

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

TUESDAY 5TH JUNE, 2018

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen

Vice Chairman: Peter Zinkin

Councillors

Elliot Simberg
Laithe Jajeh
Jo Cooper

Alison Cornelius
Alan Schneiderman
Laurie Williams

Thomas Smith
Geoff Cooke

Substitute Members

Roberto Weeden-Sanz
Kath McGuirk

Nizza Fluss
Tim Roberts

Sarah Wardle
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

paul.frost@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 10
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
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Decisions of the Environment Committee

14 March 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	

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the Environment Committee held on 11 January 2018 be approved.

2. ABSENCE OF MEMBERS

Councillor Alon Or-bach gave his apologies for absence. Councillor Nagus Narenthira was in attendanc for him as a Substitute Member.

Councillor Dr Devra Kay gave her apologies for absence.

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

Councillor A Slocombe declared a non-Disclosable Pecuniary interest in relation to item . She started that he was a School Governor at Whitefields School.

Councillor Dean Cohen declared a non-pecuniary interest. He started that he was governor of Menorah Foundation School.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None

6. MEMBERS' ITEMS

Cuts to Street Cleaning – Cllr Alan Scheiderman

Councillor Alan Schneiderman introduced his Members Item and requested that the Committee considered the impact of the hours cut of street cleansing staff.

Having considered the report the Committee unanimously:

Resolved:

- That the Committee noted the item

West London Orbital Rail Link – Cllr Phil Cohen

Councillor Phil Cohen introduced his Members Item and requested that the Committee noted and welcomed the adoption of the West London Orbital Rail service as part of the transport strategy. Members supported this and outlined that there will be a close working relationship with the Asset, Regeneration and Growth Committee on the issue.

Having considered the report the Committee unanimously:

Resolved:

- That the Committee noted the item

The Poor State of BT Phone Boxes – Cllr Dr Devra Kay

Councillor Alan Schneiderman introduced Councillor Dr Devra Kay's Members in her absence. He requested that members supported the item. He outlined the poor state of some telephone boxes within the Borough.

Having considered the report the Committee unanimously:

Resolved:

- That the Committee noted the item
- That the Committee agreed that the Commissioning Director for Environment be requested to produce a report on the conditions of phone boxes in the Borough.

Closure of North Finchley Post Office – Cllr Alon Or-Bach

Councillor Nagus Narenthira introduced the item in the absence of Councillor Alon Or-Bach.

Councillor Peter Zinkin moved that the Commissioning Director for Environment be requested to write to the Post Office to explain that residents have outlined concerns. He added that the correspondence should outline that the Committee would like to know what the access is for all pedestrians. This was seconded by Councillor Graham Old and agreed by the Committee.

Having considered the report the Committee unanimously:

Resolved:

- That the Committee noted the item

- That the Committee agreed that the Commissioning Director for Environment be requested to write to the Post Office to explain that residents have outlined concerns. The Committee further agreed that the correspondence should outline that the Committee would like to know what the access is for all pedestrians.

Basing Hill Park – Cllr Peter Zinkin

Councillor Peter Zinkin introduced his Members Item and requested that the Committee supported his item. He requested that Officers conduct a feasibility study for the proposal and the options for funding.

Having considered the report the Committee unanimously:

Resolved:

- That the Committee noted the item
- That the Committee agreed that the Commissioning Director for Environment be requested to conduct a feasibility study for the proposal and the options for funding

7. COPTHALL SPORTS HUB AND MILL HILL OPEN SPACES DRAFT MASTERPLAN

The Strategic Director for Environment introduced the item and the intentions of the report. He requested that the Committee considered endorsement of the draft masterplan as the first stage in the definition and implementation of the longer-term vision for the sites.

Having considered the report, the Environment Committee unanimously:

Resolved:

The Environment Committee endorsed the draft masterplan for the Copthall Sports Hub and the adjoining Mill Hill Open Spaces and agreed 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.

8. WASTE – BIN CAPACITY POLICY – GRANDFATHER RIGHTS

The Chairman, Councillor Dean Cohen introduced the report. He reminded the Committee of this Members item that was reported to the meeting held on Tuesday 07 November 2017. He stated that he did not agree with the Officer recommendation and he added that he was in support of the alternative recommendations located at section 3 of the report.

The Chairman moved that the options highlighted in section 3 be adopted. This was seconded by Councillor Peter Zinkin. This was then put to the vote and unanimously:

Resolved:

The Environment Committee considered the report and as a result clarified 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.

9. QUARTER 3 2017/18 COMMISSIONING PLAN

The Strategic Director for Environment introduced the item. The Committee considered an overview of performance for Quarter 3 2017/18 including the budget position for revenue and capital progress on key activities, indicators that have not met targets, and high-level risks for the Theme Committee in relation to the Commissioning Plan.

Having considered the report, the Environment Committee were requested to vote on the reports recommendation

Resolved:

The Committee noted and reviewed the finance, performance and risk information in relation to the Theme Committee's Commissioning Plan.

The vote recorded was:
For 6
Against 4

10. ROAD SAFETY IN BARNET

The Strategic Director for Environment introduced the item and gave a summary of road safety in the Borough.

Having considered the report, the Environment Committee unanimously:

Resolved:

That the Environment Committee agreed 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; 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**

11. LOCAL IMPLEMENTATION PLAN

The Strategic Director for Environment introduced the item and requested that the Committee give consideration to 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.

Councillor Alison Cornelius moved a motion which requested that the Chairman be requested to write to the Mayor of London and deputy mayor of transport to reconsider the funding approach for the Borough. This was seconded by Councillor John Hart. The Committee was requested to vote on this which was unanimously agreed.

Councillor Graham Old noted that Temples Crescent CPZ consultation be reviewed and therefore he requested that Officers consider this location.

Having considered the, report the Committee unanimously:

Resolved

- **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.**
- **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.**
- **That the Committee noted that funding for Principal Road maintenance has not been provided for 2018/19.**
- That the Chairman be requested to write to the Mayor of London and deputy mayor of transport to reconsider the funding approach for the Borough

12. HIGHWAYS PLANNED MAINTENANCE PROGRAMME 201819

The Strategic Director for Environment introduced the item. He requested that the committee consider the delivery of the 2018/19 Highway Planned Maintenance, Network Recovery Plan (NRP) Work Programme and the recommendations contained in the report.

The Committee requested that the figures highlighted in 5.2.2 be reviewed.

Having considered the report and subject to the review of the figures contained in section 5.2.2 and a suggested amendment by Councillor Alison Cornelius that a Northiam Road be taken of the micro list and the reserve list for surfacing the Environment Committee unanimously

Resolved:

- **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.**

- 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.
- That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.
- That the Strategic Director for Environment is authorised to alter the programme of carriageway and footway renewal works.
- 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.
- That Northiam Road be taken of the micro list and the reserve list for surfacing

13. COMMITTEE FORWARD WORK PROGRAMME

Resolved:

That the Committee noted the work programme.

14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

The Chairman allowed Councillor Alan Schneiderman to note some environmental issues following a fire in the location of the Welsh Harp. He requested support for this and noted the Environment Agency were dealing with issue.

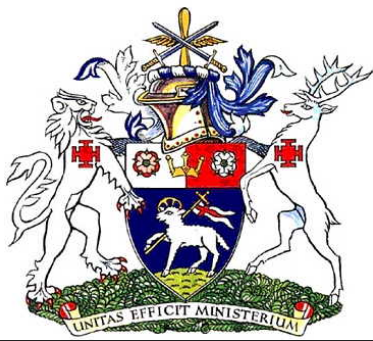
Resolved:

That the Committee noted the issue.

Before the meeting closed Councillor Dean Cohen thanked Mr Jamie Blake for his support and work throughout the year. The Chairman also thanked Mr Paul Frost for his excellent stewardship. The Vice-Chairman gave thanks to the Chairman for the fair and efficient way he had Chaired the Committee during the year. Councillor Alan Schneiderman also thanked Mr Blake and Mr Frost for all their hard work and support, he also thanked the Chairman.

Finally, the Chairman, Councillor Cohen thanked all Members of the Committee. He also paid tribute to Councillor Graham Old, Councillor Alon Or-Bach and Councillor Dr Devra Kay for their contributions to the Committee as they were standing down as a Councillors.

The meeting finished at 9.07 pm



Environment Committee

5 June 2018

<p>Title</p>	<p>Member's Item</p> <p>CLlr Alan Schneiderman - Inquiry into problems at Oakleigh Depot and missed bin collections</p> <p>CLlr Geof Cooke - Cross-borough boundary road safety – Pattison Road and Hermitage Lane</p> <p>CLlr Laurie Williams - Resident parking in East Barnet car parks</p> <p>CLlr Jo Cooper - Alternate weekly bin collections</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205</p>

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
<p>Cllr Alan Schneiderman</p>	<p>Inquiry into problems at Oakleigh Depot and missed bin collections</p> <p>I request that the Environment Committee commissions an inquiry into the ongoing problems at the Oakleigh Depot that have resulted in missed bin collections across the Borough.</p> <p>The inquiry should investigate the cause of the problems at the Depot and whether compensation should be paid to the Council.</p>
<p>Cllr Geof Cooke</p>	<p>Cross-borough boundary road safety – Pattison Road and Hermitage Lane</p> <p>There have been 4 recent collisions at or near the junction of Pattison Road and Hermitage Lane on the border of Barnet and Camden.</p> <p>The most recent took place on 12 May and was serious according to local residents.</p> <p>At the moment LB Barnet and LB Camden have different approaches to resolving this issue, and there seems to be some confusion about what the cross-borough agreement is in relation to road safety for Pattison Road, Hermitage Lane and Briardale Gardens.</p> <p>The March Environment Committee received a progress report on the Council's developing Road Safety Strategy, and agreed that more work was needed to 'strengthen the agenda for work with other stakeholders to reduce road danger and casualties'.</p> <p>I ask the Environment Committee to agree that officers conduct an urgent review of road safety arrangements at Pattison Road and Hermitage Lane with a view to introducing effective road safety measures.</p> <p>I also ask that a report comes to the next Environment Committee setting out how LB Barnet will work with neighbouring Boroughs to resolve cross-borough road safety issues, including in this case with LB Camden.</p>

<p>Cllr Laurie Williams</p>	<p>Resident parking in East Barnet car parks</p> <p>There are residents living in Victoria Avenue EN4 who have nowhere to park, as there is no vehicular access. The nearest location that they could park is Margaret Road, but parking space is limited as a result of multiple flats and parking on one side of the road only. In addition, school keep clear markings further reduces available parking space at certain times on school days.</p> <p>Residents of East Barnet Road have previously been in a similar situation with nowhere to park, as in their case they had yellow lines outside their houses and no driveways or parking bays. In 2016, these residents were granted permits to park in selected bays within East Barnet car park. Similar arrangements should be in place for Victoria Avenue residents.</p> <p>I therefore request that officers make the necessary arrangements for two bays within the East Barnet North car park (where two bays have recently been added) to be reserved for residents in Victoria Avenue, with permits, who do not currently have anywhere to park.</p>
<p>Cllr Jo Cooper</p>	<p>Alternate weekly bin collections</p> <p>I ask the Environment Committee to agree that reference to alternate weekly bin collections is removed from the Environment Committee's Savings Proposals (Page 5, Appendix A - Environment Savings Proposals; Line Ref R2 - Streetscene - waste and re-cycling collection).</p> <p>Specifically I am asking for the deletion of the final line that states "However it may become necessary to go to alternate weekly collection if re-cycling rates continue to plateau and/or the savings identified are not realised."</p> <p>[Agenda Item 8 - Environment Committee 7 Nov 2017: http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9221&Ver=4]</p>

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 (Article 2 – Members of the Council) 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

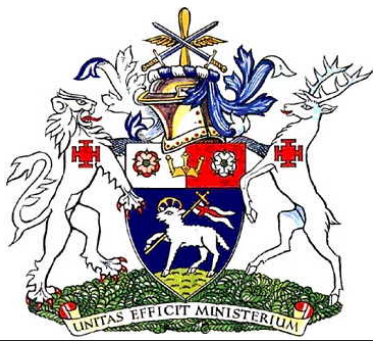
5.5.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.



Environment Committee

5 June 2018

Title	Street Scene Operational Changes 2018-19
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	YES
Enclosures	Appendix A - New Street Cleansing Machinery Appendix B – Fees and Charges for replacement bins Appendix C – Revisited Fixed Penalty Notice (FPN) Levels
Officer Contact Details	Richard Gilbert – Head of Street Scene Service Support richard.gilbert@barnet.gov.uk 020 8359 4115 Kitran Eastman –Street Scene Director kitran.eastman@barnet.gov.uk 020 8359 2803

Summary

This report outlines the operational changes that will be delivered within Street Scene Service during 2018/19 to deliver more efficient ways of working, increase the resilience of service delivery and contribute to the £1 million 2018-19 Medium Term Financial Plan (MTFP) savings and income target allocations to Street Scene Services

Officers Recommendations

1. That the Environment Committee note the following operational service changes as set out in this report
 - I. Service Change 1 - Reorganisation of recycling and refuse rounds and changes to resident’s bin collection dates
 - II. Service Change 3 - Removal of recycling bring sites
 - III. Service Change 4 - Christmas and New Year collections and the winter suspension of garden waste collection service
 - IV. Service Change 6 - Time banded waste collections in town centres

- | |
|---|
| <p>2. That the Environment Committee considers and approves the following service changes planned for 2018-19.</p> <p>I. Service Change 2 - Stop all separate household food waste collections</p> |
| <p>3. That the Environment Committee considers and approves the following fees and charges to support the service changes planned for 2018-19.</p> <p>II. Service Change 5 - Charging for Replacement Waste and Recycling Containers as set out in out in Appendix B.</p> |
| <p>4. That the Environment Committee approves the Environmental Fixed Penalty Notices (FPN) levels set out in Appendix C.</p> |

1. WHY THIS REPORT IS NEEDED

- 1.1 In May 2017 the Environment Committee approved that the Street Scene services including; recycling and waste, street cleansing and grounds maintenance would revert to a full in-house service. This service would then go through a modernisation process to ensure the service runs in the most effective, efficient and economical way possible
- 1.2 In the first 12 months of the modernisation program Street Scene Services have undergone considerable changes including:
- The move to Oakleigh Depot from Mill Hill in July/August 2017
 - The move to the refurbished Grounds Maintenance Oakhill Depot in August 2017
 - The restructure of the Ground Maintenance Service in November and December 2017, in accordance with the General Function Committee Approval on 8 November 2017
 - The restructure of the Street Cleansing Service in December 2017/January 2018 in accordance with the General Function Committee Approval on 8 November 2017.
 - The restructure of management and back office functions in December 2017/January 2018 in accordance with the General Function Committee Approval on 6th November 2017
 - The expansion of commercial waste service, and introduction of commercial recycling collections
 - The investment in eight Glutton Machines for town centre cleansing and seven Hako street sweeping machines. (Appendix A)
- 1.3 The modernisation changes set out above will deliver annual savings of £1.2 million, and will confirm the manifesto commitment that weekly collections will be maintained and that the proposed Alternate Weekly Collection (AWC) referred to in the November 2017 Environment Committee report will not be introduced. As part of the continuing programme, further work is planned for 2018-19. This further work includes:

Table 1: Street Scene MTFP commitments 2017-20

Description	2017-18 (£)	2018-19 (£)	2019-20 (£)	TOTAL
Modernising Services and improving productivity (Service Change 1)	£250K	£450K	£0	£700k
Street Cleansing – restructure 2017-18	£300K	£150K	£150K	£600K
Commercial Waste Income – Service Expansion	£200K	£300K	£300K	£900K
Ground Maintenance – Restructure 2017-18	£345K	£0	£0	£345
Revised Recycling and Waste Offer (Food waste etc)	£0	£0	£900K	£900K
TOTAL	£1,095K	£900K	£1,350K	£3,345k

1.4 During April and early May 2018, the Street Scene Service has also faced a number of operation challenges around the recycling and waste service. This has mainly been limited to services running out of the Oakleigh Depot, which delivers service to the east of the Borough.

- **Transfer Station Floor** – The newly constructed recycling transfer station floor, at the Oakleigh Depot, had to be re-laid as it had started to break up. The reinforcing metal mesh had started to protrude and as such the repair work was essential. The resultant temporary closure of our recycling transfer station meant that the collection vehicles needed to travel to the Edmonton Eco Park to tip their loads. Normally the recycling would have been bulked up and transferred by larger vehicles from Oakleigh Road. The much longer travel times for the collection vehicles to the Eco Park reduced collection capacity. This meant that not all of the collections were done on the scheduled day.
 - Additional vehicle and staff were hired in to support the service and many staff agreed to work overtime to make as many collections as possible on the scheduled day. The floor was re-laid by Wilmott Dixon the depot build contractor at their cost and the Council is also seeking reimbursement from Wilmott Dixon for the other additional collection costs incurred.
- Vehicle Breakdowns** – During this period the service suffered from an unprecedented number of vehicle breakdowns. On one day 13 breakdowns were reported with the same hydraulic and sensor issues. Investigations into the causes of these and the other breakdowns are taking place at a number of levels, and Members will be informed of the outcome

- 1.5 As highlighted above the service has delivered significant financial efficiencies and, as part of the continued Modernising Environmental Service programme, further work is planned for 2018-19.

Demand Management through Enforcement

- 1.6 To support the changes both in the Commercial Waste Service and the Street Cleansing service the Council, is procuring with West London Alliance Partners (Harrow and Ealing) a new Environment Enforcement Contract. This contract will enable a more consistent approach to environmental crime, and ensure there is a clear deterrent to those who fly tip or drop litter through the Fixed Penalty Notice (FPN) system. Recent changes to legislation have been enacted aimed at discouraging littering through higher FPN fine levels, and have been set out in the Environmental Offences (Fixed Penalties) (England) Regulations 2017.
- 1.7 The combination of the proposed an increased litter FPN of £100, the Fly tipping FPN of £400, and prosecutions for large fly tips will assist the council in tackling environmental crime.
- 1.8 It is proposed that Barnet remove the early payment discount to act as a greater deterrent to such environmental crime. This will also enable Barnet to align with the policy of a number of other London boroughs. The early payment discount was to encourage FPN payment. When, however, we benchmarked Barnet's payment rates of 69% against other local authorities in London who do not have an early payment discount we do not see any significant variation in payment rate. When Harrow Council removed their early payment in discount they saw no significant change in payment levels.
- 1.9 Appendix C, sets out the proposed changes to the current FPN levels, including to
- Remove the early payment discount for all FPNs
 - To increase the FPN for litter to £100 from £80

Recycling and waste service changes

- 1.10 Work to progress and achieve the remaining 2018-19 savings of £450k from "Modernising Services and improving productivity" is now in train. This will come from changes in the Recycling and Waste Service. This is the only area which has not been significantly changed in the last year. The work to deliver these saving is set out within this report.
- 1.11 Barnet's Recycling and Waste Service for 2018-19 has a budget of £5,909,350, of which £4,629,614 is spent on staffing and £604,000 is spent on vehicles running and maintenance. The service employs 208 staff across its operational depots at Oakleigh Road and Harrow.

