Injured (“KSI”) in Road Traffic Collisions in Barnet. An overview of the KSI incidents, the proportions of different road users affected and a comparison with other boroughs and national trends is also provided for contextual analysis.

Casualty reporting includes casualties injured on all public roads in the borough. In Barnet these roads may be controlled by the Council, by Transport for London (A1, A41, A406) or by Highways England (M1). About 80% of casualties killed or seriously injured are injured on Council controlled roads, with 20% injured on the A1, A41, A406 or M1. Overall, Barnet has the third longest road network in London.

The absolute (total) number of reported road traffic casualties in the borough has historically been one of the highest in London, for both total casualties and casualties Killed or Seriously Injured. Although there were relatively low levels of KSI casualties in Barnet in 2016 this may be as a result of random fluctuations, which are common in traffic accidents.

However, where levels of KSI casualties are expressed as a proportional rate based on population or road length, numbers in Barnet are below average for London as a whole.

This report identifies the relative vulnerability of the casualty groups and the challenge this will present in effecting further reductions, in the context of the London Mayor's ambition for zero casualties killed or seriously injured in London by 2041.

Finally, the report sets out existing road safety activity in the borough and information of the location of KSI and vulnerable road user casualties and recommends that a road safety strategy for the borough be developed to support the vision of zero KSI casualties.

Officers Recommendations

1. That the Environment Committee agree the approach set out in paragraph 1.56 that, in conjunction with development of the long term transport strategy for the borough and the new Local Implementation Plan, a Road Safety Strategy for the borough be developed that will:
 - set casualty reduction targets for Barnet aimed at supporting the vision of zero KSI casualties by 2041;
 - continue to develop programmes of Education, Training and Publicity to support Casualty Reduction; noting a reduction in LIP funding as confirmed by TfL in December 2017
 - further develop engineering solutions that will reduce road danger, including major proposals for town centres on main roads; noting a reduction in LIP funding in 2018/19 as confirmed by TfL in December 2017
 - strengthen the agenda for work with other stakeholders to reduce road danger and casualties

1. WHY THIS REPORT IS NEEDED

- 1.1 Barnet is now the largest borough in London in terms of its population; it is the borough with the third highest level of traffic in terms of motor vehicle distance travelled and the third highest total road length including the highest length of Transport for London (TfL) roads.
- 1.2 This combination of circumstances means that the absolute number of reported road traffic casualties in the borough has historically been one of the highest in London, for both total casualties and KSI casualties. However, when expressed as a rate based on traffic levels against population, Barnet is below average for London as a whole.

- 1.3 Nevertheless, any death or injury on the borough's roads is considered to be neither acceptable nor inevitable, and this report identifies a need to develop a strategy to reduce levels of casualties, particularly those killed or seriously injured.
- 1.4 Data presented in this report mainly uses 2016 figures. Reported numbers (and consequently rates) of KSI casualties in London have been lower in Barnet in 2016 than in previous years. Other areas of London and other parts of England have seen increases in large part due to reporting changes discussed later.
- 1.5 However the provisional data available for the first part of 2017 suggests that the low figures for Barnet in 2016 may be a random anomaly and that higher rates of casualties can be expected in Barnet in 2017 as in other areas.

Targets to 2020

- 1.6 In its second Local Implementation Plan (LIP) the borough set targets for reductions in road traffic casualties in Barnet. These targets were for:
- a 33% reduction in KSI casualties and;
 - a 10% reduction in total casualties;
- by 2020 compared with the 2004-08 average.
- 1.7 These targets reflected the levels of KSI reduction predicted by research in developing the Government's road safety framework due to improved vehicle technology and a continuation of road safety activities and historic trends. Both have already been met in Barnet.

Mayor's Transport Strategy ("MTS") and Vision Zero

- 1.8 The London Mayor has identified a Vision Zero ambition for the new proposed Mayor's Transport Strategy. This is an ambition for there to be no casualties killed or seriously injured in road traffic collisions by 2041. It involves a belief that loss of life and serious injuries are not inevitable. The proposals advocate a road danger reduction and safe systems approach, reducing the dominance of motor vehicles and addressing road danger at source and accepting that people make mistakes and that the road environment needs to be accepting of these.

Number of KSI Casualties and comparison with other boroughs, and nationally

- 1.9 It should be noted that there has been a change in the way police in London record the severity of casualties from September 2016. Under the new system police officers record the type of injury suffered, rather than making their own assessment of the severity. The recording system then uses this data to assign a severity.
- 1.10 This has generally resulted in more incidents being classified as serious injury rather than slight injury. Overall in London serious injuries showed an apparent 22% increase between 2015 and 2016. Similar changes were observed when forces outside London started using a similar methodology.

- 1.11 This means that severity assigned in 2016 is not directly comparable with that assigned in previous years. It is notable that Barnet nevertheless recorded a reduction in killed or seriously injured casualties in 2016, although a clear reason for this has not been identified. However provisional data for Barnet for the first quarter of 2017 includes more than twice the number of seriously injured casualties than the same data for 2016, which is consistent with the pan-London provisional figures.
- 1.12 In absolute terms Barnet suffered 74 KSI casualties in 2016. This was 18th highest of the 33 London Boroughs (including the City of London) and 9th highest of the 20 Outer London Boroughs.
- 1.13 As already noted the absolute figures for 2016 are particularly low in Barnet and there is no apparent reason for this. It may simply reflect the random variation that can be expected in the figures, and initial data for 2017 seems to support this.

	Total KSI casualties 2016	KSI casualties per head of	KSI casualties 2016 (Borough roads)	KSI casualties 2016 (TfL roads and Motorway)	KSI casualties per mile (all roads)	KSI casualties per mile (borough roads)	KSI casualties per mile (TLRN + Motorway)
Barnet	74	19	58	16	0.16	0.13	0.61
Average comparator boroughs*	77.5	25			0.20		
Total Outer London	1323	24			0.20		
Total Greater London	2501	28			0.27		

* London Boroughs of Brent, Bromley, Croydon, Ealing, Enfield, Harrow, Havering, Hillingdon, Hounslow and Redbridge.

Table 1 - Absolute numbers of KSI casualties and rates by population and by road length

- 1.14 In 2015 Barnet's absolute KSI casualties were third highest in London (behind Westminster and Lambeth). The high level of casualties in Westminster and to a lesser extent Lambeth reflects the particular circumstances of these boroughs, which historically have had higher levels of pedestrian, cyclists and motorcyclist casualties than other boroughs, no doubt significantly affected by commuters and visitors to these boroughs. Lambeth is the borough with the greatest length of Transport for London Road Network ("TLRN") designated roads. It is an inner London borough with high-density land use. The TLRN corridors pass through town centres and transport interchanges, particularly Waterloo, Brixton, Streatham, Oval, Vauxhall and Clapham.
- 1.15 In terms of total casualties (including both casualties slightly injured as well as KSI casualties), Barnet had the fifth highest numbers in London in 2016, and the second highest in Outer London.

1.16 In England as a whole there was an 8% increase in casualties KSI to 2016 compared with the 2010-2014 average. In London a 5% reduction in the same period and in Barnet a 40% reduction, however all these figures are likely to be affected by the changes to Police reporting previously mentioned.

1.17 Figure 1 shows absolute numbers of KSI casualties in Barnet over the period 2004 to 2016 against the average number for a range of Outer London comparator boroughs¹.

1.18 The effect of the change in reporting on most other boroughs is evident, as is the unexpectedly low 2016 result for Barnet.

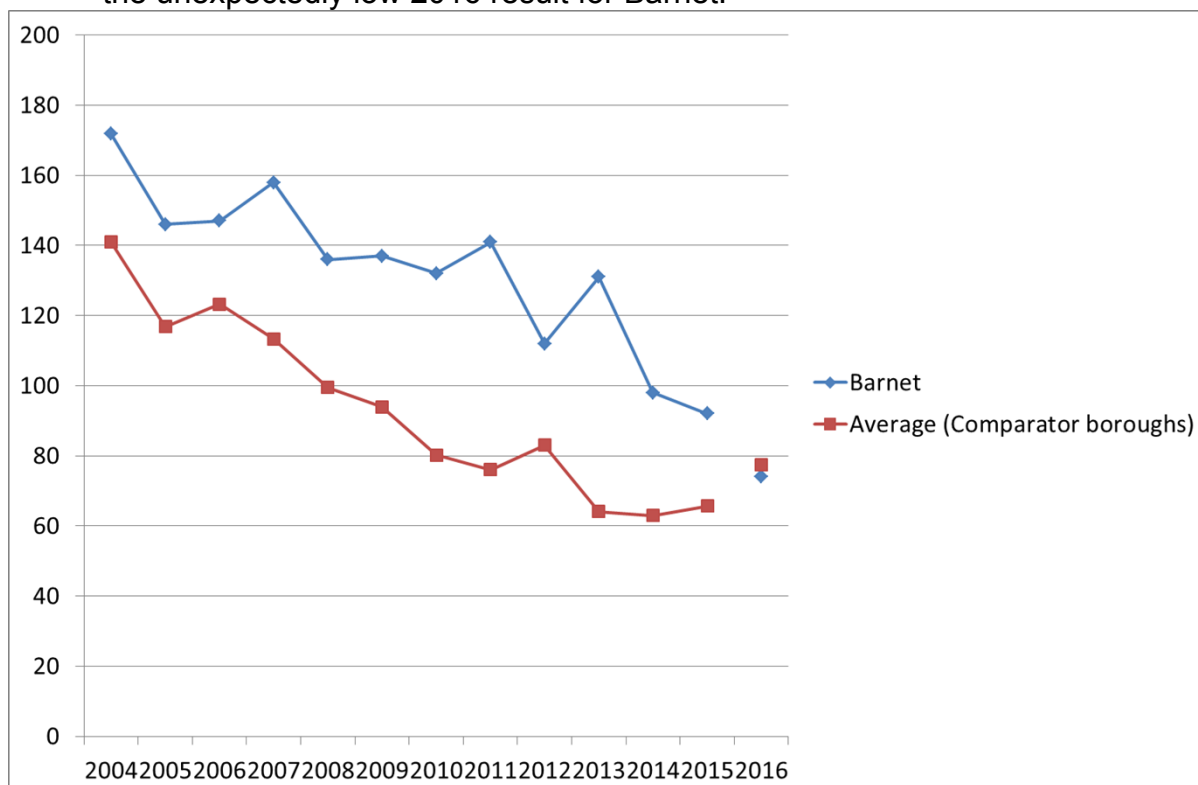


Figure 1 - KSI casualty reduction 2004-2016 (NB 2016 not directly comparable with previous years)

1.19 Transport for London in 2016 identified Barnet as a “Priority Borough” based on an assessment that considered both the absolute number of KSI casualties and a measure of risk expressed as the number of KSI casualties per billion passenger kilometres for each of the categories below (using April 2012-March 2015 casualty data):

- Pedestrians
- Pedal Cycles
- Powered two-wheelers (motorcycles)
- Vulnerable Road Users (weighted)
- All KSIs
- Children

¹ London Boroughs of Brent, Bromley, Croydon, Ealing, Enfield, Harrow, Havering, Hillingdon, Hounslow and Redbridge.

- 1.20 Priority boroughs were identified based on the number of categories in which they were identified as having both higher than average numbers of KSI casualties and higher than average risk. For Barnet, although the overall risk of KSI injury is not above average, the risk among vulnerable road users who are particularly susceptible to the most serious injuries was.
- 1.21 Higher risk and higher numbers of casualties applied in four categories (pedestrians, powered two wheelers, vulnerable road users and children).
- 1.22 The combination of higher than average risk among the groups most vulnerable to serious injury and higher than average numbers means that the opportunities to reduce casualties may be greater in Barnet than in boroughs where vulnerable road users are at lower risk or where the numbers involved are very small.

Who is being injured?

- 1.23 The term vulnerable road user is generally used to refer to pedestrians, cyclists and motorcyclists who are more susceptible to injury in the event of a collision than car occupants or occupants of other motor vehicles. In this report this is generally how it is used although in some contexts the term may be applied to children or older people.
- 1.24 Vulnerable road users now make up nearly three quarters of casualties killed or seriously injured in Barnet, as illustrated in Figure 2. While proportions of total casualties by vehicle occupancy / road user have varied little over the last decade, the proportions of those killed or seriously injured has shifted significantly in Barnet, with proportionally fewer car occupant casualties (previously the largest group) and proportionally more pedal cycle and motorcycle casualties.
- 1.25 This change is likely to have been influenced in large part by improvements in vehicle safety systems reducing severity of injuries to vehicle occupants and to a lesser extent to pedestrian casualties.