Service Change 1 - Reorganisation of recycling and refuse rounds and changes to resident's bin collection dates

- 1.12 The current recycling and waste collection rounds, and the way in which they are set up are a legacy of the last major changes to the service in 2013 when the blue bin and food bin were rolled out. The current rounds no

longer reflects an efficient use of resources due to depot moves and the growth of the Borough.

1.13 The rounds are still set up as if from the former operational depot at Mill Hill. Street Scene Service, however moved fully from Mill Hill Depot in August 2017, following part of its service moving in November 2016. Since this date the service has been split across two depots and the Hendon Waste Transfer Station, Oakleigh Depot, a new purpose built depot in the East of the borough, and Harrow Depot, a facility close to the West of the borough, shared with and located in Harrow.

1.14 **As a result, a comprehensive round rescheduling exercise is needed, which will also involve recycling and waste collection days changing for most residents.**

1.15 When completed this will ensure the work is more evenly distributed across the available resource. It will also remove the need for weekend garden waste collections, as they should all be able to be collected within the normal working week.

1.16 These changes will be delivered employing the following principles:

1. **Area Based:** Collection teams will work within constituency boundaries, and where possible ward boundaries, under an “area supervisor”. This will enable the service to be more familiar with and responsive to local issues and needs.
2. **Two Depots:** The recycling and waste service will continue to be operated out of the two sites of Oakleigh Depot and Harrow Depot
3. **Disposal Points:** The collections vehicles will be able to tip at the following locations at the following times:

Location	Time	Material	East/West
Oakleigh Depot	Monday to Friday 08:00 – 16:00	<ul style="list-style-type: none"> • Recycling • 	East
Hendon Transfer Station	Monday to Friday 07:00 – 17:00 Saturday 07:00 – 12:00 Sunday Closed	<ul style="list-style-type: none"> • Recycling • Refuse 	East/West
Edmonton Eco Park	7 Days a week 24 hour operation	<ul style="list-style-type: none"> • Recycling • Refuse • Green Waste 	East/West

4. **Week Day Garden Waste:** We will schedule all garden waste collections to be done Monday to Friday, and not on Saturday. This will simplify collection days for residents and enhance service resilience.
5. **Low Rise Properties:** The service provided to “low rise” residents (and those in building of less than that six dwellings) will include:
 - Weekly Black Bin Refuse

- Weekly Blue Bin Recycling
- Fortnightly Garden Waste

6. Flats and Multi Dwelling Properties: The service provided to buildings of more than that six dwellings will include:

- Weekly Black Bin Refuse
- Weekly Blue Bin Recycling (to be rolled out over the coming 24 months)

7. Flexibility: The service will seek to be flexible by recognising potential service changes and building in flexibility to adapt/amend rounds with minimal disruption to residents and staff.

8. Communication: The service will communicate changes to residents, Members, and staff through a multichannel campaign in a timely manner

9. Data: The service will use all available data and intelligence to accurately inform the changes needed.

10. Implementation: We recognise that implementation of such changes can lead to some disruption in the early weeks. We will be putting on additional resource during the early part of the changes to minimise that disruption. In addition, we will also use the experience and learning from other London Boroughs that have successfully delivered similar rescheduling exercises

1.17 Planning for this work is ongoing, and will be delivered in house with the new rounds going live from Autumn 2018. To achieve the savings in the MTFP four rounds will need to be removed, and thus productivity increased. To enable this different options are being reviewed including:

- Shunting – returning refuse vehicles to depots post completion of rounds with full/part full loads – at approximately 2:30pm. A pool of drivers then takes these to and from the tipping facility. All vehicles will be empty by the end of the working day. This will reduce the productive time lost for all the crew when the vehicle needs to tip at the end of the day
- Double shifting – using a reduced vehicle fleet to carry out the same number of rounds with each/selected vehicles undertaking two collection rounds per day. This would involve some collections happening earlier and later than they currently do,
- Alternative bulking points – exploring options for residual waste to be tipped and bulked locally to reduce tipping/travel time to disposal points

1.18 It is proposed that a Member engagement session is held at the Town Hall in advance of the new collection rounds being finalised and implemented. This will provide detail on the proposed changes, what these will mean for

staff, residents and specific areas of the borough, how this will be communicated and an opportunity for Members to ask questions and make comments.

1.19 This service change will involve collection day changes to a significant number of households. A comprehensive multi-channel communication campaign will accompany this work to ensure residents are kept fully informed of changes affecting their collections. This will include:

- Leaflets and bin labels
- Council website updates
- Use of social media including Council Twitter and Facebook accounts
- Face to face engagement at scheduled roadshows and events
- Updates for Barnet First/local press

1.20 On completion of these changes the new rounds will be closely monitored with adjustments made as required to ensure the efficient delivery of services. It is envisaged that once fully bedded in these changes will deliver £450,000 of operational savings based on a full year saving.

Service Change 2 - Stop separate household food waste collections

1.21 Following further consideration of the food waste collection services, and the many difficulties that have been reported to us, it is proposed that separate food waste collections are discontinued.

1.22 The current additional cost of the separate weekly collections of food waste above that of the recycling collections is £300,000 per year, for around 5,000 tonnes of food waste equating to £60 for each tonne collected. The proposal is that food waste should be placed in the black bins. This residual waste does not go to landfill, but is taken to an Energy from Waste facility to be used as fuel for electricity generation.

1.23 It is not possible to recommend using the green bins for food waste as the current composting arrangements only accept plant products, and not food products. If food waste was to be included then a different and more expensive composting method would be needed. This is due to legislation introduced following a Foot and Mouth disease outbreak. The additional composting cost is an estimated £460k per year.

1.24 Despite the efforts to promote separate food collections and ongoing communications to promote this service, including joint initiatives with the North London Waste Authority (NLWA), uptake from the public for this service since its introduction has been low. Based on a survey undertaken in 2015 only 25-30% of residents participated on a weekly basis in this service. The tonnages have not increase significantly since that date. We understand this is for a number of reasons:

- Feedback from residents that they have Issues with foxes and vermin accessing brown bins and making considerable mess
- The expectation that compostable liners should be provided by the Council

- Ease of use of the black bin
 - Historical issues with receptacle reliability/breakage
 - A perception that the service is unhygienic
 - More awareness of the need to reduce food waste within the home
 - High levels of home composting
- 1.25 While the food waste placed in the black bin would not be used as a feedstock for anaerobic digestion (a process which generates energy), it would be contained within the residual waste and be delivered to the waste to an energy facility where it is burnt to produce electricity.
- 1.26 In 2013 Barnet moved from a recycling system which required residents to separate out the different elements to be recycled to the mixed recycling going into a blue bin. This also increased the recycling capacity from two 55 litre boxes a week to a 240 litre (L) bin a week.
- 1.27 The ease of the new recycling system the addition of new materials for collection and the significant increase in available recycling capacity for households led to an increase in recycling performance. The existing infrastructure has the capacity to accept significant further performance increases in the level of recycling. This is both in terms of material quality and quantity collected. Officers will be identifying areas of the borough where there is scope to improve material quality and address low recycling levels. This will be done through monitoring, crew training and communications with households to ensure the authority fully contributes to the regional 2020 target of 50% across London.

Service Change 3 - Removal of recycling bring sites

- 1.28 As well as the long established recycling centre at Summers Lane the council has provided a recycling Bring Bank service for residents to use since the 1990s. At its height there were approximately 80 small sites located across the borough collecting paper/card, mixed glass bottles and jars, cans and tins.
- 1.29 In line with improvements being made to the household recycling collection services enabling residents to recycle from home the Bring Site service was reviewed in 2015 and the number of sites was reduced to 16. It is proposed to remove these remaining sites.
- 1.30 While the Bring Bank service provides a means for a limited number of residents to recycle who may not have direct access to a household collection (such as residents of flats that are not served using communal recycling bins) the service also generates significant costs to the Recycling and Waste, and Street Cleansing operations due to the need to regularly clear fly tipped materials that arise around the banks.
- 1.31 Based on 2016/17 figures, the removal of the banks would result in the loss of approximately 281 tonnes of recyclable materials being collected through the 16 sites. This loss would potentially have a small impact on overall recycling performance of approximately 0.2%. There is evidence to suggest that these sites are used illegally by businesses to dispose of recyclables and avoid a commercial waste contract. With the expansion of commercial waste services

to include recyclables, there is scope to capture part of this tonnage via paid contracts generating revenue for the service.

- 1.32 It is envisaged that once the Bring Banks are removed there would be significant release of resource back to the service and in time potentially some financial saving to be put back into the service.
- 1.33 A detailed Bring Bank removal plan has been developed. This will involve comprehensive multi-channel communications making residents aware of the forthcoming change
- Updates for Barnet First/local press
 - Council website updates
 - Use of social media including Council Twitter and Facebook accounts
 - Signs placed on the bins before removal
 - Reminders to residents about the hours Summer Lane Civic Amenity Site is open
- 1.34 For residents who have concerns about having limited access to recycling the council will look to provide alternative outlets to recycle such as introducing recycling to additional blocks of flats

Service Change 4 – Christmas and New Year collections and the winter suspension of garden waste collection service

- 1.35 Participation in the garden waste service and collected tonnage are lowest during the winter months. This drop in demand and the need to deliver financial efficiencies informed a six week trial suspension of the service in December 2017– January 2018. The suspension enabled savings of £40,000 to be realised. Lessons were, however, learned including the need for the collection of Christmas trees, the need for clearer and correct information on the website regarding resumption dates, and clearer information to residents about the suspension
- 1.36 For 2018-19 up to a three-month suspension of the service is proposed, over the winter period. During this period Christmas trees will be collected on a resident's normal collection day between Sunday 6th January and Sunday 3rd February. Residents will be informed during this time to leave their Christmas trees adjacent to their waste bins from where they will be picked up. Thereafter residents will be directed to the Summers Lane refuse and recycling centre.
- 1.37 It is envisaged that a temporary service suspension of up to three months would enable up to £80,000 of operational savings to be made.
- 1.38 A service suspension would involve comprehensive multi-channel communications making residents aware of the forthcoming change, including:
- Updates for Barnet First/local press
 - Council website updates
 - Use of social media including Council Twitter and Facebook accounts

Service Change 5 - Charging for replacement recycling and waste containers

- 1.1 A total of £315,984 was spent on new and replacement recycling and waste containers. The delivery of replacement bins requires a full-time operative and a dedicated vehicle. The total cost of this is over £50,000 per year. The ongoing provision of bins to residents free of charge at this level is financially unsustainable.
- 1.2 During the year we delivered 6,320 240 Litre refuse and recycling bins costing over £100k for the purchase of the containers.
- 1.3 To reduce cost changes are needed to the current fees and charges that are levied to residents for the replacement of waste and recycling bins. Appendix B sets these out in detail.
- 1.4 The proposed fees and charges set out in Appendix B would mean that the Council would only replace free of charge bins which had been damaged through fair wear and tear or lost by the council. Lost and stolen bins in any other circumstances would need to be replaced at the resident's cost, including by residents who have moved into a property where the bins have been taken by the previous residents.
- 1.5 Additional training of all frontline Recycling and Waste collection staff will be undertaken focussing on best practice collection and return of bins
- 1.6 When residents who have had a larger than standard bin capacity move to another property, their entitlement reverts to the standard policy – i.e. one 240L refuse bin, unless there are six or more persons living in the property.
- 1.7 Where residents move into a property that has a larger than standard bin capacity, and their bins are lost or stolen their entitlement is as per the standard policy – i.e. one 240L refuse bin, unless there are 6 or more persons living in the property.
- 1.8 Where residents move into a property that has a larger than standard bin capacity, and their bins are damaged by the council their entitlement is as per the standard policy – i.e. one 240L refuse bin, unless there are six or more persons living in the property.

Service Change 6 - Time banded waste collections in town centres

- 1.9 A consultation exercise was carried out in May/June 2017 on introducing the Barnet Waste Regulations 2017. This sought views on keeping waste in the right place, within which the principle of time banded waste collections received very positive support. In October 2017 approval was given by Full Council to implement the Barnet Waste Regulations 2017. As a consequence time banded recycling and waste collection in eight town centre areas across the borough will now start to be implemented. Table 2 lists these town centre locations.
- 1.10 Once implemented, time bands will enable the Council to have better control of the streets/public realm in town centre areas through: the removal of on street residential and commercial bins/obstructions, more effective delivery of street cleansing services, the potential to capture a greater market share of commercial customers, more robust enforcement and easier domestic collections.

Table 2: Town centre areas where time bands will be implemented

West	Mill Hill town centre location
	Burnt Oak town centre location
	Cricklewood town centre location
	Edgware town centre location
	Golders Green town centre location
East	Chipping Barnet town centre location
	Finchley Church End town centre location
	North Finchley town centre location

- 1.11 Time banded collections are used extensively by local authorities across London. Officers are in contact with Resource London and other NLWA boroughs to identify available support and learn from their experience.
- 1.12 A project plan is being developed for this work and it will be delivered in house by experienced Street Scene officers. Indicative timeframes for implementation are set out below:
- July 2018 – Implement time banded collection in Mill Hill town centre
 - August 2018 – March 2019 – Roll out timebands to remaining town centre locations in West of borough
 - April 2019 – August 2019 – Roll out timebands to town centre locations in the East of borough
- 1.13 All businesses and residents will be communicated with to explain the changes and the timeframes for their implementation and adoption. Similarly private waste contractors will be written to ensure they are aware of and are compliant with the timebands.
- 1.14 The Mill Hill time band will be closely monitored with adjustments made as required to ensure the efficient delivery of services. The experience from this will inform the further phased roll out of to the remaining town centres. It is envisaged once fully bedded in this work will deliver significant benefits through enabling streets to be managed in more structured way with cleansing following collections and non-compliance being more visible enabling enforcement action where needed. Businesses within these areas will be targeted by Commercial

Services to consolidate existing and to seek to secure additional waste and recycling collection contracts.

2. REASONS FOR RECOMMENDATIONS

2.1 **Recommendation 1** – It is a recommendation that the Environment Committee note the following operational service changes as set out in this report:

- I. Service Change 1 - Reorganisation of Recycling and Refuse Rounds and changes to resident's bin collection dates
- II. Service Change 3 - Removal of Recycling Bring Sites
- III. Service Change 4 – Christmas and New Year Collections and the Winter Suspension of Garden Waste Collection Service
- IV. Service Change 6 - Time Banded Waste Collections in Town Centres

These changes will enable Street Scene Services to realign work based on new operational facilities, improve the resilience of the service and to operate within its budget and meet the Medium Term Financial Plan

2.2 **Recommendation 2** – It is a recommendation that the Environment Committee considers and approves the following service changes planned for 2018-19.

- I. Service Change 2 - Stop all separate household food waste collections

to enable Street Scene Services ensure that it focused of provide a high quality blue bin recycling service with high participation rates, and improved service resilience and to operate within its budget and meet the Medium Term Financial Plan

2.3 **Recommendation 3** – It is a recommendation that the Environment Committee considers and approves the following fees and charges to support the service changes planned for 2018-19.

- I. Change 5 – Charging for Replacement Waste and Recycling Containers as set out in out in Appendix B.

to enable Street Scene Services to operate within its budget and meet the Medium Term Financial Plan

2.4 **Recommendation 4** – It is a recommendation that the Environment Committee considers and approves the Environmental Fixed Penalty Notices levels set out in Appendix C to enable the council to deter environmental crime, and manage the cost of the street cleansing services required to deal with it.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

The alternative approach is not to make any changes to the service, or to just make some of the recommended changes. This, however, is not advised as it would result in the likely over spend of Street Scenes budget.

4. POST DECISION IMPLEMENTATION

If the Committee is so minded to endorse the recommendations then Street Scene officers will continue to progress and deliver the outlined operational changes during 2018/19.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 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.

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)

- 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 Waste Collection and Street Cleansing	Income generation from Non-Statutory Waste Services and Green Waste: Income generation target across a range of chargeable services for commercial waste, including: additional	(300)	(300)	(600)

	Income	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)

From a full year rollout the contributions from the service changes set out in this report contribute up to £830k to Streets MTFs commitments, and ensuring the Street Scene operational overspend in 2017-18 does not reoccur in 2018-19

Service Change Number	Description	Potential Saving/Avoided Cost/Operational Benefit
1	Reorganisation of Recycling and Waste Rounds and changes to residents collection dates	£450K
2	Stop separate household food waste collections	£300K
3	Removal of recycling bring sites	Avoided service delivery costs enabling street cleansing resource reallocation to cleansing other areas
4	Christmas and New Year collections and the winter suspension of Garden Waste collection Service	Up to £80k

5	Charging for replacement recycling and waste containers	Reduction of 2017-18 overspend on container provision
6	Time banded waste collection in town centres	Improvement in the public realm

- Procurement: At this time there are no implications.
- Staffing: Moving the weekend garden waste service into weekday collections will result in reduced overtime for frontline staff. It will however mitigate against redundancies with jobs secured for weekday operation and staff creating a trained pool able to be used across the service covering sickness and annual leave, saving on agency staff use. This will reduce with time due to natural wastage.
- IT: At this time there are no implications.
- Property: At this time there are no implications.
- Sustainability: The operational changes set out within this report will enable move Street Scene to deliver more efficient and effective services for domestic and commercial waste, recycling collections and street cleansing services, increasing overall performance and satisfaction.

5.3 Social Value

- The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This 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 Environmental Offences (Fixed Penalties) (England) Regulations 2017 allows the council to offer an early payment discount but this is discretionary, so the council can remove the early payment discount.
- 5.4.3 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 should these operational changes not progress that commitments set out within the Council's MTFP will not be able to be met. The level of services provided to residents and businesses would potentially need to be reviewed, as they are not sustainable in their current guise, and reduced in a more piecemeal manner with scope for considerable reputational risk.

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 has been reviewed against the protected characteristics and 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**

5.6.5 There has been no specific consultation on the proposed recommendations

5.8 **Insight**

5.8.1 There are no insight implications at this time.

6. **BACKGROUND PAPERS**

None

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Street Scene Operational Changes 2018-19

Appendix A – New Street Cleansing Machinery





Street Scene Operational Changes 2018-19

Appendix B – Replacement Recycling and Waste Containers Charges

Household Container	Current Rate	Proposed Rate	Comments for Proposed Rates
Black Refuse Bin (240L)	£58.41 Charge applies where bin is lost or stolen, or resident has no bin on moving into property	£ 50 Per bin including delivery. The bin remains property of the Council	Council would only replace, free of charge, bins which had been damaged through fair wear and tear or lost by the council. Damages, lost and stolen bins in any other circumstances would need to be replaced at the residents cost, including by residents who have moved into a property were the bins have been taken by the previous residents
Blue Recycling Bin (240L)	Free of Charge	£ 35 Per bin including delivery. The bin remains property of the Council	
Green Garden Waste Bin (240L)	First Container Free of Charge Another Containers £58.41	£ 50 Per bin including delivery. The bin remains property of the Council	A free of charge replacement for broken bins from fair wear and tear will only be left during delivered, when the broken bin is left out for collection. If the old/broken bin is not left out for collection on the agreed date a redelivery fee of £15 will be charged
Addition Black Refuse Bin (240L) and Blue Recycling Bin (240L) for new applicants who have 6 or more people living at a household	£178.12	£ 50 Per bin including delivery. The bin remains property of the Council, and new applications are not subject to grandfather rights	Council would only replace, free of charge, bins which had been damaged through fair wear and tear or lost by the council. Damages, lost and stolen bins in any other circumstances would need to be replaced at the residents cost. Any request for a new bin more than two years after the initial application will be subject to additional checks based on the eligibility criteria
Grandfather rights bins. Pre 2018 Black Refuse Bin – Lost or Stolen Where previous	Each 240L Bin £58.41 Examples of replacements: for 1 x 360L = 2 x 240L for 1 x 500L = 2 x 240L for 1 x 660L litre bin = 3 x 240L	£ 50 Per bin including delivery. The bin remains property of the Council	Council would only replace, free of charge, bins which had been damaged through fair wear and tear or lost by the council. Damages, lost and stolen bins in any other circumstances would need to replace at the residents cost, include by residents who have moved into a property

<p>bin capacity was more than 240 litres, and bins need to be replaced due to the fault of the resident (e.g.. lost or stolen)</p>	<p>If resident has moved to a <i>new</i> property they are only entitled to 1 x 240L</p>		<p>were the bins have been taken by the previous residents</p> <p>A free of charge replacement for broken bins from fair wear and tear will only be left during delivered, when the broken bin is left out for collection. If the old/broken bin is not left out for collection on the agreed date a redelivery fee of £15 will be charged</p>
<p>Grandfather rights bins. Pre 2018</p> <p>Black Refuse Bin – Fair wear and tear</p> <p>Where previous bin capacity was more than 240 litres, and bins need to be replaced due to fair ware and tare</p>	<p>First Container Free of Charge</p> <p>Another Containers</p> <p>£58.41</p> <p>Examples of replacements: for 1 x 360L = 2 x 240L for 1 x 500L= 2 x 240L for 1 x 660L litre bin = 3 x 240L</p>	<p>First Container Free of Charge</p> <p>Another Containers</p> <p>£50</p> <p>Per bin including delivery.</p> <p>The bins remains property of the Council</p>	<p>A free of charge replacement for broken bins from fair wear and tear will only be left during delivered, when the broken bin is left out for collection. If the old/broken bin is not left out for collection on the agreed date a redelivery fee of £15 will be charged</p> <p>Examples of replacements: for 1 x 360L = 2 x 240L for 1 x 500L= 2 x 240L for 1 x 660L litre bin = 3 x 240L</p>
<p>Redelivery Fee</p>	<p>N/A</p>	<p>£15</p>	<p>A free of charge replacement for broken bins from fair wear and tear will only be left during delivered, when the broken bin is left out for collection. If the old/broken bin is not left out for collection on the agreed date a redelivery fee of £15 will be charged</p>

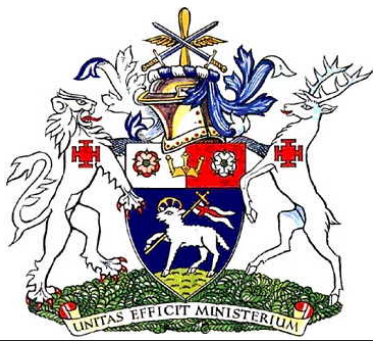
Street Scene Operational Changes 2018-19

Appendix C – Fixed Penalty Notice Levels

Offence	Current Rate	Proposed Rate
Littering	£80 £50 if paid within 10 days	£100 No Early Payment discount
Fly tipping	£400 £300 if paid within 10 days	£400 No Early Payment discount
Commercial waste duty of care	£300 £180 if paid within 10 days	£300 No Early Payment discount
Fly posting	£80 £50 if paid within 10 days	£80 No Early Payment discount
Graffiti	£80 £50 if paid within 10 days	£80 No Early Payment discount
Dog fouling	£80 £50 if paid within 10 days	£80 No Early Payment discount
Breach of Community Protection Notice (CPN)	£100 £70 if paid within 10 days	£100 No Early Payment discount
Breach of Public Space Protection Order (PSPO)	£100 £80 if paid within 10 days	£100 No Early Payment discount

The Code of Practice for Litter and Refuse 2006 can be found at <https://www.gov.uk/government/publications/code-of-practice-on-litter-and-refuse> it describes litter and fly tipping as:

- **Litter** - is most commonly assumed to include materials, often associated with smoking, eating and drinking, that are *improperly* discarded and left by members of the public; or are spilt during business operations as well as waste management operations.
- **Fly Tipping** - The illegal disposal of controlled waste is commonly known as fly-tipping. There is no specific definition of fly-tipping other than in the offences set out in section 33 of the Environmental Protection Act 1990, including the deposit or disposal of controlled waste without a waste management licence, or its disposal in a manner likely to cause pollution of the environment or harm to human health.



Environment Committee

5 June 2018

Title	Dockless Pool Bikes in Barnet
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	<ol style="list-style-type: none"> 1. The All Parliamentary Cycling Group Inquiry report: <i>Get Britain Cycling</i> 2. <i>Moving Around In Barnet; A Direction of Travel</i> – Environment Committee report detailing plans for the formulation of Long Term Transport Strategy 3. Air Quality Action Plan 4. Joint Health and Wellbeing Strategy 5. Cycling In Barnet, Environment Committee Report 6. Intended Dockless Pool Bike Locations 7. Urbo’s experience and Operating Model
Officer Contact Details	Jamie Cooke, Interim Assistant Director, Transportation and Highways Commissioning Jamie.cooke@barnet.gov.uk 0208 359 2275

Summary

In July 2016 the Environment Committee agreed the “Moving Around in Barnet, a Direction of Travel” report which detailed plans to develop a Long-Term Transport Strategy for the Borough. This report supports that overall strategy by focusing on a proposal to introduce a pilot of Dockless Pool Bikes in Barnet. This pilot is intended to both provide a flexible pool bike service to our residents and to also provide a convenient connecting mode of transport to our Council employees to support the organisation’s relocation to Colindale.

Recommendations

1. That Environment Committee agrees to the commencement in June 2018 of the pilot of dockless pool bike provision as outlined in this report.
2. That Environment Committee agrees to the proposed next steps outlined in this report and that the company Urbo, are chosen to provide the dockless cycles for this pilot.

1. WHY THIS REPORT IS NEEDED

- 1.1 A proposal has been formulated to enter into a pilot arrangement which will initially involve implementation of dockless bikes which are intended for residents, visitors to the Borough, local businesses and Council Employees to use in Barnet, commencing in June 2018. Unlike other pool bike systems, dockless bikes do not require a docking station, which can be an expensive initial investment. With dockless systems, bicycles can be parked within a defined area at a bike rack or safely along the footway. Dockless bikes can be located and unlocked using a smartphone application.
- 1.2 Initially 100 bikes will be deployed in the borough as part of the pilot. The number of bikes may then increase to 300 units depending on demand. Pool Bikes will play a role in supporting Barnet Council's forthcoming Long-Term Transport Strategy alongside other established and new transport modes.

Background

National Context

- 1.3 Cycling is becoming a transport mode of increasing importance in the UK. The forward to the report from the *Get Britain Cycling* All Parliamentary Cycling Group Inquiry, considers cycling in the UK to be – ‘*on the cusp of greatness*’. Cycling is no longer seen as a minority mode, but an important policy focus. The Department for Transport's Cycling and Walking Investment Strategy (2016) refers to a new cycling target to double the number of cycling journeys.

The All Parliamentary Cycling Group Inquiry report: *Get Britain Cycling* can be viewed in appendix one.

- 1.4 The Department for Transport's Walking & Cycling Statistics (WCS CW0302), suggests that in 2015/16:

3.4% of the population cycle five times a week (about 1.5 million people of 16+)

12% of the population cycle at least once a week (about 5.4 million people of 16+)

5.7% of the population cycle at least three times a week (about 2.5 million people of 16+)

17% of the population cycle at least once per month (about 7.6 million people of 16+)

42% of people aged five+ (c. 25 million people) own a bicycle, while another 1% has use of one (NTS 0608).

Nationally there is clearly a trend towards greater uptake in cycling and this is also being reflected on a pan London basis.

Local Context

- 1.5 The Mayor for London's Transport Strategy (MTS) recognises that cycling has huge potential in outer London. This potential is especially strong in terms of replacing many of the shorter car journeys that take place within outer London boroughs. With this in mind the Mayor's Transport Strategy has set ambitious targets for a reduction in car journeys.

A link to the Mayor's Transport Strategy is included in the background documents section of this report.

- 1.6 The Mayor's Transport Strategy makes it clear that - "*the success of London's future transport system relies on reducing Londoners' dependency on cars in favour of walking, cycling and public transport use*" (p. 17). Therefore, the headline aim within the MTS is that, by 2041, 80% of Londoners' trips are to be made on foot, by cycle or public transport. In the Council's response to the draft Mayor's Transport Strategy, the London Borough of Barnet indicated support for the realisation of this aim, as it will help reduce health and economic inequalities across London.
- 1.7 On average over 40% of journeys to work in London begin and end within the same towns with many of the trips to local underground or rail stations for outward commuting. Many of these journeys could easily be made via cycling. The sizes and locations of settlements within Barnet means that most trips are within a distance that could easily be made by bicycle, where 67% of journeys are less than five miles and 38% are less than two miles. However, despite this cycling is a mode of transport that is currently used for a low proportion of journeys in Barnet.

A comparison for the mode share for journeys made in Barnet in 2013 and how this relates to cycling in the Borough can be seen from the Transport for London figures below:

Percentage share of journeys in Barnet by travel mode in 2013

Cycling: 1%

Walking 26%
Car 54%
Train 1%
Tube 5%
Bus 12%
Taxi 1%

The above figures demonstrate that only a small proportion of the potentially cyclable trips in Barnet are travelled by bike. This is significant because increased cycling in Barnet has the potential to reduce pressure on other parts of the transport network.

Strategic Context

Supporting Dockless Pool bikes in Barnet aligns with the Council's overall strategic aims and objectives in the following ways:

- 1.8 **Long-term Transport Strategy:** A cycling strategy for Barnet will form part of the forthcoming Long-Term Transport Strategy. This will involve the support and promotion of cycling in such a way that it supports a complimentary mix of transport modes within the borough. A pilot of dockless pool bikes is a positive first step to support this strategy.

Please see appendix two for a previous Environment Committee report dealing plans for the formulation of a Long-Term Transport Strategy.

- 1.9 **Air Quality and the Air Quality Action Plan:** Supporting a gradual modal shift from car to bike will reduce congestion and improve air quality within the borough. Traffic is the main contributor to poor quality air within Barnet and so cycling has a key role to play in improving this significant issue.

Please see appendix three for details of the Air Quality Action Plan.

- 1.10 **Health and Wellbeing Strategy:** Supporting cycling in the borough will support the Health and Wellbeing Strategy by encouraging residents to be more active thus reducing levels of cardiovascular disease, obesity, stroke and depression.

A copy of the Joint Health and Wellbeing Strategy is available to view in appendix four.

Barnet's recent cycling activity and direction of travel

- 1.11 Barnet has increased its support for cycling over the past four years through education programmes and the installation of some hub cycle infrastructure. The initiatives described below outline this support. In particular adult and child cycle training has proved to be very popular.

- 1.12 **Cycle Training:** Cycle training is currently provided to children, adults and families in Barnet free of charge. This includes cycle training to national

Bikeability standards for the under 16's, adult and family cycle skills training (that also offers training to an equivalent standard). Primary school teachers are trained to allow them to offer 'Balance Bike' training to children who cannot yet cycle and to provide balance bikes to assist with this. In 2017/18 2,999 pupils received Bikeability training in 71 Barnet schools and 657 adults and 29 families received cycle training.

- 1.13 **Bike it Plus:** This cycling programme aims to increase the numbers of children cycling to school and to raise the profile of cycling in the school community. The programme involves intensive work with schools for one or two years by a Sustrans Bike-it officer (funded through Transport for London's Borough Cycling Programme, match funded through Local Implementation Plan funding) to deliver 20 cycling activities a year. 29 schools are involved. The percentage of pupils regularly cycling to school increased within intensively engaged schools by up to 12 percentage points and to around 20% of pupils in some schools.
- 1.14 **Dr Bike Sessions:** Dr Bike sessions provide an opportunity for cyclists to have their bikes checked and for minor repairs to be undertaken. They also provide a platform to promote cycling opportunities in Barnet and the cycle training on offer to adults and children.
- 1.15 **Led Rides:** Sky Ride Local and Breeze rides are local guided rides led by British Cycling ride leaders, and arranged and promoted with the borough or independently. 10-12 local Sky Rides have taken place in previous years although none were arranged specifically for Barnet this year. One Breeze Ride was arranged in conjunction with Barnet Staff sports activities.
- 1.16 **Existing Cycle Routes and Recent Improvements:** Barnet has few on-road cycle lanes, but a good number of routes available to cyclists on quieter roads. A linking route connects to East Barnet and from there to Arnos Grove. Networks of signed quieter road routes also exist, in particular around Edgware, where signage has recently been reviewed and renewed. With the development of Colindale, off and on-road routes through the Area Action Plan area provide opportunities to link these southwards towards West Hendon and Brent Cross avoiding the A5. Routes are also provided on the pavement alongside some parts of the Transport for London Road network in the borough.
- 1.17 **Quietways:** Transport for London and Sustrans are working with boroughs to deliver a network of Quietway Routes in London. Quietways are a programme led by Transport for London on behalf of the Mayor of London to deliver a network of high-quality cycle routes throughout London, linking key destinations. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic route and will provide an environment for those cyclists who want to travel at a gentler pace. LB Barnet and LB Haringey are currently working with these cyclists to develop a route from Hornsey to North Finchley. Subsequently routes from Chipping Barnet to Brent Cross and to Arnos Grove (building upon the existing provision mentioned above) are expected.

- 1.18 **Installation of Public Realm Cycle Parking:** 301 stands have been installed at 79 locations. These have predominantly been placed in transport hub locations in order to allow a smooth transition between transport modes (eg. From tube to cycle or from bus to cycle).

For more detailed information concerning Barnet's recent increase in support for cycling, please see appendix five which is a previous report which was presented to Environment Committee on the subject of Cycling in Barnet in 2016.

Benefits of Dockless Pool Bikes

- 1.19 Dockless pool bike sharing works by users opening an app on their smart phone and selecting a bike from the map, or alternatively by walking up to a bike on the street and scanning a QR (quick response) code. Unlike other bike sharing platforms, docking stations are not required. This means the user is free to start and end their journey at any designated bike parking area near their destination. The user's online account is then automatically charged. There are many advantages of adopting a dockless pool bike model for Barnet. These include:
- **Speed of Travel:** Pool Bikes can be used to travel greater distances more quickly than walking, with more consistent journey times than motor traffic during peak congested periods.
 - **Convenience:** Pool Bikes provide a service for short journeys without the requirement for chargeable parking or owning your own bike. There is also no requirement to adhere to a pre-set timetable as there is with public transport.
 - **Accessibility:** Pool Bikes can increase accessibility to crucial services such as education and to sites of employment for those that find it difficult to afford public transport. Cycling can be undertaken by much of the population within Barnet and in particular young people who may not have access to a car.
 - **TW3 Staff Initiative** – As part of the Council's relocation to Colindale Pool Bikes will give staff the opportunity of using bikes as a part of their journeys to work. This will allow staff to park their cars in the surrounding car parks and use pool bikes to get to the office. It will also benefit staff who are using public transport and can use pool bikes as an alternative to buses from train stations.

2. Recommended Approach

Introduction of Pool Bikes as part of an incremental cycling strategy which will align with the forthcoming overall Transport Strategy:

Public Realm Pool Bike Parking

Pool Bike hubs will be identified at locations across the borough and new locations will be provided in response to requests and clearly evidenced demand. Initially 100 bikes will be introduced to the network as part of the pilot programme, with an additional 200 bikes being introduced if take up requires them. The locations of the cycle hubs will be guided by the following considerations:

- **Convenience:** The location of pool bike hubs is crucial to utilisation and the popularity of this mode of travel. The pool bike hubs need to be the same or easier to access than equivalent car parking spaces to encourage the use of pool bikes for frequent use short distance trips which would otherwise be made by car.
- **Transport Interchanges:** The location of Pool Bike hubs at transport interchanges will improve the efficiency of travel behaviour outside the usage of the private car through effective trip chaining.
- **Shopping Centres and other Public Buildings:** Large, multi-access sites such as hospitals, universities (Middlesex University) and colleges tend to have large numbers of people working and visiting. Cycle parking provision is likely to cater for both long-stay demand for staff and students, but also for short to medium stays, given that they have a high daily turnover of users.

Please see appendix six for details of our intended dockless pool bike hub locations.

Our preferred supplier for the pilot programme

- 2.1 As part of the commitment to support an increase in bike use for staff and the Colindale office Travel Plan recommendations it is suggested that the Council rolls out pool bikes for Council staff and residents in Barnet. The pool bike scheme will support the new travel plan by providing pool bikes that can be rented by staff.
- 2.2 For the pilot scheme, the Council would like to open the bikes to residents as part of an early trial to inform the Long-Term Transport Strategy. This will enable the Council to make an informed decision with regards to whether a borough wide pool of cycles is advisable and whether the tested supplier is suitable for a pool bike scheme.

2.3 The Council carried out soft market testing of six 'pool bike' products and concluded that Urbo are the recommended supplier. The other suppliers that were reviewed were App Bikes, Smoove, Brompton, Nextbikes, and OFO. Urbo have been selected because the company:

- Provides value for money with low cost lock technology rather than large docking infrastructure; can be secured to standard bike stands.
- Uses app based technology which is quick to download and used for registering, booking and unlocking bikes; you must have a smart phone to use the bikes.
- Has bikes are user friendly; 'non-cyclists' will find it relatively easy to use
- Has a proven good track record with other London Boroughs

2.4 This is a 24 month pilot and a review will be conducted at that time to demonstrate benefits The pilot will inform the future roll out of pool bikes at the Colindale Office and Barnet wide therefore it is important to monitor the pilot. The following will be an indication of whether the scheme has worked:

- Number of unique users registered
- Number of unique bookings
- Number of regular users
- Number of thefts
- Number of faults
- Number of accidents

2.5 Urbo, our preferred supplier are a company with expertise in technology and bikes. Urbo's team has worked alongside Local Government and advocacy groups throughout Europe. Urbo smart bikes transfer the means to locate, release and pay for the bike via an app and the bike rather than the dock. Urbo is currently operating in Enfield, Waltham Forest, and Redbridge. The collaboration between Urbo and Enfield Borough Council will initially see Urbo bikes on the streets of Enfield, with the number expected to increase if demand for Urbo's service rises. Urbo's first UK launch took place last year in the neighbouring borough of Waltham Forest, with this expansion allowing residents in both boroughs to cycle and lock the Urbo bikes freely between the two boroughs.