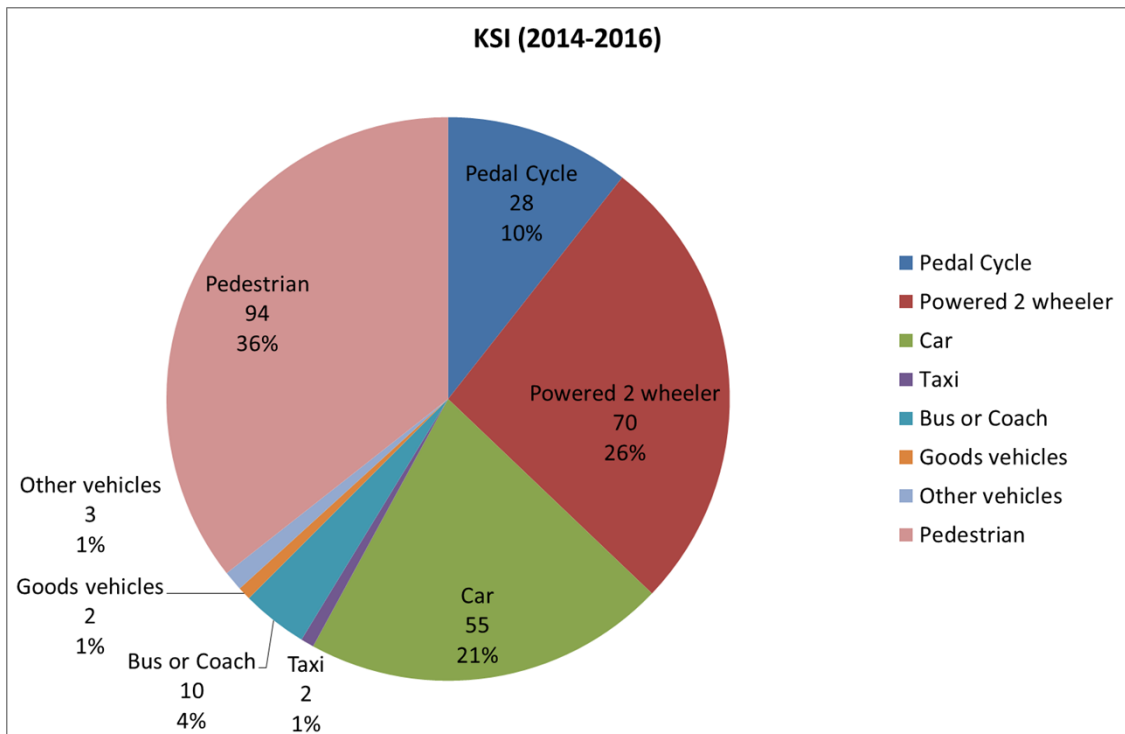


Figure 2 – Numbers and proportions of casualties killed or seriously injured (KSI) in Barnet by vehicle occupancy or road user type (3 years)

- 1.26 Males and females in their teens and twenties are at higher risk of injury per head of population than other age groups. The risk for males, and in particular the risk of death or serious injury, as illustrated in Figure 3, is greater than for females and this increased risk continues for men into their fifties.
- 1.27 While absolute numbers are small, the risk of death or serious injury in the event of a collision increases markedly for people from their mid-eighties onwards.

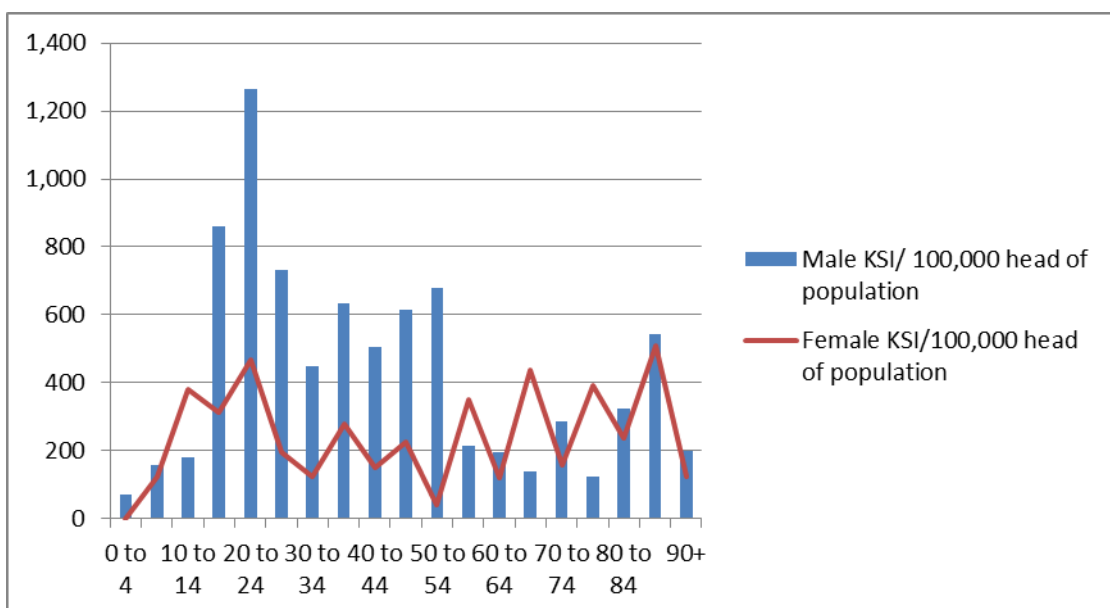


Figure 3 - Rate of KSI casualties by sex and age

Where are KSI collisions occurring?

- 1.28 Injury Collisions overall in Barnet tend to be focussed on A roads particularly where they pass through town centres, and this pattern is also evident for KSI collisions.
- 1.29 Figure 5 illustrates those locations in the borough where two or more collisions resulting in death or serious injury occurred within a radius of 100m in the three years 2014-2016. Locations with 3 or more KSI collisions within 100m radius in 3 years are listed in Table 2. It also identifies the locations of schemes listed in Table 4.

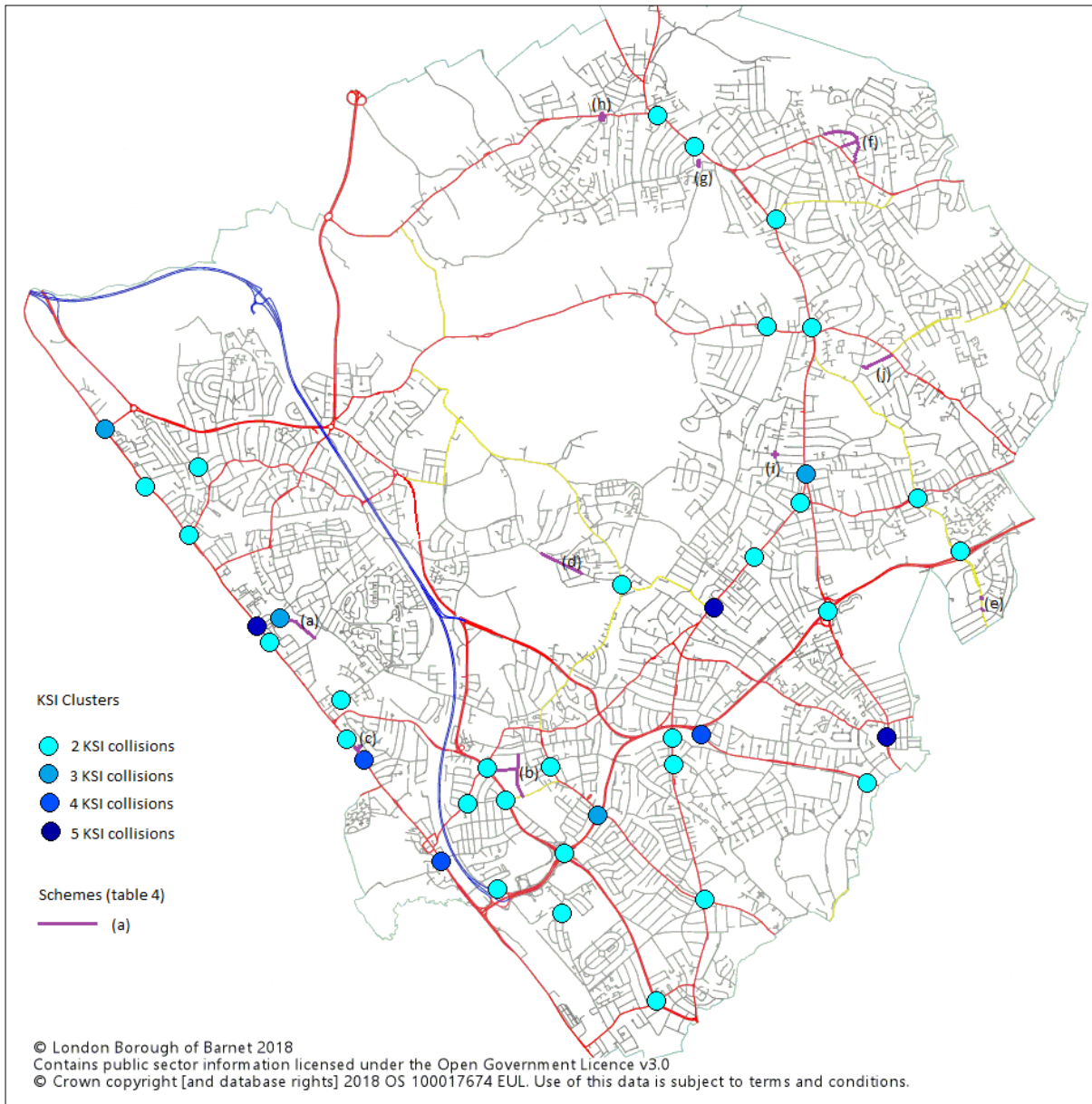


Figure 4 - Locations with two or more KSI collisions in three year 2014-2016, and locations of selected 2016/17 schemes

Location	Number of KSI collisions in 3 years	Action taken/comment
Ballards Lane j/w Nether Street, N3	5	Initial junction modelling via other work areas although no current scheme proposal identified Also identified in Table 3
High Road j/w Baronsmere Road, N2	5	See details of collisions in appendix 2. No current scheme identified. A pedestrian crossing proposal has been considered but not high enough benefit to prioritise scheme.
Burnt Oak Broadway, north of Watling Avenue	5	Initial options developed for potential improvements at this junction
Edgware Road / West Hendon Broadway j/w Stanley Road	4	Changes expected through West Hendon regeneration
Fallden Way nr j/w North Circular Road	4	TLRN
Edgware Rd / The Hyde nr Woodfield Avenue	4	Proposal in development in discussion with LB Brent
High Road junction with Friern Park	3	Outline design of proposal for High Road developed
Watling Avenue nr junction with Barnfield Road	3	No proposal currently identified
A5 Brockley Hill j/w London Road, Spur Road, Stonegrove	3	Safety and capacity scheme in design
A406 North Circular Road j/w Golders Green Road	3	TLRN – pedestrian and cycle improvement scheme recently introduced by TfL

Table 2 - Locations with 3 or more KSI casualties in 3 years

- 1.30 Appendix A provides an alternative representation of priority locations developed by TfL that identifies nodes (main junctions) and links with higher than average numbers of collisions involving vulnerable road users. The highest priority of these are identified in Table 3. An earlier version of this prioritisation formed the basis for a number of the Accident Reduction schemes currently being developed.