2.6 Managing the dockless pool bike system with virtual geo-fencing is an important tool used by Urbo to reduce the risk of street clutter and obstructions. The system won't allow for bike hires to be ended outside of the virtual fence or alternatively, a geo-fence can be used to prevent parking in a no-go busy area. Using geo-fenced areas may also help to ensure locating a bike is predictable and reliable as extra beacons can be added to triangulate the GPS location data. In addition, an area-wide geo-fence is employed around a whole city or borough to restrict the bikes being taken to another area.

2.7 Urbo's platform offers greater flexibility than existing bike schemes because it requires no docking stations. Urbo bikes are digitally operated, with users able to locate and unlock bikes on their smart-phone app. Each bike is equipped with smart-lock technology and built-in GPS, with data ensuring optimum re-distribution of bikes.

2.8 To use an Urbo dockless pool bike the user follows the following steps:

Step 1: Register with the Urbo App

Step 2: users open an app on their smart phone and select a bike from a map, or alternatively by walking up to a bike on the street and scanning a QR (quick response) code.

Step 3: The user is then free to cycle the bike, with a journey of 30 minutes costing just £0.50.

Step 4: Once the user finishes riding they leave and lock the bike at a location hub identified on their App.

Please see appendix seven for further details on Urbo's experience and operating model.

Improving the safety of cyclists

2.9 Whilst there are many benefits to the introduction of dockless pool bikes into Barnet, the Council is very mindful of the need to increase safety for cyclists. In 2016 there were nine people who were killed or seriously injured (KSI) whilst cycling in the Borough. Eight of these KSIs were on Borough roads and one was on a Transport for London Network Road. For 2017 provisional data indicates that there have been nine people killed or seriously injured whilst cycling in the first six months of the year. However, data from September 2016 is not directly comparable with previous years. This is due to changes in Police reporting systems, which has generally resulted in increased numbers of injuries being classified as serious. Steps need to be taken to improve the actual and perceived safety of cycling within the borough. This can be achieved in a number of ways:

- Improved design of parking on new developments to improve visibility of cyclists.
- Continued rollout of cycle training.
- Continued liaison with the Police to enable the sharing of information and enforcement activity in areas where speeding is evident.
- Continued liaison with Transport for London on road safety initiatives so that the borough can benefit from the latest thinking on safety improvement for vulnerable road users.

The above measures are designed to increase cycling and an awareness of cycling which will over time create a critical mass of increased safety awareness which will benefit all road users.

Specific measures to enhance the safety of dockless pool bike users

- 2.10 Cycle Training is currently available to all residents at multiple sites in the Borough to promote Safe Cycling. Training will also be made available for Council Staff who wish to utilise the dockless pool bikes as part of the Authority's relocation to Colindale. This training will be free of charge for both residents and Council Staff Members.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Allow dockless pool bike provision in Barnet to evolve on its own without any support or oversight from the Council

This option is not recommended as cycling has many benefits for Barnet and is likely to form an important element of the Authority's forthcoming Transport Strategy. With several cycling groups in operation in the borough, a degree of Council support, promotion and coordination is necessary in order to offer the best possible service to Barnet residents. Allowing provision to evolve in the borough without coordination from the Council could lead to disadvantages including the potential for a confusing service offer for residents and the potential for abandoned infrastructure.

- 3.2 Not support a policy of introducing dockless pool bikes into the borough

This option is not recommended because cycling has a great deal to offer Barnet as an effective transport mode and dockless pool bikes are a good initial mechanism to support cycling in Barnet as part of an incremental approach. As described above cycling is accessible, cost effective, promotes health and can contribute to an improvement in air quality. As well as providing a cost effective and convenient means of transport for our residents, dockless pool bikes will also provide a crucial form of transport for our staff to support the Authority's move to Colindale. Not agreeing to support the introduction of a pilot for dockless pool bikes will mean that these benefits are lost.

- 3.3 Making Dockless Pool Bikes the Main theme of the Long-Term Transport Strategy

Cycling and dockless pool bikes comprise just one transport mode amongst other modes. For example electric vehicles, walking and public transport improvements will also form an important part of the Long-Term Transport Strategy and also have a great deal to offer in terms of reducing congestion, improving accessibility to services and the reduction of air pollution. Therefore, it would not be appropriate to develop cycling exclusively and in preference to other transport modes, rather it should complement a range of

other transport modes in order to achieve a balanced transport system in the borough.

4 POST DECISION IMPLEMENTATION

4.1 Should the recommendations in this report be agreed by the Environment Committee 100 Urbo Dockless Bikes will be introduced to Barnet's network in June 2018. If there is clear evidence of growing demand, up to an additional 200 bikes will be introduced.

4.2 To ensure that the dockless cycles are not placed in inappropriate locations on the borough's network, the following measures will be put in place:

- Designated Parking hubs – to ensure bikes are not causing an obstruction on footways
- Urbo Wardens – designated wardens will have a day and night shift and will collect and redistribute bikes around the borough to ensure they are available in all areas.
- GPS location tracking – Bikes have tracking so that any bikes that are not left in a hub area can be collected by Wardens and placed back in a hub location.
- Tamper proof parts – This avoids theft of the bikes.
- Bikes will be fitted with a Smart Alarm – This is a deterrent to theft.
- Urbo will provide a Public safety campaign – To ensure the public is well informed with regards to the scheme.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Developing the Pool Bike trial in Barnet will help promote the Council's Core Values of:

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

5.1.1 Developing Pool Bikes in Barnet will benefit the Health and Wellbeing Strategy in Barnet as cycling is viewed as a key form of affordable exercise that improves health. Cycling can also provide affordable access to healthcare as well.

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

- 5.2.1 The Pool Bikes will not have any operational costs for the borough as the cost of provision and management of the bikes is borne by the provider.

5.3 Social Value

- 5.3.1 Introducing Pool Bikes in Barnet will provide a greater level of access to affordable transport for cyclists across the borough and in doing so will increase social inclusion as those on lower incomes will have greater access to less expensive travel modes, enabling them to have greater access to services and the opportunity provided by education and employment.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004, places a legal duty on the Local Authority to manage the network in the most effective way possible:

It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their obligations, policies and objectives, the following objectives-

- a. securing the expeditious movement of traffic on the authority's road network;
- and b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing— the more efficient use of their road network; or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

The Transport Strategy will assist the borough with the successful execution of its Network Management duties as outlined above.

- 5.4.2 Under Article 7 (Committees, Forums, Working Groups and Partnerships) of the Council's constitution, the Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to the street scene which includes transport matters.

5.5 Risk Management

- 5.5.1 A full risk analysis has been performed for the Pool Bikes pilot. Identified risks will be managed in accordance with the Corporate Risk Management Framework. There has been Health and Safety guidance developed to ensure staff safety.

5.6 Equalities and Diversity

- 5.6.1 The Public Sector Equalities Duty under section 149(1) of the Equalities Act

2010, requires the Authority, in the exercise of its functions to, have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; and to advance equality of opportunity between persons, who share relevant protected characteristics and persons who do not share them.

- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is disproportionately low.
- 5.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion and beliefs, sex and sexual orientation.
- 5.6.4 The development of Pool Bikes in Barnet will be taken forward with the eight protected characteristics outlined above very much in mind. The provider will promote accessibility and inclusion and will aim to meet the needs of the diverse communities of Barnet.
- 5.6.5 Potential hazards for vulnerable people, for example those with visual impairments and elderly people, who could possibly trip on bikes, have been taken into consideration; Barnet will liaise with the provider to ensure that mitigation to this is as follows:
- Location hubs in areas which do not impact the footpath identified by Barnet Cycling Team.
 - Location hubs that are close to cycle stands identified by Barnet Cycling Team.
 - Obstructions where bikes have been left to be identified on the GPS map and collected promptly by Urbo Wardens
 - Review of the hub locations during the pilot.

BACKGROUND PAPERS

Mayor's Transport Strategy:

<https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>

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Get Britain Cycling

Summary & Recommendations



ALL PARTY PARLIAMENTARY
CYCLING GROUP

Background to the Inquiry

The Get Britain Cycling inquiry was an initiative of the All Party Parliamentary Cycling Group (APPCG), a cross party body with members in both the House of Commons and the House of Lords, with the aim "to enable more people across the UK to take up cycling, cycle more often and cycle more safely by interviewing or receiving written evidence from expert witnesses on the obstacles that must be overcome and suggesting concrete, effective measures to be undertaken by central and local government as well as the wider world of business and the third sector".

The members of the group who served as the inquiry panel were as follows:

Co-Chairs

Ian Austin MP, Julian Huppert MP

Panel Members

Lord Berkeley, Ben Bradshaw MP, Steve Brine MP, Oliver Colvile MP, Jeremy Corbyn MP, Jim Fitzpatrick MP, Fabian Hamilton MP, Meg Hillier MP, Lord Hoffmann, Mark Lazarowicz MP, Jason McCartney MP, Lord Scott, Sarah Wollaston MP

Coordinator

Adam Coffman

This is one of three outputs from the Inquiry: this Summary report of the recommendations from APPCG; a separate second volume report written by Professor Phil Goodwin; and a third volume to be published online at <http://allpartycycling.org> comprising all the submitted evidence and transcripts of the witness sessions.

The APPG administration is supported by the Cycling Alliance, consisting of the Association of Cycle Traders, the Bicycle Association, British Cycling, CTC, Cyclenation, London Cycling Campaign, and Sustrans. The Inquiry was mainly funded by News International, in connection with The Times Cities Fit for Cycling campaign, launched after journalist Mary Bowers was very seriously brain-damaged in a collision with a lorry while cycling to work. The Bicycle Association also contributed to the costs of the inquiry.

Photographs: Carlton Reid/BikeBiz.com and Cycle Training UK.

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April 2013

*Cycling makes life
better for all*

Foreword

Too many people in the UK feel they have no choice but to travel in ways that are dangerous, unhealthy, polluting and costly, not just to their own wallets but also to the public purse. Urgent action is required to address Britain's chronic levels of obesity, heart disease, air pollution and congestion if we are to catch up with other countries in the developed world.

There is an alternative. When more people cycle or walk, public health improves, obesity reduces and roads become safer. By changing how people travel, we can create places where people want to live, work, shop and do business. We can make people healthier, happier and wealthier. We can reduce costs to our NHS.

To realise the full potential of this vision will require a fundamental cultural shift in how we think about the way we travel. Cycling needs to be not just a personal option, when we decide how to travel for work, school or leisure. It should be a core issue when planning our streets, roads, buildings and communities. We need to train cyclists and drivers alike to travel legally and safely.

Above all, we need a bold vision from government that puts people first. We need those strolling the corridors in Westminster, throughout Whitehall departments and in town halls around the UK to recognise the powerful case for substantial investment in cycling, and the huge benefits this would deliver for town and countryside alike.

The demand is there. The Olympics and Tour de France helped cycling catch the public's attention in 2012. The Times' Cities Fit for Cycling campaign has captured the public imagination; a Parliamentary debate on cycling last year galvanised extraordinary cross-party support; and the evidence presented at this inquiry has shown a remarkable degree of consensus among cycling organisations, local authorities, health professionals and others about what needs to be done.

Yet massive and unnecessary barriers are preventing us from capitalising on this enthusiasm. A window of opportunity is open, but not forever: as memories of sporting success fade and the frustration of limited opportunities continue, we are in danger of squandering the Olympic legacy and failing to create a healthier, more active UK.

This generation of politicians has the chance to be long remembered for having a vision for cycling that includes us all. Put simply, Britain needs to re-learn how to cycle. This report sets out how this can be done.

Ian Austin MP and Julian Huppert MP

Co-Chairs, All-Party Parliamentary Cycling Group



Cycling in Britain: The Potential for Growth

British passion for cycling is growing rapidly, but is still far lower than many other countries. In The Netherlands, 27% of journeys are made by bike, followed by Denmark on 19%. Even Germany manages 10%, with Austria, Switzerland, Belgium, Sweden, Italy and France all lying between 5% and 9%. Britain however languishes towards the lower end of the European league table, with less than 2%.

Some cities are performing well. Having put cycling closer to the heart of transport for decades, Oxford and Cambridge boast continental levels of journeys made by bike (17% and 30%) Across the country some local authorities are showing that by working together with communities, real improvements can be made and substantial benefits delivered to cyclists and non-cyclists alike.

In 2009, the six cycling demonstration towns, including Exeter and Darlington, recorded an increase in cycling of almost a third. This boost was delivered at an average cost of just £3m per town. And other cities have woken up to the benefits of cycling and have begun to catch up: in 2011 Bristol (up 63%), Manchester (up 21%) and Nottingham (up 9%) boasted of significant increases over the previous decade, albeit from low bases.

London boroughs like Hackney have also made extraordinary progress. The proportion of commute trips made by Hackney residents has more than doubled in a decade (up from 6.2% to 14.6%) and it is now one of the few places in Europe where more people commute by cycle than by car (down from 21.7% to 12.4%).

The number of cycles on London's main roads has more than doubled since 2000. During the rush hour there are now more bikes than cars crossing the Thames over bridges including Blackfriars, Southwark and Waterloo. The Mayor's new vision for cycling, boosting spending to around £12.50 per head annually, could be transformational.

Wales has a commitment through its Active Travel (Wales) Bill, which would require councils in Wales to map existing provision for cycling, identify the gaps, and plan accordingly. Scotland is aiming to increase cycle use to 10% of all trips by 2020. The rest of the UK can match this.

We should not be daunted by how far we still have to go to reach the levels of other European cities. Cycle commuting in New York doubled in four years thanks to investment in high-profile cycling improvements, and further expansion is planned. Seville recently managed a ten-fold increase in cycle use in just three years - from 6000 to 60,000 cycle journeys per day between 2007 and 2010.

In part the challenge is to contest cycling stereotypes. Cycling is a profoundly democratic activity open to people of all incomes, men and women, young and older - each with their own style, pace and pattern of use. However, the image is frequently of 20-something, affluent men jetting to the office or riding long-distance at the weekend. The benefits of cycling - living longer, moving quicker, spending less and being happier - are true for everyone. It's time this universal appeal is made clear, and by reaching out to every community and age group across the country, we could take pride in getting Britain to realise its cycling potential.

“Frequent cyclists are typically white, male, between 25 to 44, and on a higher than average income” – these groups, and people like them, still have a substantial potential for growth. But “much of the potential comes from women, ethnic minorities, younger and older people, and those on a lower income”

TfL 2013

Vision

Our vision is to realise the full potential of cycling to contribute to the health and wealth of the nation, and the quality of life in our towns and local communities. We believe this is both possible and necessary.

We need to get the whole of Britain cycling: not just healthy people or sporty young males, but people of all ages and backgrounds, in urban and rural areas.

We need to change the culture of how we use our roads, so that people are no longer afraid to cycle or allow their children to do so. Our streets, roads and local communities, need to become places for people, where cycling and walking are safe and normal.

Increases in cycling recently achieved by towns in Britain (even with quite modest investment), and other cities like Seville and New York, suggests that this is possible, if the funding and the political will is there.

Some strong messages came from the enquiry:

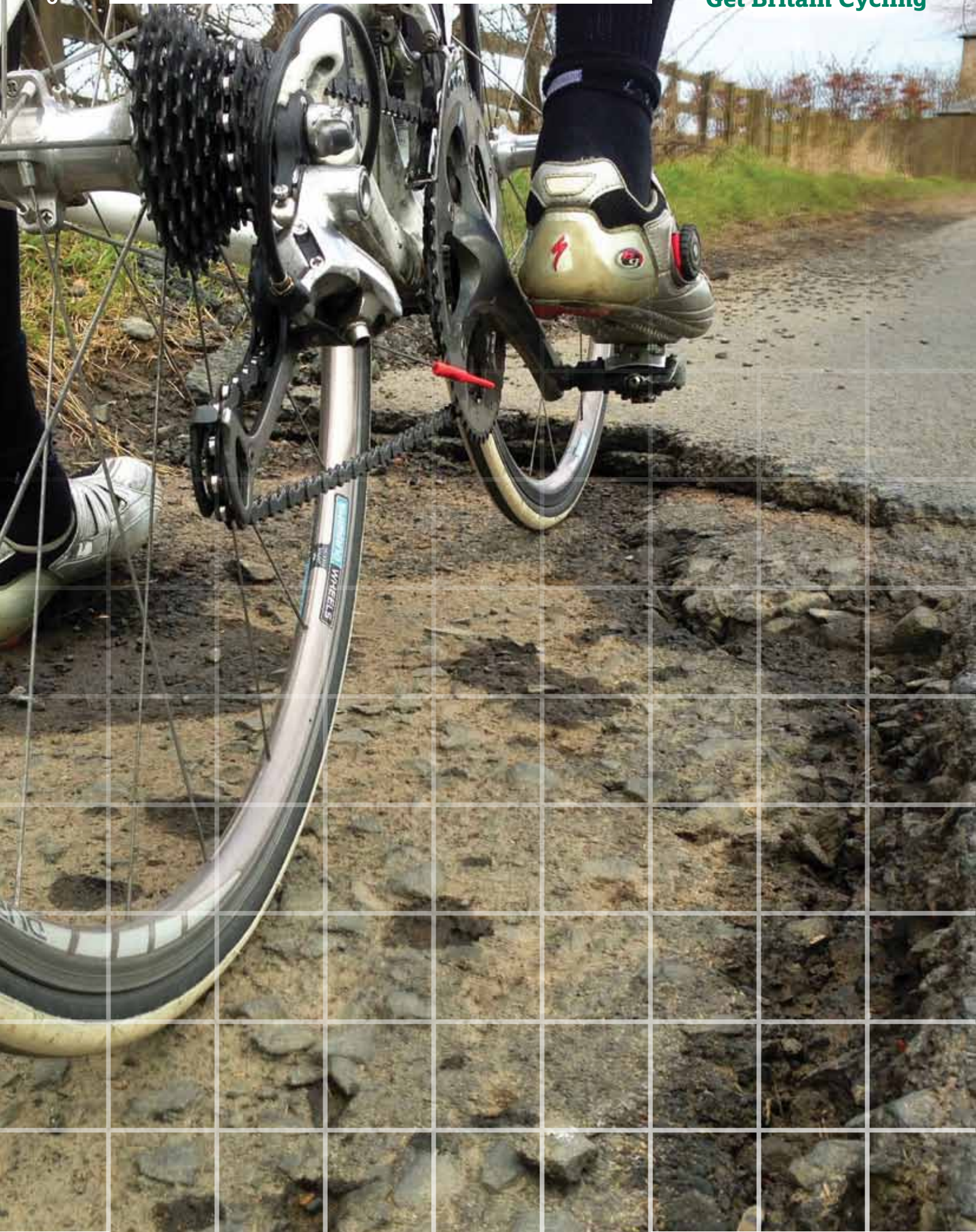
- the need for **vision, ambition and strong political leadership**, including a national Cycling Champion.
- the Government needs to set out an **action plan for more and safer cycling** with support from the Prime Minister down.
- We need **transformation of our towns, streets and communities**, and to the way we think about cycling, whether as drivers or as people who might take up cycling ourselves.
- Our vision is for a dramatic increase **in the number and diversity of people who cycle**, because they see it as a safe and normal activity.
- We suggest that the long-term ambition should be to **increase cycle use from less than 2% of journeys in 2011, to 10% of all journeys in 2025, and 25% by 2050.**

Recommendations

Our recommendations are divided into five broad topics.