Location	Comment
Chipping Barnet High Street (A1000) junction with Wood Street (A411)	Alternative junction layouts and footway widening under consideration
Brockley Hill A5 junction with Spur Road (A410)	Safety and capacity scheme in design (as noted in Table 2)
Station Road Edgware (A5 to Edgwarebury La)	Minor scheme has been recently introduced
A1000 High Road, North Finchley	Outline design of minor proposal for High

(Ballards Lane to Torrington Park)	Road developed (similar location identified in Table 2)
A598 Ballards Lane (Granville Road to Alexandra Grove)	Outline design for minor proposal Ballards Lane developed
Watling Avenue, Burnt Oak (A5 to Orange Hill Road)	No proposal currently identified
A598 Ballards Lane junction with Nether Street	Also identified in Table 2
A598 Regents Park Road (from Nether Street to Hendon Lane)	Previous consideration did not identify viable proposal
A5 Edgware Road (The Hyde) (Hay Lane to Kingsbury Road)	Discussions in progress with TfL/LB Brent and Police regarding a scheme design for this location
A1000 High Road, East Finchley (East End Road to Church Lane)	Scheme being designed
A5 West Hendon Broadway (Cool Oak Lane to Perryfield Way)	Changes expected through West Hendon regeneration (similar location identified in Table 2)
<i>*A5 Edgware Road (Dollis Hill Lane-Oxgate Lane)</i>	<i>* A5 south of A406. Collisions assigned to and generally addressed by LB Brent</i>
<i>*A5 Cricklewood Broadway (Mora Road to Cricklewood Lane)</i>	<i>* A5 south of A406. Collisions assigned to and generally addressed by LB Brent</i>
<i>*A5 Cricklewood Broadway (from Cricklewood Lane southwards)</i>	<i>* A5 south of A406. Collisions assigned to and generally addressed by LB Brent</i>

Table 3 - Nodes and links with collisions involving vulnerable road users more than 2 standard deviations above average

- 1.31 About 20% of KSI casualties in Barnet occur on the M1 motorway or on the Transport for London Road Network (A1, A41 and A406). The rate of casualty reduction on these roads in recent years has been similar to that on borough controlled roads.

Current and Recent Road Safety Activities

- 1.32 **Road Safety Education** initiatives are delivered via Re to schools, parents, in workplaces and public events and directly targeted at specific road users. These include:

- Road Safety Campaigns
- Road Safety Talks
- A range of road safety themed lessons for specific age groups
- Provision of and signposting to road safety education resources
- Practical Pedestrian Training (for junior age pupils)
- Road Safety Theatre in Education performances
- Safe Drive Stay Alive - a live event aimed at young people aged between 16 and 18 years, who may be new drivers, about to learn to drive or passengers in cars driven by their peers. With powerful, personal testimonies the presentation is designed to make the audience aware of the tragedy and suffering a road traffic crash can cause. It takes place in partnership with London local authorities, London Ambulance NHS Trust, London Fire Brigade, the Metropolitan Police and Transport for London.

- In-car safety events
- Cycle training
- Bike Safe / Scooter Safe course vouchers - encouraging take-up of additional training for motorcyclists

Other activities include:

- Management of the School Crossing Patrol Service including site assessments, training, risk assessments and monitoring (School Crossing Patrol officers engaged by schools direct).

1.33 **Road Safety Engineering schemes** – are developed to address patterns of collisions where changes to the road environment can be expected to result in a reduction in numbers or severity of collisions. Schemes introduced in the last two years that aim to address injury collisions at specific locations include those in Table 4.

2016	Completed	Injury Collisions in previous (or most recent) 5 years
(a) Silkstream Road, Edgware – One Way	July 2016	1 slight
(b) Wykeham Road	Dec 2016	1 serious, 2 slight
(c) A5/Sheaveshill Road, NW9 – pedestrian improvements	Sept 2016	1 fatal, 10 slight
(d) Devonshire Road	Oct 2016	1 serious, 5 slight
(e) Walksafe N10 phase 2 zebra crossing	May 2016	1 serious, 7 slight
(f) Victoria Road, EN4 – Traffic Calming (& 20mph)	Oct 2016	1 serious, 4 slight
(g) St Catherine’s School (zebra crossing)	Oct 2016	2 slight
2017		
(h) Wellhouse Lane junction improvement	Nov 2017 (subject to amendments)	1 serious, 6 slight
(i) Woodside Avenue/Gainsborough Road, N12 Junction Safety Improvements	March 2017	1 serious, 7 slight
(j) Pollard Road	June 2017	1 serious, 1 slight

Table 4 - Sample schemes introduced in 2016-2017

1.34 As identified at paragraph 1.30 and in Table 2 and Table 3 table a number of schemes currently in development are locations with higher than typical levels of KSIs or injury collisions involving vulnerable road users.

1.35 **Enforcement** – Much enforcement associated with road safety such as speed enforcement and enforcement against drink driving, mobile phone use and much driver behaviour is undertaken by the Police. However parking enforcement on borough roads and a range of moving traffic contraventions are enforced by the Council.

- 1.36 Regular Roads and Transport Police pan-London Road Safety operations include:
- Operation Safeway focusing on all road users;
 - Operation Cubo focusing on unlicensed and uninsured vehicles
 - TISPOL addressing speed and seatbelts
 - NPCC addressing Mobile Phones
 - Powered two wheeler week of action
 - Trucks and Buses
 - Brake Safety week
- 1.37 Police activity also includes the Community Roadwatch initiative that gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information can help to inform the future activity of local police teams

Fatalities

- 1.38 Fatal casualties are relatively uncommon and the factors that lead to individual collisions may be varied. At borough level it is difficult to draw conclusions about patterns of these most serious collisions since isolated incidents are unlikely to be good predictors of locations where future collisions may occur.
- 1.39 Individual fatal collisions are investigated by the Police. Particularly where they identify aspects of the road environment that may have played a part in the collision then a joint site visit with borough officers may be undertaken and remedial measures agreed.
- 1.40 In Barnet in recent years the following numbers of fatal collisions have been recorded.
- | | |
|------|-----------------|
| 2014 | 5 |
| 2015 | 9 |
| 2016 | 2 |
| 2017 | 8 (provisional) |

20mph speed limits and zones

- 1.41 DfT guidance on the introduction of 20mph areas notes that successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.
- 1.42 Barnet is keen to lobby for changes to this approach, and to explore innovative enforcement options with partners, to ensure that speed enforcement in 20mph areas will be provided where requested.
- 1.43 The guidance identifies that there is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties and where

collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000²). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

- 1.44 A recent report regarding introduction of 20mph speed limits introduced using signage only in Bath and North East Somerset (BNES)³ and previous results from introduction of an area wide 20mph speed limit areas in Portsmouth⁴, for example, have suggested some increases in pedestrians Killed or Seriously injured in this context. However the increase in KSI casualties identified in Portsmouth was not statistically significant (while the overall reduction in casualties was)⁵ and the low numbers suggest that the BNES results may also not be statistically significant. The extent to which either may be affected by increased pedestrian activity is unclear.
- 1.45 Officers at Transport for London urge caution to authorities considering the BNES report and other organisations have questioned the statistical rigour of the report and the selective use of results.⁶
- 1.46 As noted the report relates to area-wide 20mph speed limits delivered through provision of signage only. Previous research identifying the benefits where reduced speeds are achieved, often in the context of zones introduced with traffic calming, remains relevant. The recent and other information may underline the need to ensure that where higher speeds are present that physical traffic calming measures should be introduced, as recommended within the current guidance. TfL officers also draw this conclusion noting that what the BNES report does point to is the need to ensure that 20mph, and lower speed limits more generally, are self-enforcing and promote a reduction in speed through street design, without relying on police enforcement.
- 1.47 TfL has been trialling 20mph limits on the TLRN, however it is too early to draw any conclusions on these trial sites in terms of casualty reduction. They note the proven links between lower speeds, reduced collision frequency and reduced injury severity and advise their aim in supporting 20mph speed limits is to see these road safety benefits realised, as well as enhancing places where people live, work and shop. They also aim to increase levels of walking and cycling through reducing the fear of traffic and vulnerability created by vehicles travelling at higher speeds.
- 1.48 In Barnet recently introduced 20mph areas have been mainly in the vicinity of schools and have generally been kept to relatively small areas to ensure drivers remain aware of the need for the reduced limit. Design has taken

² <https://trl.co.uk/reports/TRL421>

³ <https://democracy.bathnes.gov.uk/documents/s47259/20mph%20Zones%20Review%20Report.pdf>

⁴

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme4/interventions/20mphspeedlimits.pdf>

⁵ http://www.iancampbell.co.uk/files/Portsmouth_20mph_statistical_analysis.pdf

⁶ http://www.20splenty.org/freddie_star

account of existing traffic speeds and introduced measures such as road markings and vehicle activated signs as well as build-outs and traffic islands and exceptionally vertical traffic calming measures.

1.49 In April 2014 the then Cabinet 2014 agreed recommendations of the 20mph Task and Finish group that allowed schools to “opt in” to a 20mph area around the school. Development of proposals has focussed on schools where a 20mph area request has been included in School Travel Plans, prioritised using a points based system related to the school’s input to the School Travel Plan process, but also including an element related to road traffic collisions in the area.

1.50 Through this process, and other schemes, the extent of 20mph roads has increased in recent years as set out in Table 5.

Year	Increase in year (km)	Total length (km)
2012*	0.0	20.1
2013	0.9	21.0
2014	0.0	21.0
2015	2.2	23.2
2016	1.8	25.0
2017	4.6	29.6

* Most 20mph areas introduced in Barnet prior to 2012 had been in place for about ten years.

Table 5 - Total length of public road in Barnet where a 20mph speed limit or zone has been introduced

Traffic calming

1.51 As noted in paragraph 1.41 provision of traffic calming may be necessary for the success of a 20mph scheme. It may also be desirable or necessary in other circumstances to reduce casualties. Not all traffic calming involves the use of vertical measures (such as road humps) but other measures may be unsuitable, inadequate or undesirable in some cases.

1.52 In July 2016 the Environment Committee approved the following policy wording: ‘Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members.’

1.53 Proposals to reduce casualties may therefore incorporate vertical measures where necessary.

Going Forward

1.54 KSI casualty reductions in recent years are likely to have been influenced by changes to vehicle safety systems, and in Barnet this is thought to have played a significant part in reducing KSI casualties. However, it presents a challenge in terms of effecting further reductions since KSI casualties are now disproportionately those more vulnerable to serious injury.

- 1.55 Appendix 2 contains a summary of all the injury collisions in three years at one of the high priority sites identified in **Table 2** and **Figure 4**. It highlights the high proportion of cyclist and motorcycle casualties at this busy location, and notes that in order to reduce road danger significant changes to the road environment may be necessary.
- 1.56 In conjunction with development of the long term transport strategy for the borough and the new Local Implementation Plan that will respond to the Mayor's Transport Strategy it is intended to develop a Road Safety Strategy for the borough that will:
- set casualty reduction targets for Barnet aimed at supporting the vision of zero KSI casualties by 2041;
 - continue to develop programmes of Education, Training and Publicity to support Casualty Reduction; noting a reduction in LIP funding as confirmed by TfL in December 2017;
 - continue to develop engineering solutions that will reduce road danger, including major proposals for town centres on main roads; noting a reduction in LIP funding as confirmed by TfL in December 2017;
 - strengthen the agenda for work with other stakeholders to reduce road danger and casualties.
- 1.57 Financial support to deliver road safety solutions has been chiefly from Local Implementation Plan (LIP) funding provided by Transport for London. Recent reductions in this funding following TfL's most recent business plan may limit the scale of work that can be undertaken in the future.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Developing a road safety strategy helps to demonstrate that the borough is meeting its duty under section 39 of the Road Traffic Act 1988 (Promotion of road safety).
- 2.2 The borough will need to produce a new Local Implementation Plan (LIP) over the next year that must be consistent with the new Mayor's Transport Strategy (MTS). The recommendations aim to ensure casualty reduction in Barnet continues in a way that will support the aims of the MTS while taking the particular circumstances of Barnet into account.
- 2.3 Developing a Road Safety Strategy that reflects the Mayor and TfL's vision will therefore help ensure that proposals are consistent with the MTS.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not producing a strategy and simply incorporating proposals and measures to address casualties in the Transport Strategy, the Local Implementation Plan and work programmes as they are developed could meet the requirements of the Road Safety Duty, but would be less focussed and therefore less effective in terms of reducing road traffic casualties
- 3.2 Producing a Barnet specific strategy that does not align with the interests of our partners in London is also not an appropriate option. It would limit the support available to implement the strategy in terms of financial support available through the LIP and through development and sharing of resources with other partners in London. Consequently, it would not be to the benefit of Barnet or of London as a whole

4. POST DECISION IMPLEMENTATION

- 4.1 A Road Safety Strategy will be developed in conjunction with development of the long-term transport strategy for the borough and the new Local Implementation Plan. This will incorporate targets to support the vision of zero KSI casualties and set out actions to deliver these.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Seeking to reduce road traffic casualties helps to deliver the corporate priorities of:
 - delivering quality services by focussing resources where they can best deliver;
 - and responsible growth, regeneration and investment by ensuring that this takes place without increasing the risk of road traffic casualties in line with the core principles of Fairness, Responsibility and Opportunity.

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

- 5.2.1 Development of the strategy would take place in conjunction with development of the borough transport strategy and the Local Implementation Plan of the forthcoming Mayor's Transport Strategy. It is anticipated that it will be developed by existing Barnet and Re staff within the resourcing of those activities and there will be no additional associated costs.
- 5.2.2 Future implementation costs for the strategy will be substantially met through annual Transport for London Local Implementation Plan funding allocations.

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 Council has a statutory duty under section 39 of the Road Traffic Act

1988 to carry out studies into accidents arising out of the use of vehicles on roads within their area and to take such measures as appear appropriate to prevent such accidents

5.5 Risk Management

5.5.1 Failure to tackle road traffic casualties leaves residents, visitors and others at greater risk of death or serious injury on Barnet's roads. As well as this direct risk to the welfare of individuals failure to address road casualties may lead to serious adverse publicity.

5.5.2 Failure to develop proposals consistent with the Mayor's Transport Strategy could ultimately result in a plan being produced and implemented by TfL and / or LIP funding not being provided for road safety and other transport projects in the borough.

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 discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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.

5.6.3 Ensuring that road safety interventions are directed towards those at greatest risk of serious injury or fatality will help Barnet meet this duty.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

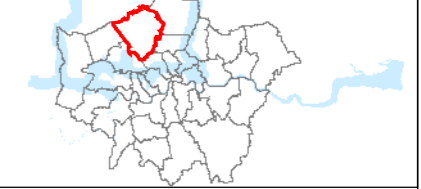
5.8.1 Consultation and engagement has not taken place and is not planned in relation to this decision.

5.8 Insight

5.8.1 The report draws on Casualty data recorded by the Police in accordance with the national Stats 19 reporting system, and made available via Transport for London (TfL), and on analysis of that data at a borough and London-wide level as set out in the report.

6. BACKGROUND PAPERS

- 6.1 TfL fact sheets, reports and other publications concerning road traffic casualties and collisions road safety reports on can be found here.
<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- 6.2 DfT road safety publications and data tables may be accessed here
<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>
- 6.3 The 2 April 2014 Cabinet report regarding the work and recommendations of the 20mph Task and Finish is at item 6 via this link:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MId=7519&Ver=4>
- 6.4 The 14 July 2016 Environment Committee report on Traffic Calming is at item 15 via this link:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>



Nodes

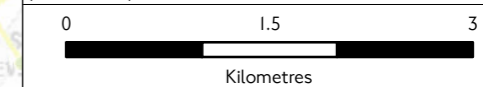
- Highway Authority, Priority Score**
- TLRN, 1 *Priority 1 Sites with the highest number of collisions when compared to the average, > two standard deviations*
 - Borough, 1
 - TLRN, 2 *Priority 2 - Sites with collision rates above the average > first and < second standard deviation*
 - Borough, 2
 - TLRN, 3 *Priority 3 - Sites with collision rates slightly above the average > mean and < first standard deviation*
 - Borough, 3
 - TLRN, 0 *Priority 0 Sites below mean*
 - Borough, 0
 - ▲ Highway Agency, 0

Links

- Highway Authority, Priority Score**
- TLRN, 1 *Priority 1 - Sites with the highest collision rate when compared to the average, > two standard deviations*
 - Borough, 1
 - TLRN, 2 *Priority 2 - Sites with collision rates above the average > first and < second standard deviation*
 - Borough, 2
 - TLRN, 3 *Priority 3 - Sites with collision rates slightly above the average > mean and < first standard deviation*
 - Borough, 3
 - TLRN, 0 *Priority 0 Sites below mean*
 - Borough, 0
 - Highway Agency, 0

Borough boundary

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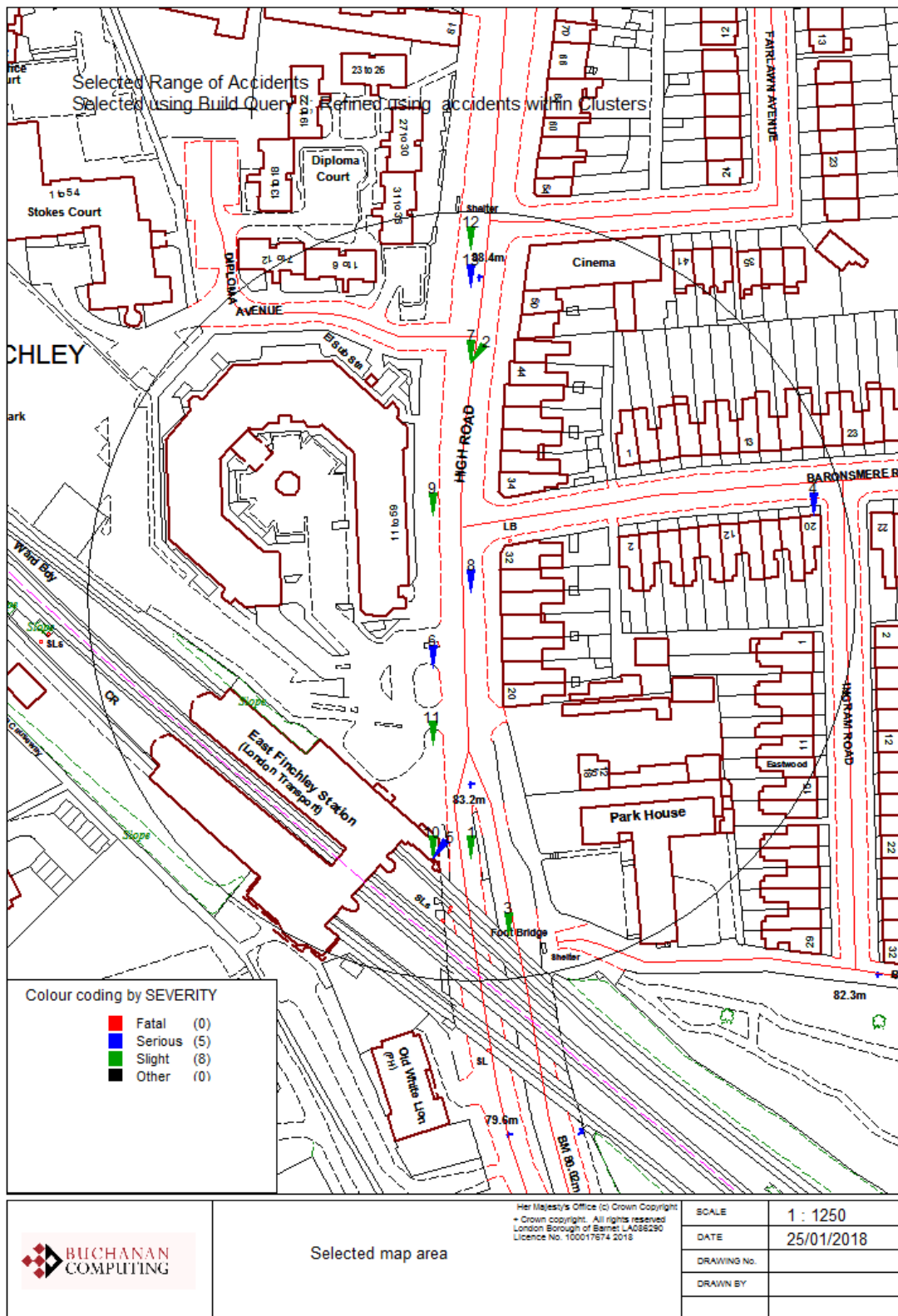
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Scale 1:55,810	Date 01/08/2016	Status Draft
Drawing No.	Rev. 1	

Transport for London, Surface Transport Strategy and Outcome Planning GIS Team
Delivery Planning
Palestra, 197 Blackfriars Road
Southwark, London, SE1 8NJ




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Example: Injury Collision information at KSI cluster site in East Finchley, centred on High Road junction with Baronsmere Road



Ref	Day / time	Description	Road surface, weather, daylight/dark	Casualties
1.	Weekday, 08.25	Southbound car veered left and hit cyclist passing on inside	Wet/damp, fine, daylight	1 slight
2.	Weekday, 19.35	Car turned right from Diploma Avenue across path of southbound cyclist	Dry, fine, daylight	1 slight
3.	Weekday, 09.15	Bus braked causing passenger to fall	Dry, fine, daylight	1 slight
4.	Weekday 07.11	On Baronsmere Road car turned right (presumably from Ingram Road or private access) hitting westbound cyclist	Dry, fine, daylight	1 serious
5.	Weekday 10.33	Northbound car changed lane to left hitting motorcycle	Dry, fine, daylight	1 serious
6.	Weekday 17.24	Pedestrian crossed road into path of car , masked by stationary vehicle	Wet/damp, fine, dark	1 serious
7.	Weekday 08.47	Car turning right out of Diploma Avenue hit rear of another southbound car	Dry, fine, daylight	1 slight
8.	Weekday 00.24	Motorcycle collided with rear of bus or coach	Dry, fine, dark	1 serious
9.	Weekday 16.28	Vehicle in lane 1 stopped to allow child pedestrian to cross. Pedestrian (eastbound) crossed into path of northbound car in lane 2.	Wet/damp, fine, daylight	1 slight
10.	Weekday 16.11	Cyclist struck by passing emergency vehicle on call	Dry, fine, daylight	1 slight
11.	Weekday 17.32	Car turned right (from station) across path of northbound motorcycle	Dry, fine, daylight	1 slight
12.	Weekday 16.30	Car turned right into exit of one-way Fairlawn Avenue. Following motorcycle hit offside of car and then parked car pushing it into parked motorcycle.	Dry, fine, daylight	1 slight
13.	Weekday 21.22	Pedestrian stepped off pavement into path of southbound cyclist	Dry, fine, daylight	1 serious, 1 slight

Of the 13 collisions 5 involve a cyclist. In 4 of these the cyclist is injured in collision with a motor vehicle. 4 involve a motorcycle. All collisions involving a cyclist or motorcyclist result in injury to the rider. While training for cyclists and motorcyclists about hazards and use of safety equipment will play a part in reducing casualties, significant work to change the road environment to make it more forgiving of errors by all road users is likely to be necessary to address the number and type of collisions. This might involve reducing speeds such that the impact speed is unlikely to result in serious injury through a town centre 20mph zone or reduction of conflict and increasing visibility of cyclists through high quality cycle facilities.

	<p>Environment Committee</p> <p>14 March 2018</p>
<p style="text-align: right;">Title</p>	<p>2018/19 Local Implementation Plan (LIP) Work Programme</p>
<p style="text-align: right;">Report of</p>	<p>Councillor Dean Cohen, Chairman Environment Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals Appendix 2 – Details of Traffic Management and Accident Reduction proposals Appendix 3 – Details of School Travel Plan and 20mph proposals Appendix 4 – Details of Parking proposals</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jane Shipman, highwayscorrespondence@barnet.gov.uk, 020 8359 3555</p>

<p>Summary</p>
<p>The Report seeks the Committee’s approval for the work programme funded from the ‘Corridors, Neighbourhoods and Supporting Measures’ programme of the 2018/19 Local Implementation Plan (LIP) allocation provided by Transport for London.</p>

<p>Officers Recommendations</p>
<ol style="list-style-type: none"> 1. That the Committee approve the Local Implementation Plan (LIP) initial work programme for “Corridors, Neighbourhoods and Supporting Measures” as detailed in Appendices 1-4 of this report to be funded from the 2018/19 LIP allocation. 2. That the Committee grant delegated authority to the Strategic Director for

Environment to adjust the detailed programme and funding for individual proposals as they develop.

3. That the Committee note that funding for Principal Road maintenance has not been provided for 2018/19.

1. WHY THIS REPORT IS NEEDED

- 1.1 On 11 September 2017 the Environment Committee approved proposals for inclusion in the borough's Local Implementation Plan (LIP) 2017/18 Annual Spending Submission to Transport for London (TfL), including proposals for the LIP 'Corridors, Neighbourhoods and Supporting Measures Programme'. This is the main programme that supports development and implementation of Traffic Management and Parking Schemes and work to support Road Safety and Sustainable Travel.
- 1.2 However, in December 2017 TfL advised a lower allocation for the Programme than had been previously indicated via earlier years' business plans and guidance issued for the 2018/19 funding application. Subsequently the Mayor of London has announced an increased level of funding slightly higher than that originally envisaged for this programme.
- 1.3 The work programme as currently presented is based on the revised higher level of funding now identified. The overall proposals are set out in Appendix 1. This is largely as identified in the September 2017 Environment Committee report except the additional funding now available has been applied to a proposal for Chipping Barnet High Street for which only partial implementation funding was included in the original application.
- 1.4 The report to the Environment Committee on 11 September 2017 included a number of generic areas of work. A more detailed programme for these areas has now been developed based on work already in progress in 2017/18 and prioritisation of proposals and new requests.
- 1.5 The funding position has resulted in some delays prioritising proposals for 2018/19 and in some work areas a provisional prioritisation of new proposals has been undertaken focussing on proposals that are expected to score particularly highly compared with schemes previously prioritised.
- 1.6 It is anticipated that the Strategic Director for Environment will agree adjustments to the detailed programme based on the progress of schemes and a finalised prioritisation of proposals where appropriate.