- A new priority for investing public funds
- Redesigning our roads, streets and communities
- Safe driving and safe speed limits
- Training and education
- Political leadership





Cycling budget of £10-£20 per year per head of the population, for a sustained period

A New Priority For Investing Public Funds

Whether by helping people get to workplaces, reducing the phenomenal cost of physical inactivity to the health service or alleviating the strain on local public transport, our economy is boosted every time a journey is made by bike.

Dutch cities reap **massive economic benefits** because of a consistently high level of investment for several decades (now £24 per person per year). Although London now plans to spend £12.50, Scotland is up to £4 and other cities are increasingly following, England outside the capital still spends less than £2 per head; far too low to seriously increase cycling levels. Investment now would help government realise the full financial potential that cycling can deliver.

It is essential that the patterns of spending on cycling should be seen as mainstream commitments, with **long term continuity** rather than temporary initiatives. While these are welcome, they should be in addition to a much larger sustained base of funding, not in place of it.

Many of the improvements that would benefit cyclists, such as improvements to road quality, creation of segregated cycle tracks and junction changes, will also **benefit pedestrians and other road users**. They should therefore form part of planned highway maintenance programmes.

Money is needed for both capital and revenue budgets. Creating cycle-friendly roads, junctions and cycle facilities will require significant capital spending over many years. In the meantime though, some well-targeted revenue funding for cycle training and other smarter choices measures could help kick-start the process of Getting Britain Cycling with some highly cost-effective quick wins.

Recommendations

- Create a cycling budget of at least £10 per person per year, increasing to £20
- Ensure local and national bodies, such as the Highways Agency, Department for Transport, and local government allocate funds to cycling of at least the local proportion of journeys done by bike.
- Cycle spending that makes a tangible contribution to other government departments, such as Health, Education, Sport and Business, should be funded from those budgets, not just the DfT.





The objective of good design is to create a safe and comfortable cycling experience for the entire end to end journey.

Redesigning Our Roads, Streets And Communities

Too often cycle routes have been designed piecemeal or cyclists have been an afterthought in highway design. As we saw from some best practice areas, **thinking bike at the beginning** of a design and planning process can reap dividends for other road users as well as cyclists.

Suitable road surfaces, arrangements at junctions, and interactions with other traffic are often about planning rather than cost. Cycle friendly driving styles and the speed of passing vehicles can be supported by design. Small improvements such as a **well-placed bollard or junction redesign** can make a big difference.

Purpose-designed exclusive rights of way, segregated from other traffic, are ideal, especially as part of a network of cycle paths and lanes, making use of verges, parallel rights of way, disused railways, bridle paths and similar. Continuity of funding would enable better and more cost effective planning of connected segregated routes.

Designated on-road lanes play an important role where segregation is not appropriate, and may require **reallocation of road space**. They need to be substantial - too often in the past they have been token gestures, ending abruptly at junctions, weaving across pavements, or just too narrow.

We were struck by the Highways Agency witnesses' candour in acknowledging that most of his profession had **little knowledge or training** in how to design for cycling. This will need to be remedied.

Bike security is also an important factor in people's decision to cycle and we call for more secure bike parking at both ends of a journey, including railway stations.

Recommendations

- A statutory requirement that cyclists' and pedestrians' needs are considered at an early stage of all new development schemes, including housing and business developments as well as traffic and transport schemes, including funding through the planning system
- Revise existing design guidance, to include more secure cycle parking, continental best practice for cycle-friendly planning and design, and an audit process to help planners, engineers and architects to think bike in all their work.
- The Highways Agency should draw up a programme to remove the barriers to cycle journeys parallel to or across trunk roads and motorway corridors, starting with the places where the potential for increased cycle use is greatest.
- Local authorities should seek to deliver cycle-friendly improvements across their existing roads, including small improvements, segregated routes, and road reallocation.
- The Department for Transport should approve and update necessary new regulations, such as allowing separate traffic lights for cyclists and implementing Part 6 of the Traffic Management Act 2004.



Cycling is a safe activity - but could be more so

Safe Driving And Safe Speed Limits

Cycling is a safe activity, especially when compared to the health risks of physical inactivity.

Yet there are collisions and deaths on our roads. These are tragic and avoidable.

Fears over safety are a major barrier to getting more people cycling. Evidence from the UK and elsewhere show that places with high cycle use are the safest places to cycle: more cycling leads to safer cycling, and vice versa. More cycling and less motor traffic also creates safer streets for everyone else too.

Heavy goods vehicles are disproportionately involved in deaths and serious injuries, despite some excellent work by some freight organisations.

We support the widespread **extension of 20mph speed limits** as the default value on urban streets, with exceptions (whether higher or in some cases lower) being determined by positive decision at local level. We accept that roads used largely as the main conduits for through traffic will continue to have higher speed limits, and where this is decided, alternative cycle provision should be provided.

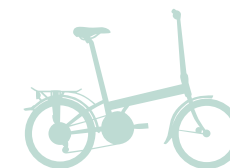
Although roads going through rural areas may not be suitable to a general approach such as this, there are many **rural lanes where speed limits of 40mph or less** are entirely justified on general safety grounds, and we support the successful implementation of these.

We are very concerned that the police seem not to be interested in enforcing the law when it comes to speed limits, and a tacit acceptance that enforcement of such limits is mainly a matter of design and education, and outside the scope of ordinary policing, penalties, and courts. This undermines respect for the law, reduces its impact, and costs lives.

Similarly, the courts and justice system too often produce trivial sentences even when avoidable deaths and injuries are caused by drivers. This sends a damaging message. Equally, cyclists should of course obey the law when cycling.

Recommendations

- Extend 20 mph speed limits in towns, and consider 40mph limits on many rural lanes.
- Improve HGV safety by vehicle design, driver training, and mutual awareness with cyclists; promote rail freight and limit use of HGVs on the busiest urban streets at the busiest times, and use public sector projects to drive fleet improvements.
- Strengthen the enforcement of road traffic law, including speed limits, and ensuring that driving offences - especially those resulting in death or injury - are treated sufficiently seriously by police, prosecutors and judges.





Bikeability should continue to be funded and expanded.

Training and Education

Most children do not cycle. We need to encourage young people to ride a bike as a healthy, active, cheap and fun experience and help them cycle as much as they can. **Cycle training is a cheap and effective way of promoting activity that children can do outside school, can be integrated into sport in school and can help tackle childhood obesity.** It is a skill that they will be able to use all their lives.

Despite the Government's support for Bikeability cycle training (which was described to us as "cycle proficiency for the 21st century"), it is currently only available for about half of all school pupils in England, with even fewer being trained to level 3 Bikeability in their teens. It should be available to all, as swimming is.

Better training at an early age will also train future car drivers to think bike and could have a long term impact on driver safety.

People of all ages should be enabled to give cycling a try, and particularly those we know cycle less: people with disabilities, ethnic minorities and those from disadvantaged backgrounds. The Department for Transport's own research shows that smarter choices measures of this kind are highly cost-effective ways to boost cycle use.

Transport for London's Catch up with the Bicycle campaign is an excellent example of how to promote cycling as stylish and aspirational, which anyone can do in their normal clothes. Cycling must become a normal activity, not a minority pursuit.

Recommendations

- Provide cycle training at all primary and secondary schools
- Offer widespread affordable (or free) cycle training and other programmes to encourage people of all ages and backgrounds to give cycling a try, as evidenced by NICE.
- Promote cycling as a safe and normal activity for people of all ages and backgrounds.



To Get Britain Cycling we need vision and leadership from the very heart of government.

Political Leadership

It is striking that the places where best practice has been developed furthest, and the greatest successes seen, have been those where **politicians at the highest levels have made an explicit, genuine commitment**. To Get Britain Cycling we need vision and leadership from the very heart of government.

But it is not a task for central government alone. **Local authorities and devolved administrations have an important role to play**, particularly given their responsibilities for promoting public health. They also need to work with a huge range of partners in the transport sector and beyond.

National and local government should designate cycling responsibilities at the highest professional and political levels, these being a major part of their job description and not simply a formal responsibility. There needs to be a commitment at local government levels particularly to sweeping away unnecessary barriers to implementation of suitable measures.

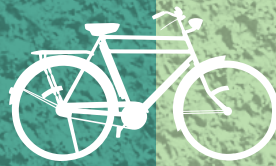
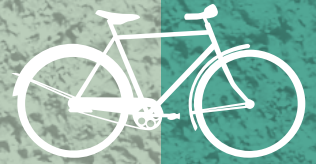
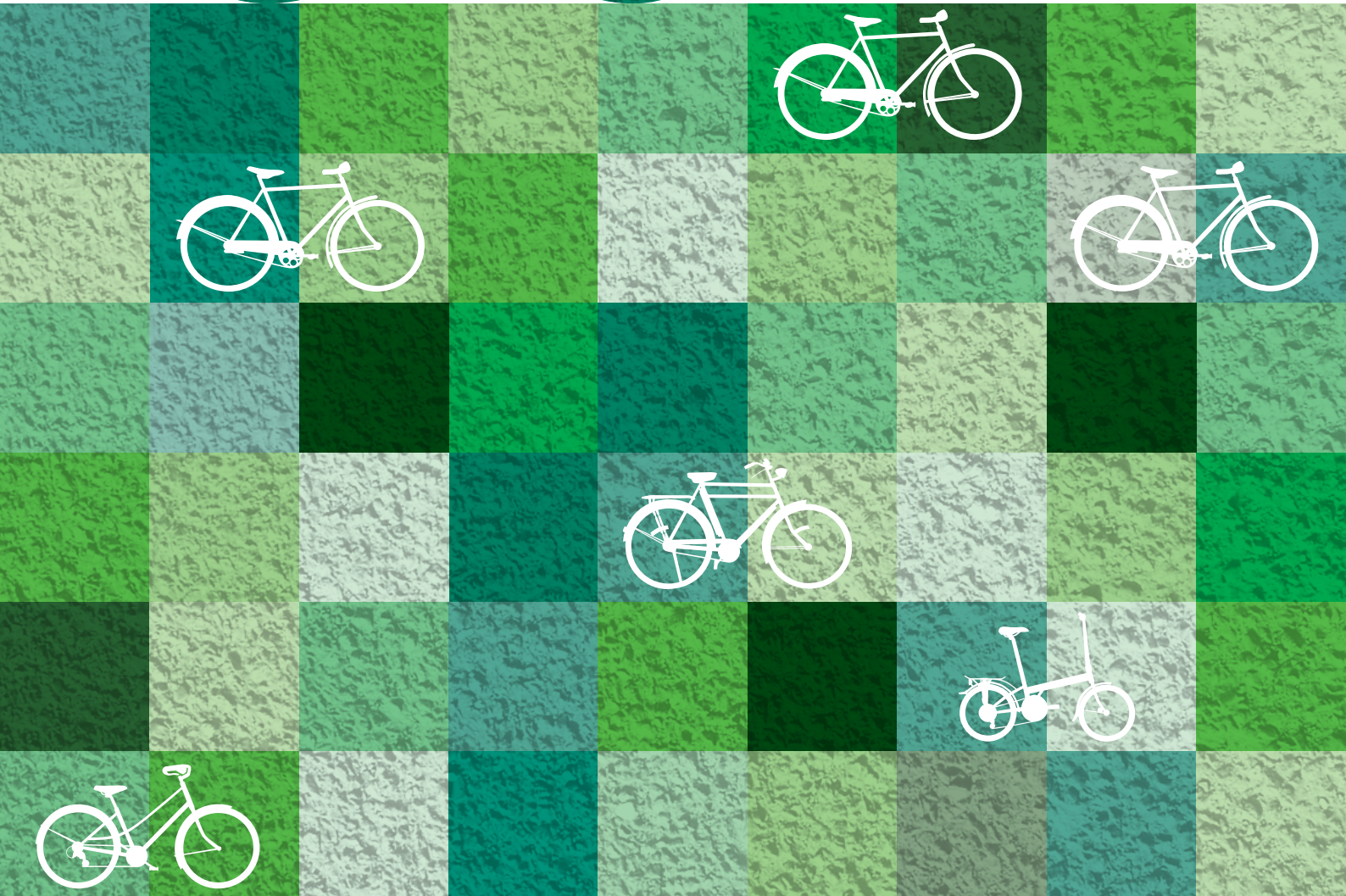
The Government should produce a **Cycling Action Plan**, drawn up with a wide range of partners and signed by the Prime Minister. This must include the roles of different government departments - the Home Office, MoJ, DCLG, DCMS, DEFRA, DfE and BIS all have key roles to play and should make clear commitments, not just leaving cycling within the Department for Transport.

This National Cycling Action Plan should have clear timescales and deliverables, and lead to **annual progress reports**, which should be published and debated in Parliament. These should include better data on cycle use, cycle safety and perceptions of cycle safety.

Recommendations

- The Government should produce a cross-departmental Cycling Action Plan, with annual progress reports.
- The Government should appoint a national Cycling Champion, an expert from outside the Department for Transport.
- The government should set national targets to increase cycle use from less than 2% of journeys in 2011, to 10% of all journeys in 2025, and 25% by 2050
- Central and local government and devolved authorities should each appoint a lead politician responsible for cycling.






Funded by



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	<p>Environment Committee</p> <p>14th July 2016</p>
<p style="text-align: right;">Title</p>	<p>Moving Around in Barnet – a Direction of Travel</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</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 A: The Impact of Congestion on Bus Passengers</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Cooke, Strategic Lead for Effective Borough Travel. Tel: 0208 3592275 - 07885213313 jamie.cooke@barnet.gov.uk</p>

Summary

This paper outlines the requirement for a Transport Strategy for Barnet, the benefits of the strategy to the borough and the methodology for producing the strategy. Members are asked to comment on the proposed scope of the Transport Strategy and indicate their agreement for the commencement of a programme to produce the strategy.

Recommendations

The Environment Committee are recommended to:

1. Instruct Officers to develop an overarching long term Transport Strategy for the London Borough of Barnet.
2. Agree the period of the strategy to 2035.
3. Comment on the scope of the strategy which is outlined in this document.
4. Approve the formation of a project board and an Elected Members cross party group.

1. WHY THIS REPORT IS NEEDED

- 1.1 With a 2015 population of circa 393,000, Barnet is now London's most populous borough. Barnet's population is projected to grow further to around 448,000 by 2031. The growth in Barnet's population will change our existing communities, attracting a younger and more diverse population.

The table below illustrates Barnet's population growth:

2011 Census	2015	2021	2031	2039
356,000	393,000	415,000	448,000	469,000

Source Greater: London Authority.

- 1.2 There are currently five major redevelopment sites within Barnet:

- Colindale: creation of a new neighbourhood centre with 10,000 new homes and 1,000 new jobs by 2021.
- Brent Cross Cricklewood, the expansion of the existing shopping centre with the creation of 7,500 new homes and 27,000 new jobs by 2035.
- West Hendon Regeneration scheme, a net increase of 1,500 new homes by 2026.
- Mill Hill East Action plan (AAP), 2,200 new homes, a new primary school and 500 jobs by 2026.
- Stonegrove/Spur Road Estate, a net increase of 400 homes in a redeveloped housing estate to be completed by 2021.

The table below illustrates Barnet's housing growth in terms of the increasing number of households in the period 2011 – 2039.

2011 Census	2015	2021	2031	2039
136,000	150,000	162,000	181,000	189,000

Source: Greater London Authority

- 1.3 As the borough continues to grow so does the pressure on its transport network. Some good work has already been done on various elements of transport strategy for the borough, such as the installation of a small number of electric vehicle charging points and the formulation of school travel plans. However, this work has

been of a disparate nature and now there is a need for a coordinated set of plans under a single strategic approach.

- 1.4 The scope for the Transport Strategy outlined in this report aims to set out a long term approach to 2035. The strategy will outline the Council's commitment to improving transport options for all of our residents. This will involve considering what our appropriate "mix" of future travel modes should be and how we should be investing in various travel modes in order to arrive at a comprehensive choice of travel options for residents that effectively integrate with one another.
- 1.5 The Transport strategy for Barnet will be part of the borough's wider strategy to create a prosperous, inclusive and healthy future for the borough. It will provide a set of long-term strategic goals for the borough which will influence public investment in transportation and land use decisions in the area. It will also provide a high level blueprint to move forward and meet new and emerging challenges as well as providing a local application of the Mayor's Transport Strategy goals.
- 1.6 The Transport Strategy will cost circa £90,000 to produce and will be funded from the Council's transformation programme budget.

2 REASONS FOR RECOMMENDATIONS

2.1 Recommended option

An overarching long term Transport Strategy for the London Borough of Barnet is developed. This strategy will consist of several individual strategies relating to specific transport modes. These individual strategies will be developed via a coordinated approach which will be guided by a single set of strategic objectives. The long term transport strategy will outline Barnet's approach to transport for the next twenty years until 2035. The reason the strategy needs to be long term in its approach is that there is a very long lead time for major transport improvements and so a long term strategy is necessary in order to provide sufficient opportunity to plan for the improvements. The strategy is also long term in its thinking in order to adequately reflect the predicted changes in the Borough in relation to economic growth, social change and housing needs over a twenty year period.

- 2.2 A Transport Strategy is necessary to enable the borough's transport network to support the Council's current corporate plan and organisational values. The transport network is a universal service used by all and therefore it has a huge role to play in supporting Barnet's key values of opportunity, fairness and responsibility. Barnet is also growing and changing as a borough and therefore requires its transport system to adapt accordingly.
- 2.3 An overarching Transport Strategy will guide and inform smaller individual strategies such as Car Clubs and Public Transport improvements etc. The overarching strategy will also provide the basis for future Local Improvement Plan (LIP) annual spending submissions. LIP is the main mechanism by which funding from Transport for London is granted for schemes and initiatives to improve transport infrastructure in Barnet. It is therefore important that Barnet has an

overarching long term transport strategy to support its Local Improvement Plan funding submissions.