Traffic Management and Accident Reduction

- 1.7 This work area as presented in the September Committee report identified a number of elements to be undertaken based on schemes then in development:
 - (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 Lane/Church Road 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').

- 1.8 Further information is included in Appendix 2 expanding on this area of the work programme based on the updated progress of the proposals and prioritisation of new proposals.

School Travel Plan Schemes and 20mph schemes around schools

- 1.9 School Travel Plan Schemes and proposals specifically for 20mph areas around schools make use of the same prioritisation system, even though there are separate work packages identified.

- 1.10 For School Travel Plan schemes the report to the September Committee and the subsequent funding application identified that work would be undertaken on:

- (1) completion of 2017/18 proposals;
- (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.

- 1.11 The proposal for 20mph schemes also included for;

- (1) Completion of 2017/18 locations;
- (2) Schemes identified from a new prioritisation of 20mph requests identified from School Travel Plans using the borough's agreed prioritisation tool for these types of proposal.

- 1.12 Further information is included in Appendix 3 expanding on this area of the work programme taking account of progress of the proposals already in development and prioritisation of new proposals. Owing to the anticipated cost of implementing 20mph scheme proposals the scope to introduce new schemes in that programme is limited. It is envisaged that 20mph proposals identified through school travel plans will be taken forward through the School Travel Plan Schemes work area if appropriate.

Parking Reviews

- 1.13 The Parking Reviews package includes provision of new Controlled Parking Zones (CPZs) and reviews of existing CPZs and similar arrangements in town centres and around transport hubs. It is currently envisaged that proposals already in progress will require the full allocation for this work, so new proposals have not been prioritised. Further detail of the proposals is nevertheless included at Appendix 4.

2. REASONS FOR RECOMMENDATIONS

- 2.1 TfL's LIP allocation for 2018/19 for 'Corridors, Neighbourhoods and Supporting Measures' programme was expected to total £3.476M based on their previous business plans and the LIP funding guidance. The allocation advised in December was £2.967M (a reduction of £509k on the expected level of funding) and subsequent indications are that this will increase to £3.499M (an increase of £532k).
- 2.2 Funding application guidance had identified an indicative figure of £1.457M for Principal Road maintenance in Barnet for 2018/19. However this anticipated funding was not provided in December at all and has not been reinstated. However a Local Transport Fund allocation of £100k not expected for 2018/19 was provided in December and remains. Barnet has historically used this allocation for local road resurfacing.
- 2.3 In view of this lack of certainty around the LIP funding generally final prioritisation of new proposals for parts of the 'Corridors, Neighbourhoods and Supporting Measures' programme has been delayed. The initial work programme has used a partial prioritisation in some areas. Delegation to the Strategic Director for Environment to make adjustments is included to retain the flexibility to respond to changing circumstances, in terms of funding, scheme progress and completion of prioritisation of proposals.
- 2.4 The recommendations define the initial 2018/19 work programme for 'Corridors Neighbourhoods and Supporting Measures' including prioritisation where appropriate to focus on schemes that will best address borough priorities and provide the greatest benefit, while ensuring that proposals which are already at an advanced stage are completed or brought to an appropriate conclusion.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 A decision regarding the programme as a whole could be deferred until the funding position is fully understood and prioritisation of proposals is complete, however this could delay commencement of work on some schemes.
- 3.2 Alternative changes to the funding for individual schemes and work areas could have been included. The proposals as presented are based on current delivery expectations, and in terms of the additional funding available on the scope to deliver beyond the level originally identified.
- 3.3 Reconsideration of proposals where works are in advanced stages have not been identified since this would involve wasted development costs and dropping proposals where a decision to implement or a public expectation of implementation already exists.

4. POST DECISION IMPLEMENTATION

- 4.1 Approval of the recommendations will identify the proposals to be incorporated within the initial 2018/19 LIP work programme of schemes.

- 4.2 Subsequently as proposals are developed and fuller costs known it is intended that adjustments to the proposals identified in line with the principles set out in this report would be agreed by the Strategic Director for Environment and reported to the Environment Committee at the next available meeting.
- 4.3 It is anticipated that approval for implementation of schemes within the budgets identified will be through powers delegated to officers, Area Committee or Environment Committee as appropriate to the individual proposal.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed LIP programme will contribute directly to two of the three Corporate Objectives by:
- Promoting responsible growth, development and success across the Borough;
 - Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.
- 5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, or in a vehicle and contribute to reduced congestion.
- 5.1.3 The proposed LIP programme will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

5.2 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 various programmes of funding.
- 5.2.2 The total advised for 2018/19 in December 2017 was £3.067M of which £2.967M was for the ‘Corridors, Neighbourhoods and Supporting Measures’ programme and £100k for the Local Transport Fund. Subsequently TfL have advised an additional allocation for Corridors, Neighbourhoods and Supporting Measures bringing the total for this programme to £3.499M. No funding is currently identified for the Maintenance programmes (Principal Roads and Bridge Assessment and Strengthening).

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1 Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.

5.4.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.4.3 Article 7 of the Constitution provides that the Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

5.5 Risk Management

5.5.1 Defining the initial work programme based on a lower level of funding risks development of schemes being delayed. The scale of the programme as a whole mitigates this (since phased delivery over the year would be necessary in any case) and presentation of an updated programme based on the expected increased funding will help ensure that other proposals can be developed subsequently.

5.5.2 Lack of clarity over proposals within the programme due to changed priorities through the year presents risks to delivery. This is mitigated by defining the programme proposals and limiting the scope to make changes in year.

5.5.3 Conversely limiting the scope for in-year changes limits the flexibility to respond to changing priorities and new requests. However, the ability to make minor changes through delegated powers retains the ability to respond to the most critical issues.

5.5.4 Ceasing work on schemes risks reputational damage where an expectation already exists in relation to developing or implementing proposals on proposals already underway. This has been addressed by incorporating in the programme those proposals that have been developed to stage where implementation is imminent.

5.5.5 Scheme design will seek to mitigate risks to safety in the long term and during construction. Construction risks will be identified through contractor Health and Safety Plans and contract managers' meetings

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equalities Act 2010 places a duty on local authorities as follows:

- (1) A public authority must, in the exercise of its functions, have due regard to the need to—
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This duty is addressed below.

5.6.2 The programme includes packages of road safety education initiatives 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 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 Prioritisation of proposals for otherwise undefined areas of work based on objective criteria will help ensure that the programme is developed fairly.

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

5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

5.8 **Consultation and Engagement**

5.8.1 Public consultation was undertaken in relation to development of the original LIP and future statutory and non-statutory consultation will apply to implementation of various proposals contained within it.

5.8.2 Consultation on individual schemes will be carried out as appropriate to the type and scale of the proposals.

5.9 **Insight**

5.9.1 The full LIP sets out the data informing the transport priorities used in the Annual Spending Submission and in the Prioritisation Tool, and Personal Injury Accident data, data from other public sources and survey data also

informs the various proposals.

6. BACKGROUND PAPERS

- 6.1 On 11 September 2017 the Environment Committee approved with amendments the 2018/19 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A of that report for submission to Transport for London. The minute and papers for that decision are available at item 13 via the link below.
- <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MIId=8590&Ver=4>

Appendix 1 – LIP Corridors, Neighbourhoods and Supporting Measures proposals.

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

Corridors Neighbourhoods and Supporting Measures programme		18/19 Allocation as revised
Electric Vehicle Charging points	Electric Vehicle charging point provision in Barnet, complementing and extending provision made through GULCS ¹ , 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
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	(1) 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). (2) Provision of cycle hire facility focussed on Golders Green	£150k
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

¹ Go Ultra Low City Scheme funding

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 borough's agreed prioritisation tool for these types of proposal	£100k
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
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	Development of LIP proposals/TfL liaison/Monitoring etc	£50k

liaison/Monitoring etc		
Bus stop accessibility improvements (boroughwide)	Completion of residual bus stop accessibility improvement locations.	£60k
Chipping Barnet High Street regeneration	Part funding for implementation of agreed proposals for Chipping Barnet High Street pavement build-outs (initial est £208k) subject to availability of other funding. [Note: Complements proposed Good Growth Fund bid by the Chipping Barnet Town Team]	£123k
Lorry restriction changes	Implement local area and wider area lorry restriction changes	£50k
Total		£3,499k

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Appendix 2 – Traffic Management and Accident Reduction proposals

Traffic Management and Accident Reduction Schemes

The provisional 2018/19 programme identified in September 2017 included:

- (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').

Further detail is provided in Table 1 below. Additional proposals derived from area scheme programmes and other urgent items were also introduced into the programme in-year and are identified at 3b in the table.

Table 1. Initial Work programme 2018/19

(1) Completion 2017/18 Accident reduction locations		
Location	Ward	Work to complete in 2018/19
FINCHLEY ROAD/GOLDERS GREEN ROAD	Childs Hill/Garden Suburb	Complete design, consult and implement minor scheme (deferred 17/18 to allow progress of other schemes)
GREAT NORTH RD/THE BISHOP'S AVENUE	East Finchley	Re-design and re-consult on revised scheme
Chesterfield Road	Underhill	Complete design, consult and implement (Subject to consultation outcome) (deferred 17/18 to allow progress of other schemes)
Edgware Road (Hay Lane to Kingsbury Road)	Colindale	Complete design, consult as necessary, implement (delayed 17/18 due to consultation with Brent over scheme overlap)
High Road- East Finchley (East End Road to Church Lane)	East Finchley	Complete design, consult as necessary, implement
High Road North Finchley (1) Summers Lane – Kingsway; & (2) Ballards Lane to Torrington Park	West Finchley / Woodhouse	Complete design, consult as necessary, implement (Design only 2017/18)
(2) Implementation (or part implementation) of proposals to provide pedestrian facilities and road safety improvements at existing traffic signalled junctions at:		
Location	Ward	Work to complete in 2018/19
A5/Station Road, Edgware	Edgware	Detailed design (including traffic signal design by TfL). Potential part implementation
A504 Finchley Lane/Church Road j/w Brent Street/Parson Street	Hendon	Detailed design (including traffic signal design by TfL) Potential part implementation
(3) Schemes identified from agreed prioritisation tool for Traffic Management and Accident Reduction schemes (including proposals identified in 2017/18 for 'design only')		
(3a) Previous design only items to complete		

Appendix 2 – Traffic Management and Accident Reduction proposals

Location	Ward	Work to complete in 2018/19
Mays Lane	Underhill	Traffic Calming scheme: Design, consult potential implementation
Brunswick Park Road	Brunswick Park	Traffic Calming scheme: Complete design, consult as necessary, implement
A1000 j/w Strawberry Vale	East Finchley	Road marking improvements etc: Implementation
A1000 High Road (near Cemetery)	East Finchley	Implement improvements to existing refuge
(3b) In-year additions from Area Committee programmes to complete 18/19		
Location	Ward	Work to complete in 2018/19
Traffic Totteridge Lane/Waitrose Entrance	Totteridge	Complete design, consult, implement
Alexandra Grove – Implementation	West Finchley	Pedestrian improvements: Re-design/ Consultation and Implementation
Pursley Road/Bunns Lane/Page Street	Mill Hill	Model proposals and developed from modelling and detailed design
(3c) New proposals identified from prioritisation tool 18/19		
Location	Ward	Work to complete in 2018/19
Selvage Lane	Hale	VAS – design and implement
Deansbrook Road (throughout)	Burnt Oak/Edgware/Hale	TRAFFIC CALMING – design and consult
A1000 High Road jw Leisure Way, N Finchley	Woodhouse	MINOR JUNCTION IMPROVEMENT – design and implement
Colney Hatch Lane n11 (Ribblesdale Avenue to Friern Barnet Lane)	Coppetts	Pedestrian improvements /traffic calming – design and consult
Woodhouse Road/Colney Hatch La signals	Coppetts	Minor traffic signal changes (right turn filter etc) complete design and implement
Rowley Lane junction with A1 (from minor road to Borehamwood roundabout)	High Barnet	SPEED LIMIT reduction – design and implement
Finchley Road / Hoop Lane junction	Childs Hill/Garden Suburb	TRAFFIC LIGHT CHANGES – design only
Oakleigh Road South	Brunswick Park	TRAFFIC CALMING I / CROSSING FACILITY (near Coppies Grove) – design and consult
A5 / Spur Road junction improvement	Edgware	Major junction improvement – complete design and consult
A1000 High Road j/w Leisure Way, N Finchley	Woodhouse	MAJOR JUNCTION IMPROVEMENT (SIGNALS ETC)
Church Hill Road j/w Cedar Ave	East Barnet	Pedestrian Facility
A1000 Barnet Hill / Underhill / Fairfield Way	Underhill	TRAFFIC LIGHTS CHANGES – design only
A1000 High Road N12 with Summers Lane/Granville Road	Woodhouse	TRAFFIC LIGHT CHANGES – design only
A5 j/w Kingsbury Road	Collindale	TRAFFIC LIGHT CHANGES – design only
Hadley Green jw Sydney Chapman Way	High Barnet	CROSSING FACILITY (REFUGE) - design and implement
High Road j/w Totteridge Lane	Totteridge/Oakleigh	TRAFFIC LIGHT CHANGES – left turn into Totteridge La - design only
Ballards Lane	West Finchley	Bus stop and pedestrian changes – implement

Appendix 2 – Traffic Management and Accident Reduction proposals

Prioritisation outputs

Prioritisation has been carried out on new requests received during 2017/18 at locations with high levels of injury collisions and re-prioritisation undertaken for proposals previously prioritised that scored 18 points or more that have not already been addressed (taking account of new requests and updated data).

This resulted in identification of 20 proposals scoring 18 points or more which form the basis of the proposals at 3c in table 1. Some proposals have been merged in table 1 where more than one proposal has been identified for the same location.

Table 2 – extract from prioritisation output

	Re Ref.	Project name	Ward / Area	Scheme Type	Total Score
1	TM_2018.2019-17	Selvage Lane	Hale	VAS	26
2	TM_2018.2019-27	Deansbrook Road (throughout)	Burnt Oak/Edgware/Hale	TRAFFIC CALMING III	23.25
3	TM_2018.2019-02	A1000 High Road jw Leisure Way, N Finchley	Woodhouse	MINOR JUNCTION IMPROVEMENT	23
4	TM_2018.2019-07	Colney Hatch Lane n11	Coppetts	PEDESTRIAN CROSSING/TRAFFIC CALMING	23
5	TM_2018.2019-35	Woodhouse Road/Colney Hatch La signals	Coppetts	Minor traffic signal changes	22.75
6	TM_2018.2019-14	Rowley Lane junction with A1 (from minor road to Borehamwood roundabout)	High Barnet	SPEED LIMIT	22
7	TM_2018.2019-26	Deansbrook Road (railway bridge to Orange Hill Road)	Burnt Oak/Edgware/Hale	TRAFFIC CALMING I	21.25
8	TM_2018.2019-08	Finchley Road / Hoop Lane junction	Childs Hill/Garden Suburb	TRAFFIC LIGHT CHANGES	21
9	TM_2018.2019-11	Oakleigh Road South	Brunswick Park	TRAFFIC CALMING I	21
10	TM_2018.2019-34	A5 / Spur Road junction improvement	Edgware	Major junction improvement	21
11	TM_2018.2019-12	Oakleigh Road South (near to junction with Coppies Grove.	Brunswick Park	CROSSING FACILITY	20.75
12	TM_2018.2019-03	A1000 High Road jw Leisure Way, N Finchley	Woodhouse	MAJOR JUNCTION IMPROVEMENT (SIGNALS ETC)	20
13	TM_2018.2019-06	Church Hill Road jw Cedar Ave	East Barnet	Pedestrian Facility	20

Appendix 2 – Traffic Management and Accident Reduction proposals

14	TM_2018.2019-13	Oakleigh Road South (near to junction with Coppies Grove.	Brunswick Park	CROSSING FACILITY (REFUGE)	19.75
15	TM_2018.2019-01	A1000 Barnet Hill / Underhill / Fairfield War	Underhill	TRAFFIC LIGHTS	19.5
16	TM_2018.2019-04	A1000 High Road N12 with Summers Lane/Granville Road	Woodhouse	TRAFFIC LIGHT CHANGES	19.5
17	TM_2018.2019-05	A5 j/w Kingsbury Road	Colindale	TRAFFIC LIGHT CHANGES	19.5
18	TM_2018.2019-09	Hadley Green jw Sydney Chapman Way	High Barnet	CROSSING FACILITY (REFUGE)	19.5
19	TM_2018.2019-10	High Road j/w Totteridge Lane	Totteridge/West Finchley/Woodhouse	TRAFFIC LIGHT CHANGES	18.25
20	TM_2018.2019-37	Ballards Lane	West Finchley	Bus stop and pedestrian changes	18

Appendix 2 – Traffic Management and Accident Reduction proposals

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Appendix 3 – School Travel Plan and 20mph initial work programme

School Travel Plan Schemes

The provisional 2018/19 programme identified in September 2017 was for.

- (1) completion of 2017/18 proposals;
- (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.

School Travel Plan Schemes Initial Work programme 2018/19

(1) Complete 2017/18 work still in progress		
School / Project	Ward	Work to complete in 2018/19
Dollis Infants	Mill Hill	Complete Design/ Consultation and Implementation
Edgware School	Edgware	Complete Design / Consultation and Implementation
Manorside /Tudor	West Finchley / Woodhouse	Implementation
Frith Manor School	Mill Hill	Feasibility / Detailed Design / Consultation and implementation
Garden Suburb Infants	Garden Suburb	Complete Feasibility /Detailed Design / Consultation and Implementation
Annunciation Infants	Burnt Oak	Complete Design / Consultation and Implementation
Mill Hill County	Hendon	Feasibility / Detailed Design / Consultation and implementation
Menorah School	Childs Hill	Detailed Design / Consultation and implementation
(2) New Scheme Identified		
Danegrove Primary	East Barnet	Feasibility / Detailed Design / Consultation and implementation
Grasvenor Avenue Infant School	Underhill	Feasibility / Detailed Design / Consultation and implementation
St Theresa's Catholic Primary School	Finchley Church End	Feasibility / Detailed Design / Consultation and implementation
Wessex Gardens Primary School	Childs Hill	Feasibility / Detailed Design / Consultation and implementation

20mph programme

The provisional 2018/19 programme identified in September 2017 was.

- (1) Completion of 2017/18 locations;
- (2) Schemes identified from a new prioritisation of 20mph requests identified from School Travel Plans using the borough's agreed prioritisation tool for these types of proposal.

Note: Owing to anticipated implementation costs for proposals there is limited capacity for new proposals, but 20mph proposals will be taken forward through the school travel plan workstream if priority achieved there.

20mph Initial Work programme 2018/19

(1) Complete 2017/18 work still in progress

School	Ward	Work to complete in 2018/19
Deansbrook Infant School [including Mathilda Marks Kennedy School]	Hale	Implementation
St Agnes RC School [including Childs Hill School]	Childs Hill	Implementation
Broadfields Primary School	Edgware	Implementation
Garden Suburb Infant School	Garden Suburb	consult and implement
Mill Hill Foundation Schools [including St Paul's C of E Primary School and St Vincent's Catholic Primary School]	Mill Hill	Implementation
St Joseph's RC Primary School	Hendon	Address consultation comments and implement final proposal
Summerside Primary School	Woodhouse	Address consultation comments and implement final proposal
Parkfield Primary School	West Hendon	Implementation
Claremont Primary School	Childs Hill	Consult and implement
Northside School	West Finchley	Design, consult and implement

(2) Schemes identified from reprioritisation

School	Ward	Work to complete in 2017/18
Not identified – see note above.		

Appendix 4 – Parking Review schemes initial work programme

Parking Review schemes

A number of schemes or potential schemes from the 2017/18 agreed programme remain incomplete. In addition, schemes which originated either as Area Committee or Section 106 (of the Town and Country Planning Act 1990) schemes, albeit where it is envisaged that additional funding is or may be required to progress or complete the schemes, have been prioritised and are included in the programme.

Further detail is provided in Table 1 below.

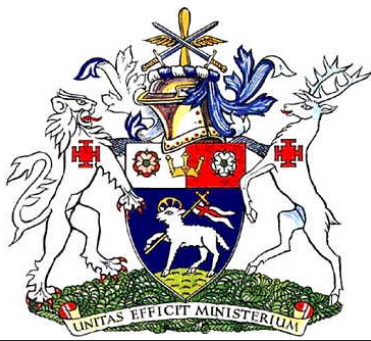
It is envisaged that work will continue on the carried-over 2017/18 schemes on the additional schemes, and the work to fulfil these schemes' requirements will account for the majority of the available budget.

Table 1. Parking Review schemes initial work programme 2018/19

Location	Ward	Work to complete in 2018/19
Watford Way service road (Apex Corner) & Glendor Gardens Proposed Controlled Parking Zone (CPZ)	Mill Hill	Analysis of statutory consultation and implementation (subject to consultation outcome)
Great Bushey Drive & Oak Tree Drive N20 – Proposed Controlled Parking Zone (CPZ)	Totteridge	Implementation (subject to consultation outcome)
West Hendon Controlled Parking Zone (CPZ) hours change – Montagu Road area NW4	West Hendon	Making permanent/revoking experimental traffic orders, as appropriate
Beresford Road N2 – Investigation into amending Controlled Parking Zone (CPZ) restricted hours	East Finchley	Develop options and outline design/consultation. Potential progression to detailed design, consultation and implementation
Westcroft Estate NW2 - Parking investigation	Childs Hill	Detailed design, consultation and implementation
Barnet Hospital area – Proposed Controlled Parking Zone	High Barnet - Underhill	Implementation
Meadway Close EN5 - Investigation into provision of a new Controlled Parking Zone (CPZ)	High Barnet	Outline design/consultation. Potential progression to detailed design, consultation and implementation
Avenue Road N12 – Investigation into amending Controlled Parking Zone (CPZ) restricted hours	Woodhouse	Develop options and outline design/consultation. Potential progression to detailed design
Templars Crescent N3- Investigation into provision of a new Controlled Parking Zone (CPZ)	Finchley Church End	Detailed design, consultation and implementation
Union Street EN5 – Investigation into provision of additional residents parking bays/ amending parking layout near medical facility	High Barnet	Design, consultation and implementation
Normandy Avenue EN5 –	Underhill	Design, consultation and implementation

Appendix 4 – Parking Review schemes initial work programme

Investigation into provision of additional residents parking bays		
Sunningfields Road NW4- Investigation into provision of additional parking opportunity for visitors to medical facility	Hendon	Design, consultation and implementation
Brent Green NW4 - Investigation into provision of additional parking opportunity for visitors to medical facility	Hendon	Design, consultation and implementation
Fitzjohn Avenue EN5 – Investigation into provision of additional residents parking bays	Underhill	Design, consultation and implementation
Alexandra Grove N12 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	West Finchley	Investigation, consultation and implementation (subject to outcome of investigation)
Finchley Road NW11 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	Garden Suburb	Investigation, consultation and implementation (subject to outcome of investigation)
Ballards Lane N3 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	West Finchley	Investigation, consultation and implementation (subject to outcome of investigation)
Lytelton Road N2 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	Garden Suburb	Investigation, consultation and implementation (subject to outcome of investigation)
Chapel Walk NW4 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	Hendon	Investigation, consultation and implementation (subject to outcome of investigation)
Brent Street NW4 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	Hendon	Investigation, consultation and implementation (subject to outcome of investigation)
Mapesbury Mews NW9 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	West Hendon	Investigation, consultation and implementation (subject to outcome of investigation)
Kingsway N12 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	West Finchley	Investigation, consultation and implementation (subject to outcome of investigation)
Brook Close NW7 – Investigation into inclusion for permit eligibility for Controlled Parking Zone (CPZ)	Mill Hill	Investigation, consultation and implementation (subject to outcome of investigation)



Environment Committee

14 March 2018

Title	Highways Planned Maintenance Programme 2018/19
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Proposed Carriageway and Footway Works by Wards for Year 4 of the Network Recovery Programme during 2018/19
Officer Contact Details	Jamie Blake, Jamie.Blake@barnet.gov.uk

Summary

This report seeks the Committee’s approval for the delivery of the 2018/19 Highway Planned Maintenance and Network Recovery Plan (NRP) Work Programme (“the Work Programme”) listed in Appendix A, totalling £6.219 million to be funded from the agreed NRP Capital allocation of £50.365 million over 5 years.