- 2.4 An overarching transport strategy is also necessary to avoid and reduce the medium and long term effects of a growing borough with a corresponding increasing pressure on the Transport system. Transport experts are warning that London as a whole faces serious medium and long term transport issues if long term strategies that influence travel choices are not put in place. For example a new report by Professor David Begg, *The Impact of Congestion on Bus Passengers*, has warned that road congestion has increased bus journey times by 10% each decade. The report concludes that if bus journey times continue to decline at their current rate, bus passenger numbers will decline by ten to fourteen percent, every ten years, putting the future of the bus sector under threat. (Appendix A contains the full report: *The Impact of Congestion on Bus Passengers*). Similarly, the primary cause of poor air quality in London is traffic and congestion on main roads. The issue of air quality has become an urgent issue for London boroughs and there is a growing recognition that greater measures are necessary to improve London's air quality. A Transport Strategy for Barnet will provide a mechanism so that future issues, such as those outlined above can be addressed, mitigated and avoided. As part of the strategy an open access library will also be established so that all stakeholders can have access to transport expert's views and the evidence base that will guide the strategy and its objectives.
- 2.5 Whilst the transport strategy is long term in its approach, a short term action plan is also necessary to commence the early phase of the strategy's delivery. Similar to the recently agreed waste strategy, this short term action plan will adopt an "assumptions based" approach centred on likely national and pan London transport developments, which the Barnet strategy will need to account for and align with. For example, the Transport strategy might assume an extension of the congestion charging zone during the twenty year time period for the strategy and therefore reflect this in its strategic planning.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Develop a short term five year Transport Strategy to align with the Council's Corporate Plan. This option is not recommended because the overarching Transport Strategy needs to be long term in nature in order to account for the borough's predicted level of development and growth over the next twenty years. Many of the individual strands of the strategy such as increased use of electric vehicles and cycling are incremental and are dependent of gradual increases in infrastructure and technological advances. A strategy that is too short term in nature will not capitalise on emerging transport modes and would therefore not deliver the maximum possible benefits to the residents of Barnet. Finally, the Strategy also needs to be longer term in its approach to align with the Mayor's Transport Strategy 2012–2031 and neighbouring borough's strategies such as LB Brent and LB Enfield which are also being designed on a twenty year 2030s basis.

3.2 Allow Individual Transport Strategies for each transport mode to develop individually without an overarching guiding strategy.

This option is not recommended as a complex balance between plans for each transport mode needs to be achieved via coordination in order for individual transport strategies to complement each other. By coordinating the approach via a single overarching strategy the best possible benefits for the borough can be achieved and the interests of all current and future residents can be carefully considered.

4. POST DECISION IMPLEMENTATION

4.1 Assuming Committee agree to the proposed approach the following actions will be implemented ahead of a draft strategy being submitted to Committee:

4.2 Formation of a project board and Elected Members Cross Party Group

The first project activity will be to form a project board. This board will consist of the following:

- LBB Environment Commissioning Officers
- Re Highways Officers
- LBB Commercial Team representative
- Transport for London Officers
- Metropolitan Police Road Safety Officer
- LBB Air quality officers
- Local borough Transport Groups (on an invited basis)
- Neighbouring Local Authorities (on an invited basis)

The project board will be the steering group which will oversee the overall delivery of the project. It will establish an organisational framework which will facilitate the delivery of the project objectives within the desired timeframe and within the desired financial budget.

An Elected Members Cross Party Group will also be formed to guide the Strategy and to feed in views and ideas from ward areas.

4.3 Study Methodology and Work Plan

A provisional study methodology and work plan will be developed. This will outline the vision and key strategy components and ensure all aspects of the of the project scope are deliverable within the financial budget and desired timeline.

4.4 Commissioning of a specialist to produce the overall strategy

The Environment Commissioning Service will commission a transport specialist to produce and coordinate the overall strategy. This will be done via close working with the project board to ensure that the borough's desired objectives are fully reflected in the strategy.

4.5 Establishment of key data sets

Work will be performed to ascertain where data already exists to inform the strategy and what additional data gathering will need to be commissioned in order to adequately identify trends and cater for the borough's needs. For example, we currently have access to good road safety data for the borough on which to base our decisions, but have less comprehensive data on cycling and walking in Barnet. The strategy will also utilise socio economic data, such as borough equalities, cohesion data and ward profile information.

4.6 Public Consultation

There will be two stages to public consultation. The first will engage key institutional stakeholders concerned with mobility within the borough. This will inform and be followed by a full public consultation and ideas workshops to formally present the proposed strategy and its delivery.

4.7 Key Stakeholders Meeting

The delivery strategy will be discussed with key institutional stakeholders. This will ensure that all important aspects have been covered and that the inter-linkages and stakeholder requirements are fully understood. The key institutional stakeholders will include but are not limited to:

- Transport for London (TfL);
- Greater London Authority (GLA);
- London Bus operators;
- London Underground;
- Metropolitan Police (for Road Safety)
- Mainline rail operators;
- Taxi operators;
- Car Club operators;
- Other LBB departments with a mobility aspect; and
- Borough focussed Transportation groups

4.8 **Development of individual strategies**

Following the initial scoping exercise, public consultation and key stakeholders meeting, the following individual strategies are likely to be developed:

Electric Car Clubs and Electric Vehicle Charging Points

As a key component of the Mayor's Transport Strategy (MTS), car clubs offer a flexible method of urban mobility to encourage behavioural change in travel patterns through the provision of greater choice on a journey by journey basis. Car clubs offer this flexible approach and enable residents to have access to non-polluting vehicles on a cost effective basis. As well as contributing to an improvement in air quality, Electric vehicle car clubs may also result in a reduction in the growth of car ownership and could therefore reduce congestion. In the near future, driverless cars will also be likely to merit a policy consideration.

Cycling Strategy

A data gathering exercise will be performed to assess who cycles in the borough and for what purpose. This data can then be used to inform future investment in cycle infrastructure within the borough and the benefits this could generate.

Walking Strategy

Transport for London's data shows that walking in Barnet is currently lower than outer London boroughs of a similar size. Similar to cycling, a greater level of data needs to be gathered on walking in the borough so that this sustainable transport mode can be appropriately developed in the future.

Public Transport

Increasing accessibility to public transport in Barnet is likely to be a key objective of the strategy. Securing new services, greater capacity, and increased frequency are all key areas of interest for the borough. Bus services in particular are important for allowing access to services, employment and education for those that do not have access to a car.

Road space Asset Review

The way in which road space is currently utilised throughout the Borough will be reviewed to ascertain if road space allocation needs to be reconfigured in order to support emerging travel modes.

4.9 Development of overall strategy objectives

The overall strategy will require objectives and performance targets. It is too early to specify in detail what these will be as insufficient engagement has taken place with Barnet Councillors, stakeholder groups and Barnet residents. However, the following areas are suggestions for what could be key topics of discussion with regards to objective setting:

- Reducing Air Pollution in the Borough
- Increasing the uptake of sustainable travel modes
- Reducing peak time journeys
- Reducing the number of killed and seriously injured on the borough's roads

- Supporting development in the borough via “future proofed” transport infrastructure on new developments

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.2 Developing the Transport Strategy will help promote the Council’s Core Values of:

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

5.1.3 Health and Wellbeing Strategy

The Transport Strategy will complement the health and Wellbeing Strategy by Promoting and expanding healthy sustainable travel modes such as walking and cycling. These are key Joint Strategic Needs Assessment objectives.

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

The circa £90,000 cost of producing the strategy will be funded by the Council’s Transformation Programme; £90,000 has specifically been set aside for this purpose. Future implementation costs for the strategy will be met by annual Transport for London Local Improvement Plan funding allocations; thus the strategy will be developed with assumptions around that level of funding, and will need to be contained within it.

5.3 Social Value

The strategy will provide a greater level of access to travel modes across the borough and in doing so will increase social inclusion as those lower incomes will have greater access to less expensive travel modes, enabling them to have greater access to services and the opportunities provided by education and employment.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004, places a legal duty on the Local Authority to manage the network in the most effective way possible:

It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their obligations, policies and objectives, the following objectives-

- a. securing the expeditious movement of traffic on the authority's road network;
- and b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing— the more efficient use of their road network; or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

The Transport Strategy will assist the borough with the successful execution of its Network Management duties as outlined above. 5.4.2 In terms of the Council's constitution, Annex A to Responsibility for Functions - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards outlines the Environment Committee's responsibilities in Transport and traffic management including agreement of London Transport Strategy-Local Implementation Planning. Annex A also outlines the Environment Committee's remit to approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources.

5.5 Risk Management

A full risk analysis will be performed for the Transport Strategy after the project team is mobilised. Identified risks will be managed in accordance with the Corporate Risk Management Framework

5.6 Equalities and Diversity

5.6.1 The public sector equality duty under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

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

5.6.4 The Transport Strategy will be developed with the nine protected characteristics above very much in mind. The strategy will be developed with residents and businesses to promote accessibility and inclusion and will aim to meet the needs of diverse communities in Barnet.

5.7 Consultation and Engagement

There will be two stages to public consultation. The first will engage key institutional stakeholders concerned with mobility within the borough. This will inform and be followed by a full public consultation and ideas workshops to formally present the proposed strategy and its delivery. Consultation feedback from all residents, including those from protected characteristic groups, will be utilised to produce the best strategy possible to benefit the diverse communities of Barnet.

5.8 Insight

Work will be performed to ascertain where data already exists to inform the strategy, such as detailed demographic information and what additional data gathering will need to be commissioned in order to adequately identify trends and cater for the borough's needs.

6 BACKGROUND PAPERS

APPENDIX A: THE IMPACT OF CONGESTION ON BUS PASSENGERS

London Borough of Barnet Air Quality Action Plan 2017-2022

SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of the Council's duty to contribute to London Local Air Quality Management. It outlines the action the Council will take to improve air quality in the London Borough of Barnet between 2017 and 2022. It replaces the previous action plan which ran from 2003 to 2016.

Highlights of successful projects delivered through the previous action plan include:

- Environmental Health have regularly inspected all of the Borough's permitted processes over the last 12 years, contributing to greatly reduced local emissions from industry and businesses.
- Air Quality Champion (2014-2016) project funded by the Mayor's Air Quality Fund

Key outcomes were:

- Worked with 45 schools directly delivering lessons about air quality, anti-idling initiatives and road safety/active travel initiatives
- Advised 189 drivers of anti-idling at 10 schools over seven days and stopped 64 instances of idling
- Engaged with three local communities to monitor and map their local air quality
- North Finchley Cleaner Air (2014-2016) project part funded by the Mayor's Air Quality Fund

Key outcomes were:

- Membership of an electric vehicle car club allowing Council staff and the public to use electric cars
- Installation of a 40m long ivy screen alongside a school playground bordering the A41
- 221 nitrogen dioxide reducing trees planted across the Borough's air quality focus areas
- 1,600 secondary school pupils attended a "Go Your Own Way to School" show; 92% of these pupils are now committed to improving air quality outside their school, and 87% will make an effort to walk and cycle more for their health

Air pollution is associated with a number of adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation

with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion³. The London Borough of Barnet is committed to reducing the exposure of people to poor air quality in its Borough in order to improve health.

Actions for 2017-2022

Actions have been identified under six broad topics:

- **Reduce emissions from developments and buildings:** emissions from buildings account for about 15% of the NO_x emissions across London and so have a significant impact upon overall NO₂ concentrations;
- **Localised solutions** to improve the environment of local neighbourhoods through a combination of measures;
- **Improve public health and raise awareness of the causes of air pollution:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy duty diesel-fuelled vehicles with high primary NO₂ emissions;
- **Reducing emissions from Council fleet vehicles** The Council fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO₂ emissions. Tackling the Council's own fleet means leading by example; and
- **Incentivise walking, cycling and cleaner transport:** road transport is the main source of air pollution in London. A change to walking, cycling and ultra-low emission vehicles (such as electric) needs to be incentivised as far as possible.

This plan demonstrates that the Council have worked hard to engage with stakeholders and communities who can help make a difference to air quality in the borough. The Council would like to thank all those who have worked with them in the past. It is intended to continue these partnerships and the Council also welcome new partners to help this new action plan to be delivered over the coming years.

This AQAP outlines how the Council plan to effectively use local levers to tackle air quality issues within their control.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

³ Defra. Air Pollution: Action in a Changing Climate, March 2010

However, it is recognised that there are a large number of air quality policy areas that are outside of the Council's influence (such as Euro standards, national vehicle taxation policy, taxis and buses, TFL and Highways Agency controlled trunk roads), and so will continue to work with and scope to lobby regional and central government on policies and issues beyond The London Borough of Barnet's influence.

RESPONSIBILITIES AND COMMITMENT

This AQAP was prepared by the Environmental Health Department of The London Borough of Barnet Council. This AQAP has been approved by:

Jamie Blake, Commissioning Director for Environment

Rick Mason, Service Director, Regulatory Services

Councillor Dean Cohen, Chair of London Borough of Barnet Environment Committee

This AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Council Committee. Progress each year will be reported in the Annual Status Reports produced by The London Borough of Barnet, as part of the statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Scientific Services at:

Environmental Health
Development and Regulatory Services
London Borough of Barnet
1255, High Road,
Whetstone
London N20 0EJ

Telephone 020 8359 7995
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Abbreviations

CHP	Combined Heat and Power
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Foreword

Improving air quality in Barnet is vitally important. It has a direct impact on the health and wellbeing of all the Council's residents, workers and visitors. Air pollution does not respect borough boundaries, and joint action is needed, not just at a local level, but at regional and national levels of government. It is however crucial that the London Borough of Barnet plays its part in improving air quality and provides strong leadership on this important issue.

In common with all central London boroughs and areas near to the busy roads of outer London, Barnet continues to exceed national targets for air pollution. This new Air Quality Action Plan builds on the previous plan and outlines the steps the Council will take from 2016 to improve air quality across the borough.

Looking back at the monitoring results since 1992, it can be seen that there has been excellent progress on improving Barnet's air quality. There is more detail in the 2016 Annual Status report <https://www.barnet.gov.uk/citizen-home/environmental-health/air-quality/review-and-assessment-reports.html>.)

Policies have been improved across the Council to reduce emissions from new developments and Council vehicles and buildings. The uptake of low emission vehicles has been promoted. The Council has worked with its schools and businesses on projects to improve the built environment and raise awareness of air quality issues.

This new Action Plan continues where the last plan left off. It outlines:

- How the Council will continue to meet its statutory obligations for managing air quality;
- How it will work across many Council teams and beyond to minimise emissions from transport, from existing buildings and new developments, including Brent Cross and many other regeneration projects;
- How the Council will continue to raise awareness of air quality issues to the public and help them to both do their bit to reduce levels of pollution and help them reduce their exposure to poor air quality; and
- How the Council will work in partnership with others to press for more action to be taken at all levels of government.

It is also a living document, and during its lifetime the Council will always be seeking out new opportunities to make a greater difference, such as a new GLA funded project to reduce dust and emissions from the construction projects in the borough. The new proposal for an Ultra Low Emission Zone (ULEZ) in Barnet would have the highest impact on improving air quality as 2/3rds of the Nitrogen Dioxide emissions in the borough are from transport sources; and a significant amount of journeys on the busy roads in Barnet are taken by people travelling straight through the borough without stopping. The ULEZ zone should significantly improve air quality and reduce

commuter congestion, without overly burdening local people as the current proposals mean Barnet residents would have an extra 3 years to comply with the conditions of the scheme.

I write this in a time of increased awareness and understanding of the health implications of air pollution in London. It is estimated that across the capital nearly 9,500 people die prematurely each year as a result of being exposed to London's air. We must work together to take advantage of the opportunities this increased profile may bring and build momentum through this new Action Plan to improve the air we all breathe.

A handwritten signature in blue ink that reads "Dean Cohen". The signature is fluid and cursive, with a long horizontal flourish extending from the end of the name.

Councillor Dean Cohen
Environment Committee Chairman
London Borough of Barnet

Introduction

This plan outlines the actions that The London Borough of Barnet will deliver between 2017 and 2021 in order to reduce concentrations of pollution and exposure to pollution, thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement placed upon the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process⁴.

1 Summary of current air quality in the London Borough of Barnet

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

The London Borough of Barnet is meeting all of the national AQS objectives other than for the gas nitrogen dioxide (NO₂) and particulate matter (PM₁₀). It is meeting the current objectives for particulate matter (PM_{2.5}) but as this pollutant is damaging to health at any level, it remains a pollutant of concern.

Nitrogen dioxide concentrations, NO₂

The EU Limit Value is 40µg/m³ measured as an annual mean. Where the map below is coloured yellow, orange and red, this value is exceeded. The worst affected areas are alongside the busiest roads and junctions in the borough, including the M1, A1, A406, and A1000. There is also a marked difference between the north and south of the Borough, with NO₂ concentrations increasing further towards central London. Nitrogen dioxide pollution is largely caused by transport.

⁴ LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

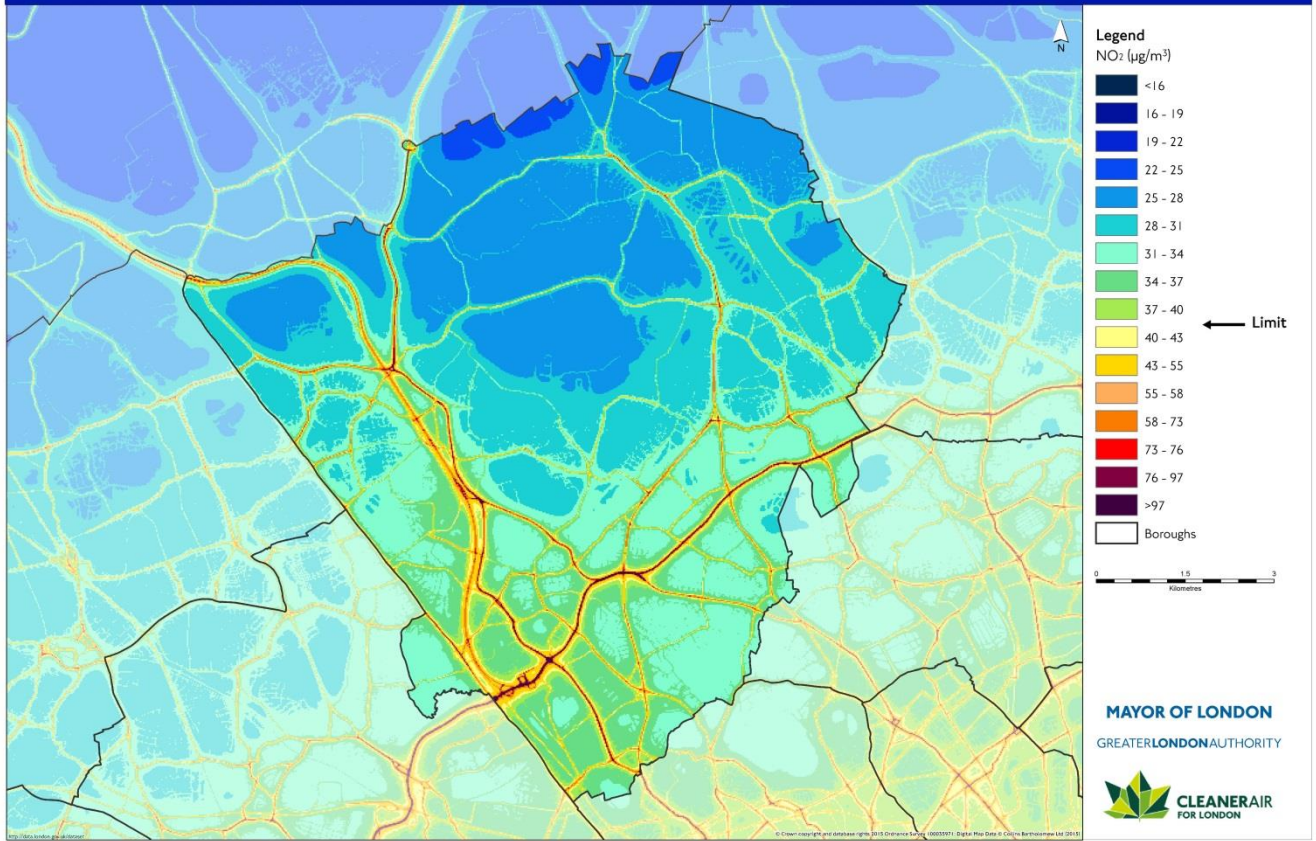


Figure 1 Modelled map of annual mean NO₂ concentrations (taken from the 2013 LAEI)

The maps in this report are modelled using data from the London Atmospheric Emissions Inventory (LAEI), a regional database of London's atmospheric emissions undertaken by the Greater London Authority (GLA) as part of the implementation of the Mayor's Air Quality Strategy. This incorporates all source emissions in London combined with information on non-London contributions, weather data and street layout. This model is then validated against real world monitoring data. The 2013 dataset is the most recent at the time of writing this Action Plan. Further information is available on the London Datastore. <http://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013>

Particulate Concentrations, PM₁₀

The limit value is 40µg/m³ expressed as an annual mean. The map below shows that the limit value is exceeded along the A406 and the A1. PM₁₀ pollution is caused largely by transport.

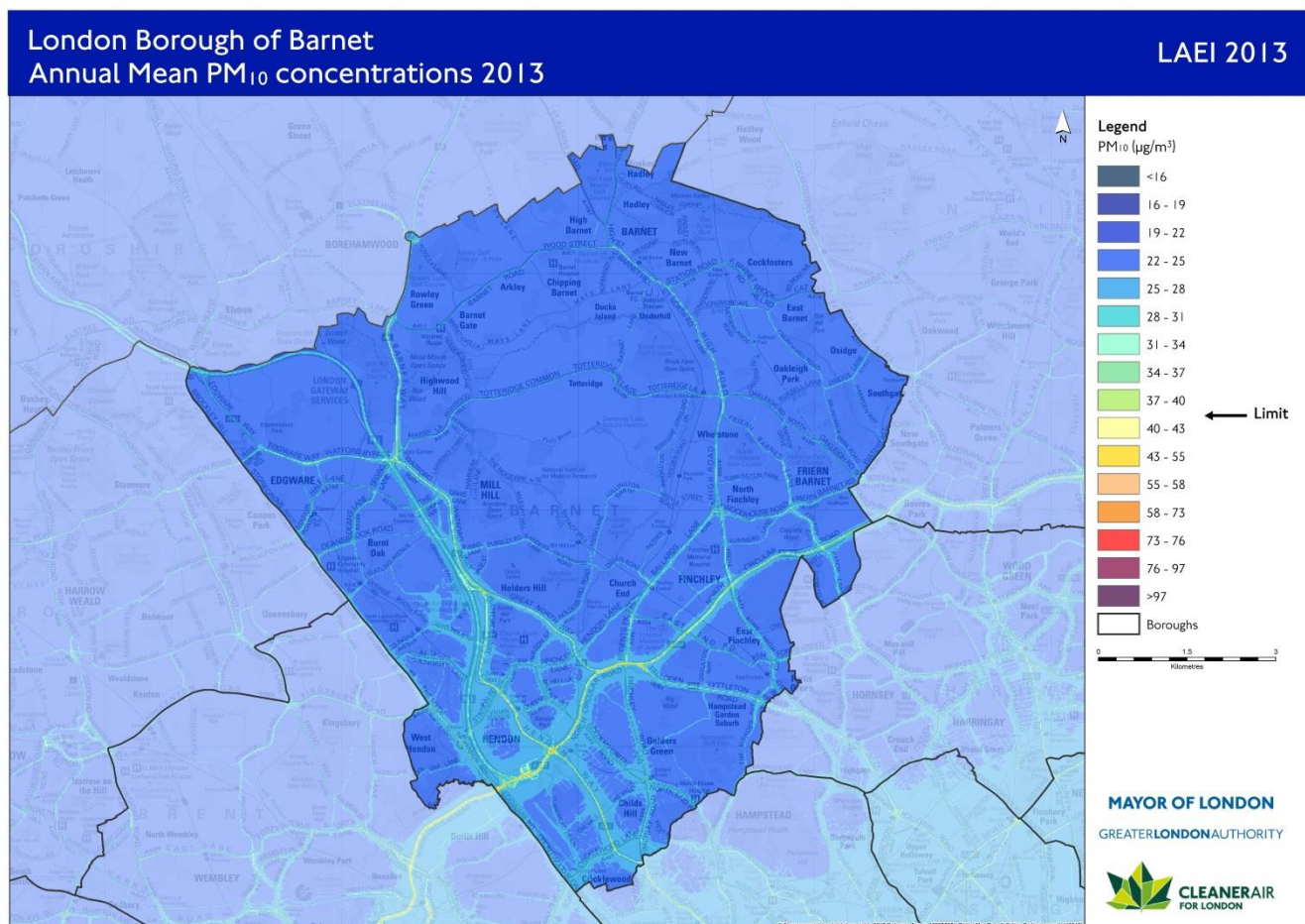


Figure 2 Modelled map of annual mean PM₁₀ (taken from the 2013 LAE)

Particulate concentrations, PM_{2.5}

There is a new borough role that requires Councils to address PM_{2.5} issues in their areas. There is no regulatory standard to meet a limit value applicable to local authorities; however actions to address NO₂ and PM₁₀ will work towards reductions in PM_{2.5}. The modelled map below highlights that PM_{2.5} concentrations are highest on parts of the A406 and A1 at major junctions. PM_{2.5} pollution is caused largely by transport.

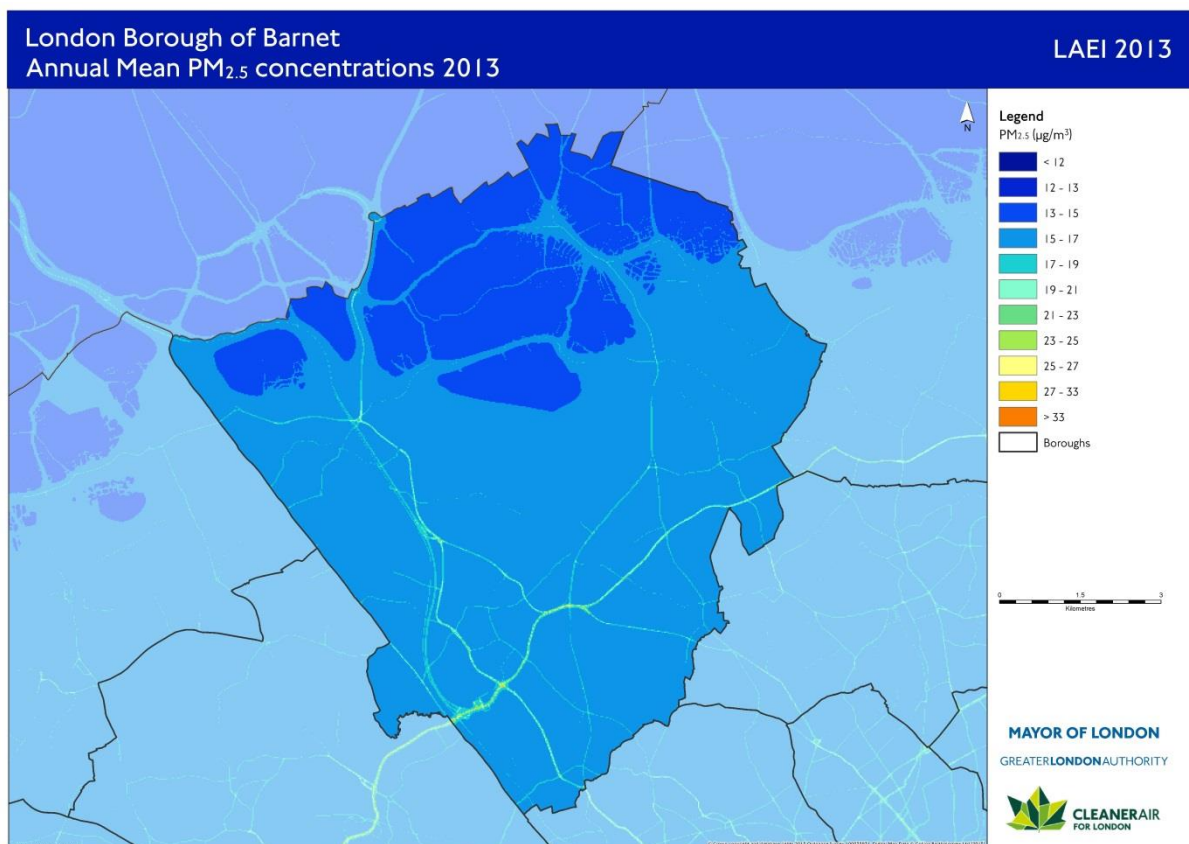


Figure 3 Modelled map of annual mean PM_{2.5} (taken from the 2013 LAEI)

1.1 Air Quality Management Areas and Focus Areas

The London Local Air Quality Management process derives from Part IV of the Environment Act 1995. It places a legal obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where they are not, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

In the London Borough of Barnet an Air Quality Management Area (AQMA) was declared in 2001 for the whole of the Borough for the following pollutants:

1. Nitrogen dioxide.

The EU annual mean objective is being exceeded in locations alongside the busiest roads in the Borough. The EU hourly mean objective is also being exceeded at some busy High Street locations and also Golders Green Bus Station.

2. Particulates, PM₁₀

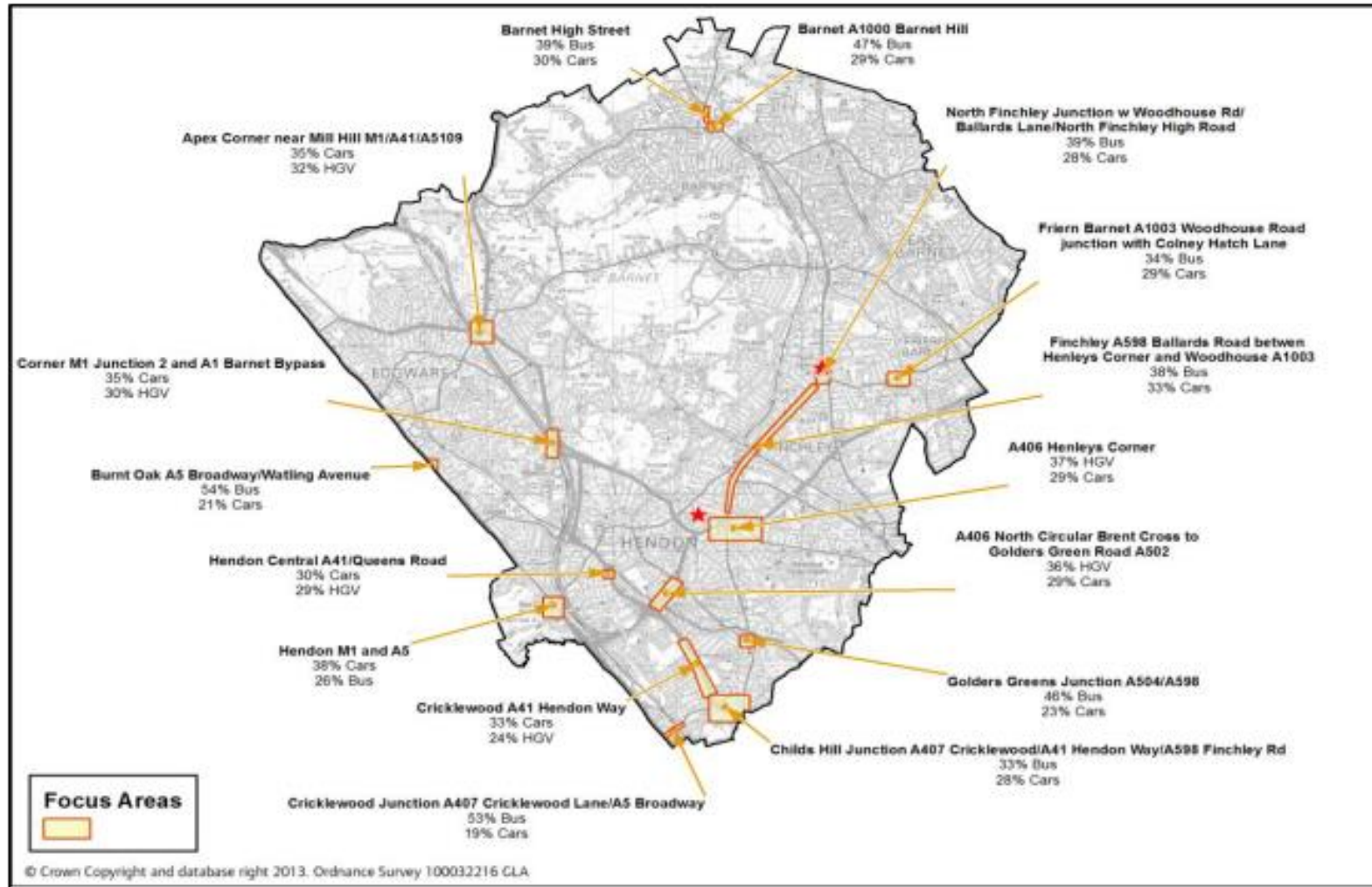
The EU daily mean objective is now being met; however the AQMA remains in place as the World Health Organisation air quality guideline is being exceeded. Furthermore, from 2016 the Council has a new statutory responsibility to work towards reductions of PM_{2.5}, a smaller sized particulate due to increased awareness of the health impacts of these smaller particles.

An air quality Focus Area is a location that has been identified by the GLA as having high levels of pollution (not meeting the EU objectives) and high human exposure. There are 15 focus areas in the borough. The purpose of defining these areas is to target action in the most problematic areas.

The list of Focus areas In Barnet are highlighted in the table and map below:

1	Apex Corner near Mill Hill M1/A41/A5109
2	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass
3	Hendon Central A41/Queens Road
4	A406 North Circular Brent Cross to Golders Green Road A502
5	A406 Henleys Corner
6	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003
7	North Finchley Junction with Woodhouse Rd/Ballards Lane/North Finchley High Road
8	Barnet A1000 Barnet Hill
9	Barnet High Street
10	Cricklewood Junction A407 Cricklewood Lane/A5 Broadway
11	Childs Hill Junction A407 Cricklewood/A41 Hendon Way/A598 Finchley Rd
12	Golders Greens Junction A504/A598
13	Friern Barnet A1003 Woodhouse Road junction with Colney Hatch Lane
14	Cricklewood A41 Hendon Way
15	Hendon M1 and A5

Map of GLA Focus Areas in Barnet showing vehicle split



1.2 Sources of Pollution

Air pollution in the London Borough of Barnet comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of nitrogen dioxide, NO₂ are diesel cars, domestic gas, and NRMM (Non Road Mobile Machinery) and the main sources of particulate matter are re-suspension (matter not directly emitted in tailpipe exhaust), NRMM, petrol and diesel cars. NRMM is a term referring to emissions coming from the engines of mobile machinery used on construction sites; the main ones being excavators, dumpers and telehandlers.

The pie-charts below illustrate the different sources of pollution within the Borough.