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

The initial Work Programme was agreed on 11 January 2018 by the Environment Committee, subject to Ward Member consultation and engagement. This consultation was completed on 21 February 2018 and some revisions to the Work Programme are now presented to the Committee for approval, as set out in Appendix A.

The investment split for 2018/19 will be as follows: 55% footway, 35% carriageway and 10% structures, drainage, road markings and other highway assets.

Officer's Recommendations

- 1. That the Committee approves the capital expenditure of £6.219 million for the delivery of the 2018/19 Planned Maintenance and Network Recovery Plan Work Programme consisting of carriageway and footway renewal works as listed in Appendix A of this report.**
- 2. That the Committee notes the changes to the Work Programme as a result of Ward Member consultation and engagement, as set out in Appendix A of this report.**
- 3. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 4. That the Strategic Director for Environment is authorised to alter the programme of carriageway and footway renewal works.**
- 5. That subject to the overall costs being contained within agreed budgets, the Strategic Director for Environment is authorised to instruct Re to implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and or the Council's Contract Procedure Rules as appropriate.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide the appropriate Council authority to instruct Re, approve the planned maintenance programme for 2018/19 and agree the proposed investment proportions for the planned maintenance programme for 2018/19.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The programme proposed in this report was developed using an independent condition assessment survey company, Highway Surveyors, who undertook a survey of every footway and carriageway in the borough and recorded the data to a defined national standard of all footways and carriageways within the borough. This data was added to that of the defects scores, scores from the highway safety inspectors with the local knowledge they have from walking the streets regularly as part of their routine inspection, and by applying guidance on Network Recovery Plan whole life cost principles resulted in the list of those footways and carriageways to be in the worst condition, as set out in Appendix A.

- 2.2 Schemes have been prioritised based on their known condition. In order to achieve best value for the investment, the proposed carriageway treatments include micro asphalt with patching as required, as well as a resurfacing programme.
- 2.3 All ward councillors were invited for consultation in February 2018 on the proposed schemes and as a result of this consultation and engagement the programme was revised. Revisions to the programme originally agreed by Committee on 11 January 2018 are listed in Appendix A. This is the final programme, which will only be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict with that proposed and result in abortive works, or where engineering practicalities mean that the proposed treatment type is no longer suitable. Any schemes which are unable to be progressed or delayed due to the above will be replaced in the programme with those next on the priority list.
- 2.4 Appendix A lists all the proposed carriageway treatments and footway relay schemes in each ward to be undertaken in 2018/19. Relevant information about the work in each location will be provided in advance to residents by letter along with advanced signing. In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter. Local ward councillors will be notified in advance of residents of the proposed extent of works for each scheme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option of undertaking planned maintenance based on the previous approach of “worst first” has been considered and rejected because this is an unsustainable approach associated with expensive short term reactive repairs.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, officers will plan and implement the approved planned maintenance schemes by raising relevant orders with the Council’s term contractor or specialist contractors if there are financial benefits in doing so. As part of year 4 of the Network Recovery Programme a further independent condition assessment will be commissioned towards the latter part of the year to assist in preparation of the year 5 programme.
- 4.2 This finalised programme will be taken forward to implementation, and if an instance arises where the community objects to a scheme being implemented, the Strategic Director for Environment can take a decision to alter the programme under delegated powers.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

5.1.1 The proposed planned maintenance programme will contribute directly to two of the three Corporate Objectives of the Council's 2013 - 16 Corporate Plan by:

- Promoting responsible growth, development and success across the borough; and
- Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

5.1.2 The proposed planned maintenance programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

5.1.3 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2018/19 programme aims to stop short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

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

5.2.1 A £1.883 million bid for carriageway resurfacing works on the Borough's principal roads was included in the Local Implementation Plan (LIP) 2018/19 bid submitted to Transport for London (TfL). The Council has been advised that carriageway principal road resurfacing funding will not be granted in the 2018/19 financial year, and this could have a consequential impact on the reactive maintenance spend on the principal road network.

5.2.2 The total Council budget allocation for the Network Recovery Programme works in 2018/19 is £6.219 million funded from borrowing. The breakdown is shown in the table below:

Programme	Allocation
Total works budget	£6.219 million
Carriageway resurfacing	£1.280 million
Carriageway micro asphalt treatment	£1.087 million
Footway schemes	£3.852 million

5.2.3 The amount of available funding will determine the number of schemes

that can be delivered in the year. Where the number of schemes exceed this, they will be prioritised, if any of programmed schemes are not delivered. The proposed percentage split of the budget between footways, carriageways and others (structures, drainage, signs, road markings) is 35%, 55% and 10% respectively.

5.2.4 The following three main treatment types are included in the Appendix A:

Footway Relay: The Environment Committee on 15th March 2017 agreed two main footway treatment types with Type 3 being the standard treatment and Type 1 being used for town centres and conservation areas. Type 3 treatment is a mixture of a flexible asphalt footway behind a grey block margin by the kerb line. Type 1 is Artificial Stone Paving (ASP), with flexibility for a grey block margin by the kerb line.

It is acknowledged that there may be exceptional circumstances where the treatment type should be changed - for example in cul-de-sacs which lead off town centres, which would be paved and these may be better completed in paving as a treatment Type 1 or where sections of footway are only partially in a conservation area or town centre and the treatment type may require extending to the nearest junction to separate the treatments.

Micro Asphalt: Involves overlaying a thin surface layer of 15-30 mm and may involve removing or planing some of the old surface, particularly at the channels. Some carriageway patching may be required before this treatment is applied, but essentially this treatment is applicable where the road surface is still sound. In addition to sealing the carriageway and providing a new running surface this treatment can also restore some of the shape of the road. This treatment is not applicable to heavily trafficked roads. A typical life expectancy is 10 years plus.

Carriageway Resurfacing: This requires the removal and replacement of the surface layer with hot rolled asphalt, dense bitumen macadam or stone mastic asphalt, and the specific treatment will be decided by the highway officers. The treatment depth is between 30 and 40 mm, but it can be more if the underlying layer also needs replacing. A typical life expectancy is 15-20 years.

Other treatments may also be proposed such as carriageway patching, joint sealing and use of reflective membranes where considered necessary by experienced highway officers.

5.2.5 The carriageway and footway estimates given in Appendix A are based on the contract rates of the London Highways Alliance Contract (LoHAC), which the Council adopted to use as a means to deliver all the highway maintenance works. A cost comparison exercise has confirmed that the LoHAC rates offer a saving of some 15% compared to the previous highways term contracts.

5.2.6 Some of the proposed schemes may not be delivered due to future utility

or development works as previously stated. Updates of any changes or variations to the highway schemes scheduled in Appendix A will be reported to the Strategic Director for Environment for his authorisation to alter the programme of carriageway and footway renewal works, as and when required.

5.2.7 There are no staffing ICT or property implications.

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management including agreement of the London Transport Strategy Local Implementation Plan. These are contained in the main body of the report.

5.4.2 Highway Maintenance is a statutory duty under the Highways Act 1980.

5.4.3 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.5 Risk Management

5.5.1 The extreme winter weather has resulted in a rapid deterioration of the core fabric of many patched and heavily deteriorated carriageways. The whole life condition of these carriageways is susceptible to further reduction by increased frequency of future extremes of weather unless timely intervention is carried out by a planned programmed of appropriate highway maintenance treatments. The reactive attention to defects or filling of pot-holes has been technically proven to be only a short-term and a superficial remedy to highway damage. To address this, the Council has committed to the ongoing use of the Infra-red patching process to address small scale areas of deterioration. This process has been successfully used in the 2017/18 financial year.

5.6 Equalities and Diversity

- 5.6.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.
- 5.6.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- 5.6.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Forums, Leader listens and Chief Executive Walkabouts, etc. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.
- 5.6.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- a) Eliminate discrimination, harassment and victimisation and other contact prohibited by the Equality Act 2010.
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

5.6.5 Corporate Parenting

5.7.1 This section of the report does not apply to this report.

5.7 Consultation and Engagement

5.7.1 Consultation with local ward councillors was undertaken in February 2018 to finalise the proposed carriageway treatments and footway relay

schemes in each ward, and the revised programme (including where changes are proposed) is included in Appendix A.

- 5.7.2 Two new schemes were identified for alternative treatment 'micro asphalt surfacing' for an estimated value of £31,084 (one was previously listed as a resurfacing scheme and the other was a reserve scheme that has been brought forward). The overall total cost for micro asphalt programme to be implemented is £1,087,169 comprising 36 schemes.
- 5.7.3 Nine micro asphalt schemes have been deferred to accommodate additional resurfacing schemes in the programme. The carriageway resurfacing programme now comprises 16 schemes with an estimated value £1,281,784.
- 5.7.4 Two additional footway relay schemes have been included in the programme. The value of the footway programme is £2,456,466 comprising 17 schemes.
- 5.7.5 The Ward Member consultation exercise for the Year 4 work programme was completed on 21 January 2018 and no further consultation will be undertaken on scheme proposals within the programme.
- 5.7.6 Residents will receive notification in advance informing them of any forthcoming works. The Council's Communications Team will be engaged to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance.

5.8 **Insight**

- 5.8.1 This section of the report does not apply to this report.

6. BACKGROUND PAPERS

- 6.1 Environment Committee approval 11th of January 2018 of the Highways Planned Maintenance Programme 2018/19
<https://barnet.moderngov.co.uk/documents/g9222/Public%20reports%20pack%2011th-Jan-2018%2018.30%20Environment%20Committee.pdf?T=10>
- 6.2 Environment Committee approval of 15th of March 2017 of the footway treatment types (Type 1 and Type 3)
<https://barnet.moderngov.co.uk/documents/g8593/Public%20reports%20pack%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=10>
- 6.3 Environment Committee approval 24th of July 2014 of Draft Network Recovery Plan
<https://barnet.moderngov.co.uk/documents/g7879/Public%20reports%20pack%2024th-Jul-2014%2019.00%20Environment%20Committee.pdf?T=10>
- 6.4 Environment Committee approval 18th of November 2014 of five year Commissioning Plan
<https://barnet.moderngov.co.uk/documents/g7880/Public%20reports%20pack%2018th-Nov-2014%2019.00%20Environment%20Committee.pdf?T=10>
- 6.5 Council approval 16th December 2014 of five year capital allocation of £50.365m
<https://barnet.moderngov.co.uk/documents/g7816/Public%20reports%20pack%2016th-Dec-2014%2019.00%20Council.pdf?T=10>

Appendix A: Proposed Carriageway and Footway Works by Wards for Year 4 of the Network Recovery Programme - 2018/2019

Carriageway Micro Asphalt – Year 4

Road name	Postcode	Ward	Estimated Cost £	Changes
Brookside South	EN4	Brunswick Park	£46,140	
The Woodlands	N14	Brunswick Park	£44,869	
Market Lane	HA8	Burnt Oak	£8,759	
Greenway Gardens	HA8	Burnt Oak	£19,386	
Aerodrome Road	NW9	Colindale	£63,099	
Parkhurst Road	N11	Coppetts	£23,733	
Torrington Park	N12	Coppetts	£31,344	
Victoria Road	EN4	East Barnet	£25,697	
Church Lane	N2	East Finchley	£51,355	
Summerlee Avenue	N2	East Finchley	£30,464	
Green Lane	HA8	Edgware	£46,684	
Fernhurst Gardens	HA8	Edgware	£14,839	
Manor View	N3	Finchley Church End	£25,135	
Lyndhurst Gardens	N3	Finchley Church End	£45,662	
Kingsley Way	N2	Garden Suburb	£29,268	
Wildwood Road	NW11	Garden Suburb	£17,120	
Bedford Road	N2	Hale	£11,635	
The Meads	HA8	Hale	£35,641	
Victoria Road	NW4	Hendon	£6,274	
Lodge Road	NW4	Hendon	£8,568	
Thornton Road	EN5	High Barnet	£13,711	

Road name	Postcode	Ward	Estimated Cost £	Changes
Kings Road	EN5	High Barnet	£14,542	New scheme added
Cavendish Road	EN5	High Barnet	£14,542	New scheme added
Wise Lane	NW7	Mill Hill	£49,410	
Lawrence Street	NW7	Mill Hill	£47,094	
Netherlands Road	EN5	Oakleigh	£33,720	
Gloucester Road	EN5	Oakleigh	£72,908	
Michleham Down	N12	Totteridge	£45,689	
Woodside Park Road	N12	Totteridge	£22,601	
Leeside	EN5	Underhill	£34,031	
Grasvenor Avenue	EN5	Underhill	£47,307	
Eversleigh Road	N3	West Finchley	£25,767	
Long Lane	EN5	West Finchley	£54,160	
Shirehall Park	NW4	West Hendon	£4,200	
Colindeep Gardens	NW9	West Hendon	£6,190	Reserve scheme added
Montrose Crescent	N12	Woodhouse	£15,625	

Carriageway Resurfacing – Year 4

Road name	Postcode	Ward	Estimated Cost £	Changes
Holden Road	N12	Totteridge	£174,014	
Potters Road	EN5	High Barnet	£63,644	
Woodfall Avenue	EN5	Underhill	£95,912	
Lichfield Road	NW2	Childs Hill	£18,645	
The Vale	NW2	Childs Hill	£40,311	New scheme added
Cherry Close	NW9	Colindale	£13,923	New scheme added
Hazel Close	NW9	Colindale	£40,489	New scheme added

Road name	Postcode	Ward	Estimated Cost £	Changes
Lawton Road	EN4	East Barnet	£57,456	Scheme Type changed from Micro asphalt to Resurfacing
Westbrook CrescentEN4	EN4	East Barnet	£89,424	New scheme added
Thomas More Way	N2	East Finchley	£40,093	Reserve scheme added
Squires Lane	N3	West Finchley	£101,962	
Green Lane	HA8	Edgware	£138,000	
Briarfield Avenue	N3	Finchley Church End	£81,397	
Eastside	NW11	Golders Green	£82,264	Reserve scheme added
First Avenue	NW4	Hendon	£38,177	
Erskine Hill	NW11	Garden Suburb	£140,705	
Pembroke Road	N10	Coppetts	£105,461	

Footways – Year 3 (still to be completed)

Roadname	Postcode	Ward	Estimated cost
Alexandra Road	NW4	Hendon	£95,296
Barnfield Road	HA8	Burnt Oak	£24,888
Burnt Oak Broadway	HA8	Burnt Oak	£80,000
Chandos Avenue	N20	Oakleigh	£16,253
Cherry Tree Road	N2	East Finchley	£47,680
Church End	NW4	Hendon	£66,844
East Barnet Road	EN4	East Barnet	£30,913
Finchley Road	NW11	Golders Green	£97,728
Green Road	N20	Totteridge	£41,777
Hermitage Lane	NW2	Childs Hill	£131,584
Highfield Avenue	NW11	Golders Green	£209,792
Holden Road	N12	Totteridge	£265,920
Hutton Grove	N12	West Finchley	£129,792
Lyndale Avenue	NW2	Childs Hill	£52,000
Second Avenue	NW4	Hendon	£35,584
Union Street	EN5	High Barnet	£69,568

Footways – Year 4 Priority List (in priority order)

Road name	Postcode	Ward	Estimated Cost £	Changes
Dunstan Road	NW11	Childs Hill	£275,595	
Hampstead Heights	N2	East Finchley	£126,245	
Cheyne Walk	NW4	West Hendon	£178,847	
Trinity Avenue	N2	East Finchley	£12,536	Scheme size reduced
Dorchester Gardens	NW11	Garden Suburb	£32,293	
Friern Barnet Lane	N20	Coppetts	£43,379	
Linthorpe Road	EN4	East Barnet	£168,624	
Longland Drive	N20	Totteridge	£334,812	
Northumberland Road	EN5	Oakleigh	£98,777	New scheme added
Sydney Road	N10	Coppetts	£168,423	
Holmwood Grove	NW7	Hale	£60,185	
Highcroft Gardens	NW11	Golders Green	£113,883	
Sherrards Way	EN5	Underhill	£207,085	
Beaufort Drive	NW11	Garden Suburb	£84,400	
Granville Road	N12	Woodhouse	£263,886	New scheme added
Langham Road	HA8	Burnt Oak	£44,799	
Clitterhouse Road	NW2	Golders Green	£242,697	

Carriageway Micro Asphalt – Year 4 Reserve List

Roadname	Postcode	Ward	Estimated cost
Carlisle Place	N11	Brunswick Park	£7,872
Monkfrith Way	N14	Brunswick Park	£7,256
Park Croft	HA8	Burnt Oak	£4,590
Edwin Road	HA8	Burnt Oak	£12,314
Lyndale	NW2	Childs Hill	£14,793
Crewys Road	NW2	Childs Hill	£33,387
Nant Road	NW2	Childs Hill	£19,737
Manor Way	NW9	Colindale	£17,392
Annesley Avenue	NW9	Colindale	£15,847
Hampden Road	N10	Coppetts	£33,162
Poplar Grove	N11	Coppetts	£47,755
Somaford Grove	EN4	East Barnet	£3,785
Mount Road	EN4	East Barnet	£14,651
King Street	N2	East Finchley	£13,512
New Trinity Road	N2	East Finchley	£9,159
Lynford Gardens	HA8	Edgware	£14,056
Old Rectory Gardens	HA8	Edgware	£12,398
Church Crescent	N3	Finchley Church End	£38,549
Holden Hill Crescent	NW4	Finchley Church End	£23,957
Creswick Walk	NW11	Garden Suburb	£9,849
Church Mount	N2	Garden Suburb	£31,998

Clitterhouse Road	NW2	Golders Green	£46,291
West Way	HA8	Hale	£28,560
Gold Hill	HA8	Hale	£3,912
Albert Road	NW4	Hendon	£20,858
Sunny Hill	NW4	Hendon	£15,718
Hadley Green Road	EN5	High Barnet	£20,120
Leicester Road	EN5	High Barnet	£58,939
Abercorn Road	NW7	Mill Hill	£33,014
Ashley Walk	NW7	Mill Hill	£28,426
Station Approach	EN5	Oakleigh	£16,024
Lyonsdown Road	EN5	Oakleigh	£13,918
Walmington Fold	N12	Totteridge	£32,721
Northiam	N12	Totteridge	£27,013
Willow Drive	EN5	Underhill	£7,986
Brett Road	EN5	Underhill	£15,150
Birkbeck Road	N12	West Finchley	£13,056
Oakdene Park	N3	West Finchley	£18,190
Stanley Road	NW9	West Hendon	£3,761
Woodside Grove	N12	Woodhouse	£13,066
Bramber Road	N12	Woodhouse	£27,636

Carriageway Resurfacing – Year 4 Reserve List

Road name	Post Code	Ward	Estimate Cost
Hampden Way	N14	Brunswick Park	£192,171
Church Hill Road	EN4	Brunswick Park	£119,186
Montrose Avenue	HA8	Burnt Oak	£404,339
Lanacre Avenue	NW9	Burnt Oak	£104,579
Yew Grove	NW2	Childs Hill	£30,311
The Vale	NW2	Childs Hill	£91,437
Grahame Park Way	NW9	Colindale	£40,968
Colindale Avenue	NW9	Colindale	£78,165
Wetherill Road	N10	Coppetts	£63,270
Hemington Avenue	N11	Coppetts	£57,447
Henry Road	EN4	East Barnet	£60,026
East Barnet Road	EN4	East Barnet	£81,329
Leopold Road	N2	East Finchley	£76,452
Kings Drive	HA8	Edgware	£111,745
Mowbray Road	HA8	Edgware	£125,624
Kinloss Gardens	N3	Finchley Church End	£43,882
The Avenue N3	N3	Finchley Church End	£28,747
Meadway	NW11	Garden Suburb	£59,539
The Bishops Avenue	N2	Garden Suburb	£462,392
Wentworth Road	NW11	Golders Green	£114,446

Woodstock Avenue	NW11	Golders Green	£141,890
Grahame Park Way	NW7	Hale	£61,281
Fairmead Crescent	HA8	Hale	£223,709
Green Lane	NW4	Hendon	£115,894
Prothero Gardens	NW4	Hendon	£79,140
Byng Road	EN5	High Barnet	£145,307
Stapylton Road	EN5	High Barnet	£116,512
Tretawn Gardens	NW7	Mill Hill	£104,769
Weymouth Avenue	NW7	Mill Hill	£57,162
Oakleigh Park South	N20	Oakleigh	£163,118
Lyonsdown Road	EN5	Oakleigh	£125,920
Ridgeview Road	N20	Totteridge	£131,502
Northiam	N12	Totteridge	£89,238
Mays Lane	EN5	Underhill	£159,524
Normandy Avenue	EN5	Underhill	£159,047
Westbury Road	N12	West Finchley	£55,473
Albert Place	N3	West Finchley	£22,752
Prince Charles Drive	NW4	West Hendon	£158,248
Allington Road	NW4	West Hendon	£25,058
Summers Lane	N12	Woodhouse	£30,621
Woodgrange Avenue	N12	Woodhouse	£114,946

Footways – Year 4 Reserve List

Road name	Postcode	Ward	Estimated cost
Hampden Way	N14	Brunswick Park	£331,542
Southbourne Avenue	NW9	Burnt Oak	£122,037
Llanvanor Road	NW2	Childs Hill	£93,623
Silkfield Road	NW9	Colindale	£87,587
Woodfield Avenue	NW9	Colindale	£87,460
Friern Barnet Lane	N11	Coppetts	£50,945
Lawton Road	EN4	East Barnet	£68,703
Talbot Avenue	N2	East Finchley	£34,950
Church Lane	N2	East Finchley	£214,454
Park Grove	HA8	Edgware	£105,730
Gravel Hill	N3	Finchley Church End	£74,305
Haslemere Gardens	N3	Finchley Church End	£125,254
Blandford Close	N2	Garden Suburb	£35,857
Clitterhouse Crescent	NW2	Golders Green	£168,129
Grange Hill	HA8	Hale	£75,067
Hall Lane	NW4	Hendon	£183,607
Highlands Road	EN5	High Barnet	£92,886
Warwick Road	EN5	High Barnet	£39,096
Glenmere Avenue	NW7	Mill Hill	£116,597
Simmons Way	N20	Oakleigh	£121,204

Northumberland Road	EN5	Oakleigh	£98,778
Northiam	N12	Totteridge	£140,338
West Hill Way	N20	Totteridge	£125,635
Hillside Gardens	EN5	Underhill	£290,696
Westbury Road	N12	West Finchley	£101,522
Graham Road	NW4	West Hendon	£46,895
Shirehall Lane	NW4	West Hendon	£299,669
Fallow Court Avenue	N12	Woodhouse	£149,052
Addington Drive	N12	Woodhouse	£91,045

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London Borough of Barnet
Environment Committee Work Programme
March 2018 – June 2018

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Date to be confirmed			
Footway Damage – Phase 2 report	Committee to consider and comment on phase 2 of the Footway Damage project	Strategic Director for Environment	Non-key
Public Highway Crossovers	Committee to comment on policies relating to footway crossings	Strategic Director for Environment	Non-key
Air Quality – Annual Report	Committee to discuss the update on progress in delivering the air quality action plan	Strategic Director for Environment	Non-key
2017/18 Annual Parking Report	Committee to comment and approve the Annual Parking Report	Strategic Director for Environment	Non-key
Parks and Open Spaces Strategy and Playing Pitch Strategy Annual Report	Committee to consider and note progress on implementation of the strategies.	Strategic Director for Environment	Non-key
Quarterly performance report	For the Committee to consider quarterly performance information.	Strategic Director for Environment	Non-key
Adopting/utilising Section 75 of the London Local Authorities Act 2007, in relation to mail forwarding companies	Committee to consider a report in regards to Adopting/utilising Section 75 of the London Local Authorities Act 2007, in relation to mail forwarding companies	Strategic Director for Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
8th October 2018			
Business Planning 2019/20	Committee to approve MTFS savings for 2019/20.	Strategic Director for Environment	Key
Recycling and Waste Strategy Annual Report	Committee to consider and note progress on implementation of the Action Plan including agreement to Recycling and Waste Policies	Strategic Director for Environment	Non-key
Quarterly performance report	For the Committee to consider quarterly performance information.	Strategic Director for Environment	Non-key
12 December 2018			
Fees and Charges Report	Committee to consider and approve the proposed fees and charges.	Strategic Director for Environment	Non-key
Tree Policy Annual Report	Committee to consider and note progress on implementation of the action plan.	Strategic Director for Environment	Non-key
Quarterly performance report	For the Committee to consider quarterly performance information.	Strategic Director for Environment	Non-key
14 March 2019 – Items to added.			
Quarterly performance report	For the Committee to consider quarterly performance information.	Strategic Director for Environment	Non-key

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