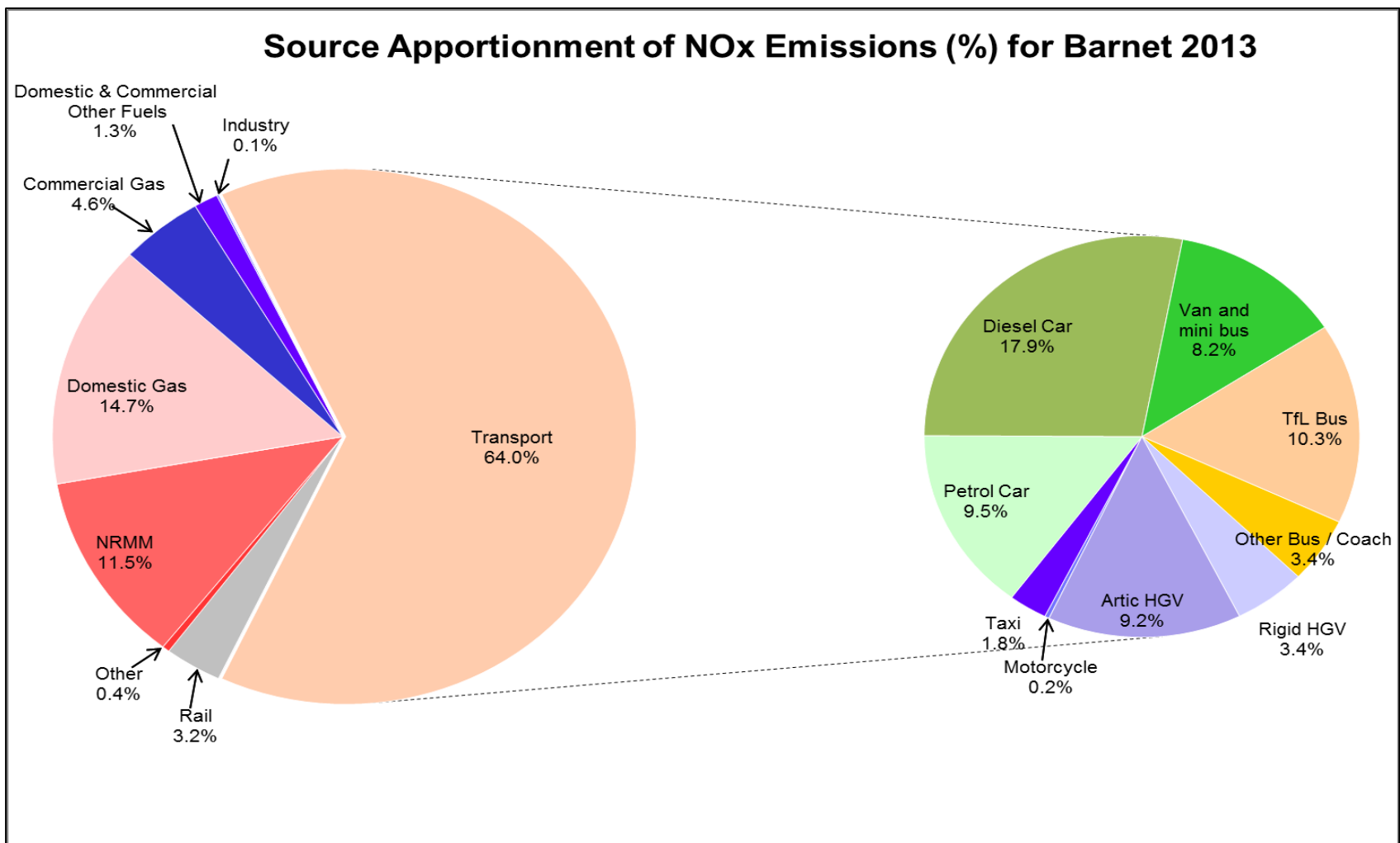


Figure 4 NOx Emissions by source and vehicle type (downloaded from the LAEI in March 2013)

The main source of NOx is transport at 64%. A breakdown of the transport emissions is provided in the second diagram; the biggest source of this is diesel cars then buses, petrol cars and HGVs

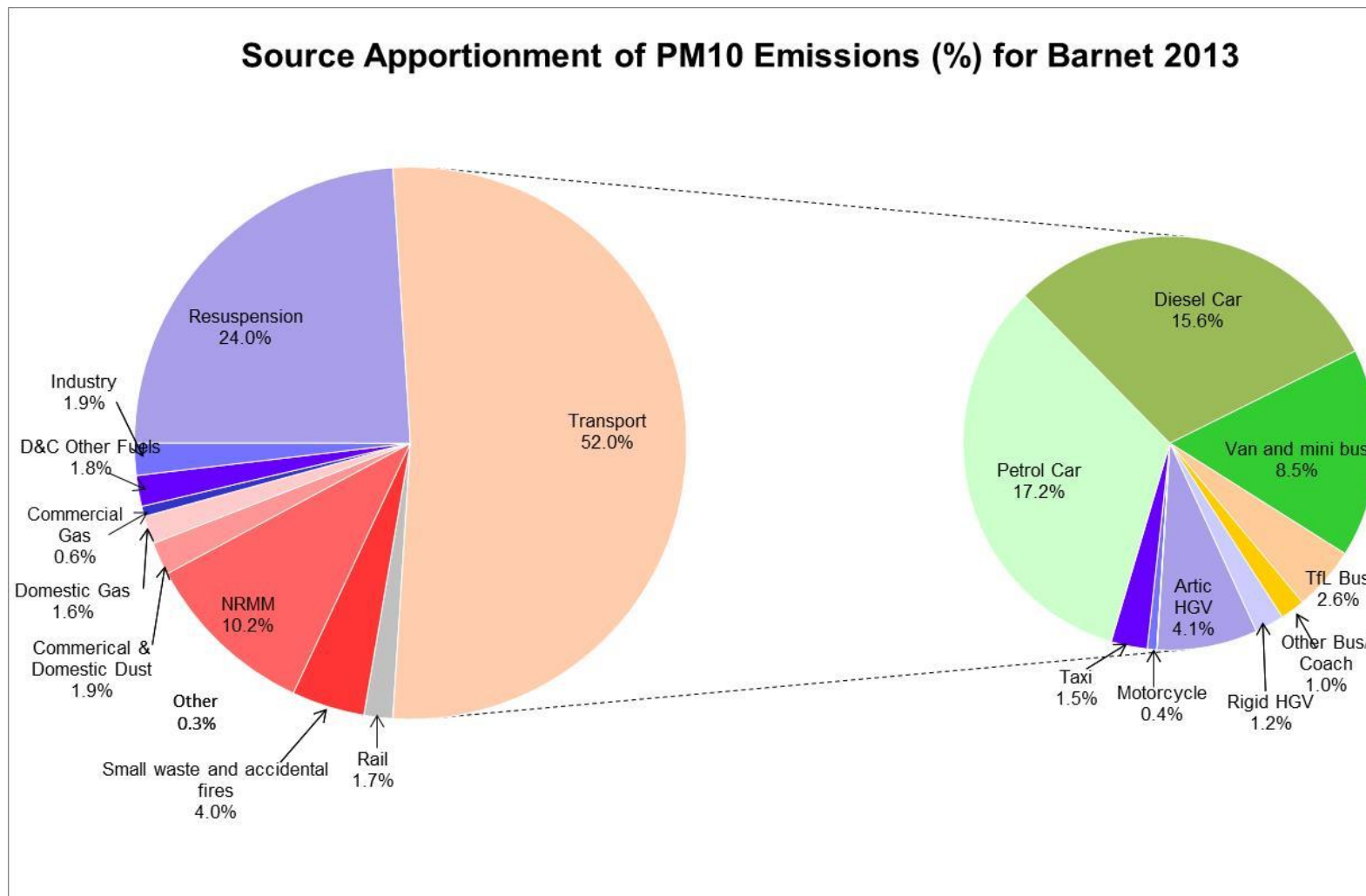


Figure 5 PM₁₀ Emissions by source and vehicle type (downloaded from the LAEI in March 2013). The main source of PM₁₀ is from transport (breakdown shown in the second diagram) and the biggest contributors to this are petrol and diesel cars.

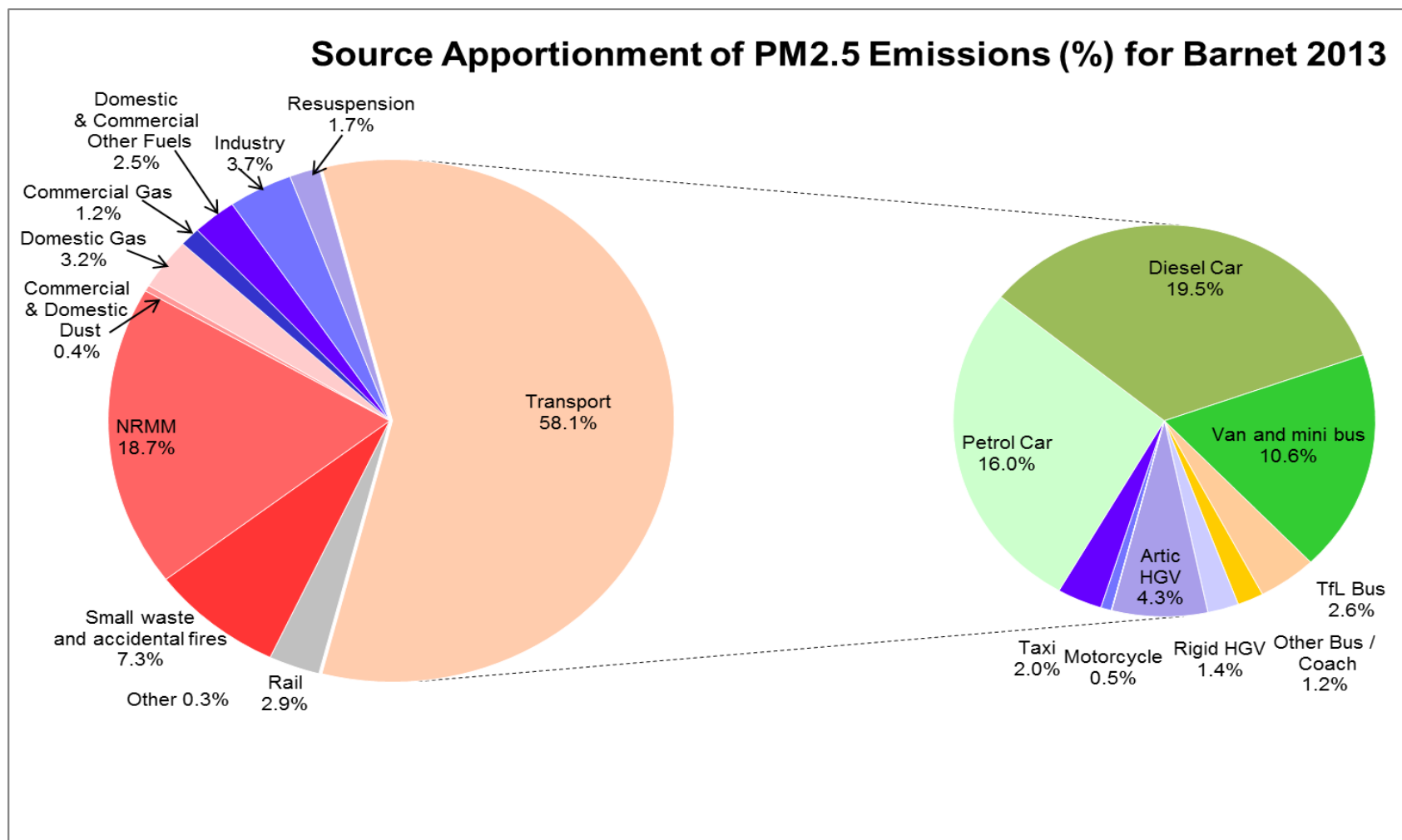


Figure 6 PM_{2.5} Emissions by source and vehicle type (downloaded from the LAEI in July 2013)

The biggest source is from transport (broken down in the second chart). Diesel is the highest source, then petrol cars, followed by vans and mini bus. Construction emissions in the form of Non Road Mobile Machinery are the next biggest source.

2 London Borough of Barnet Air Quality Priorities

The biggest source of air pollution in Barnet is from transport and the action plan has several points which seek to reduce the impact from transport and improve air quality. The second priority is minimising poor air quality from construction sources. 27,000 new homes are being built in the London Borough of Barnet over the next 10 to 15 years, and 30,000 new jobs are being created. Existing Council estates are being regenerated. Within Barnet there are some of the most significant new planned developments in London. Hence a major potential source of air pollution is dust and vehicle emissions from construction sites. The key priorities for the next three years will be actions that reduce air pollutants from construction activities.

3 Development and Implementation of the Air Quality Action Plan

3.1 Consultation and Stakeholder Engagement

In developing the action plan the Council have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1. In addition the Council have published the draft action plan on www.barnet.gov.uk for public consultation.

The response to the consultation/stakeholder engagement is summarised in Appendix A.

Table 3.1 Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	Transport for London and the Mayor of London (who will provide a joint response)
Yes	all neighbouring local authorities

3.2 Steering Group

A steering group has been established to monitor the implementation of the Air Quality Action Plan. The Plan is a working document. Progress is reported annually to the GLA and Defra. The group consists of the Commissioning Director for Environment, Strategic Leads for Environment and Effective Borough Travel and

Safer Communities, Environmental Health, and School Travel Planning. The first meeting of this Steering Group was held in June 2016, and meetings are being held regularly with the aim to provide a six-monthly report to the Commissioning Director for Environment. Meetings concentrate on the progress of specific actions.

4 Air Quality Action Plan Progress

Table 4.1 sets out the London Borough of Barnet's Air Quality Action Plan. It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- estimated cost to the council. Several measures reflect existing work being undertaken by the Council and therefore result in no additional cost. This is noted in the table where relevant;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation. Several measures are an existing statutory requirement and are currently being implemented, so have a timescale of 2017-2022 to reflect that they are on-going; and
- how progress will be monitored.

For more detail on each action, see section 5.

Table 4.1 Air Quality Action Plan

The actions have been grouped into six categories: Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

Action category	Action ID	Action description	Responsibility	Cost	Expected emissions/ concentration s benefit	Timescale for implementation	How implementation will be monitored	Signposts to other Council strategies and plans
Reduce emissions from developments and buildings	1	Minimise dust emissions from construction sites	Environmental Health and Planning	No additional cost to Council	Medium. 12% of air pollution in Barnet arises from construction sites. Action will reduce PM10 and PM2.5.	2017-2022	Number of dust complaints received	Supplementary Planning Guidance for Sustainable Design and Construction
Reduce emissions from developments and buildings	2	Enforce Non Road Mobile Machinery (NRMM) air quality policies	Environmental Health and Planning Enforcement	No additional cost to Council. Grant funded by GLA	Medium. 12% of air pollution in Barnet arises from construction sites. Action will reduce NO2, PM10 and PM2.5.	Sep 2016-March 2019	Number of enforcement inspections and enforcement actions	Supplementary Planning Guidance for Sustainable Design and Construction
Reduce emissions	3	Enforce CHP and biomass air quality	Environmental Health and	No additional	Medium. (Benefits	2017-2022	Number of planning	Supplementary Planning

from developments and buildings		policies	Planning	cost to Council	potentially significant but unquantifiable) Action will reduce NO2, PM10 and PM2.5.		applications for CHP and biomass boilers; number of applications approved and refused	Guidance for Sustainable Design and Construction
Reduce emissions from developments and buildings	4	Enforce Air Quality Neutral policies and Monitor sustainable Travel Plans for developments	Environmental Health and Planning and Highways	No additional cost to Council	Medium. (Benefits potentially significant but unquantifiable) Action will reduce NO2, PM10 and PM2.5.	2017-2022 Performance indicator PITD03 Monitoring Travel Plans for Developments	Number of planning applications requiring an air quality assessment; number of applications refused on grounds of poor air quality	Supplementary Planning Guidance for Sustainable Design and Construction
Reduce emissions from developments and buildings	5	Enforce Smoke Control Areas	Environmental Health	No additional cost	Medium. Action will reduce PM10 and PM2.5.	2017-2022	Number of complaints of smoke from chimneys; number of enforcement actions	DRS Enforcement Policy
Localised solutions to improve the environment	6	Increase the planting of green barriers and	Highways and Green Spaces	Existing Green Spaces-Heritage	Low. Action may lead to absorption of	2016-26	L.B. Barnet Tree strategy	Local Plan

of local neighbourhoods		vegetation		Lottery funding and some opportunities for funding from GLA/TFL	NO2, PM10 and PM2.5.			
Localised solutions to improve the environment of local neighbourhoods	7	Control air pollution from industrial / commercial and residential sources	Environmental Health	No additional cost to Council	Low. Action will reduce NO2, PM10 and PM2.5.	2017-2022	Regional Enterprise Regulatory Services KPI EH02(LAPPC) for annual 100% inspection of medium and high risk rated premises.	DRS Enforcement Policy
Localised solutions to improve the environment of local neighbourhoods	8	Monitor air quality	Environmental Health	No additional cost to Council	Low. Action to review and assess Air Quality levels and effectiveness of Action plan	2017-2022	Air Quality Monitoring data	
Public health and awareness raising	9	Regularly brief Director of Public Health (DPH) on air quality issues in Barnet; what is	Environmental Health and Public Health	No additional cost	Low. (But unquantifiable)	On-going	Action will link Air quality and Health and Wellbeing	2015-2020 Joint Strategic Needs Assessment (JSNA). Health and

		being done, and what is needed.						Wellbeing Strategy 2016-2020
Public health and awareness raising	10	Director of Public Health to sign off statutory Annual Status Reports and all new Air Quality Action Plans	Environmental Health and Public Health	No additional cost	Low. (But unquantifiable)	2017-2022	Action will link Air quality and Health and Wellbeing	2015-2020 Joint Strategic Needs Assessment (JSNA). Health and Wellbeing Strategy 2016-2020
Public health and awareness raising	11	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme	Highways (School Travel team)	No additional cost/LIP funding	Medium. Action will reduce NO2, PM10 and PM2.5.	2017-2022	90% of Barnet schools have a School Travel Plan Target level is 106 for 2016. The 2015 performance was 88 schools.	2015-2020 Joint Strategic Needs Assessment (JSNA). Health and Wellbeing Strategy 2016-2020
Public health and awareness raising	12	Air quality projects with schools	Environmental Health and Highways (School Travel team)	No additional cost (completing projects from Mayor's Air Quality Fund round	Medium. Action will reduce NO2, PM10 and PM2.5.	2017-2022	Environmental Health and Highways(School travel Team)	2015-2020 Joint Strategic Needs Assessment (JSNA). Health and Wellbeing Strategy 2016-2020

				1)				
Delivery servicing and freight	13	Investigate joining North London Freight Consolidation Scheme	Environmental Health and Procurement	No additional cost	Low. Action will reduce NO2, PM10 and PM2.5.	2017-2022	Calculate road transport emissions reductions	
Reducing emissions from Council fleet vehicles	14	Achieve Bronze accreditation of the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet	Street Based Services	No additional cost	Medium. Action will reduce NO2, PM10 and PM2.5.	2017-2022	Achieve Bronze accreditation by September 2017	Travel Plan for Depot
Reducing emissions from Council fleet vehicles	15	Investigate the possibility of increasing the number of hydrogen, electric, hybrid, bio-methane and other cleaner vehicles in the borough's fleet	Street Based Services and Procurement	Low	Low. Action will reduce NO2, PM10 and PM2.5.	2017-2022	Aim is to demo vehicles with alternative fuel for Parks & Open Spaces and Street Cleansing Services between September – November 2016. If successful will be introduced in main fleet.	
Reducing	16	Accelerate uptake	Street Based		Low.	2017-2022	All new	

emissions from Council fleet vehicles		of new Euro VI vehicles in borough fleet	Services and Procurement		Action will reduce NO2, PM10 and PM2.5.		vehicles purchased by L.B.Barnet will be Euro VI, going forward.	
Reducing emissions from Council fleet vehicles	17	Safer Urban Driver Training for drivers of vehicles in Borough's fleet i.e. through training of fuel efficient driving and providing regular re-training of staff. This was introduced in 2012 with training from the Energy Savings Trust.	Street Based Services		Low. Action will reduce NO2, PM10 and PM2.5. and contribute to road safety	2017-2022	Aim to arrange Smarter Driver training for 50 drivers by end of December 2016 and on-going 100% of drivers to receive training	
Incentivise walking, cycling and cleaner transport	18	Explore the option of extending the Ultra Low Emission Zone (currently proposed to stop at the A406) to cover whole of London Borough of Barnet	TfL, Highways and Environmental Health	No cost to Council	High. Action will significantly reduce NO2, PM10 and PM2.5.	2019-20	n/a	
Incentivise walking,	19	Lower the legal speed limit to	Highways	LIP funding	Medium. Action will	2017-2022	Currently 23.2km of	Transport Strategy, Local

cycling and cleaner transport		20mph in areas close to certain schools			reduce NO2, PM10 and PM2.5.		20mph road in the borough. A target of an extra 2km per year.	Implementation Plan
Incentivise walking, cycling and cleaner transport	20	Differential charges for residential parking permits based on pollutant emissions	Highways (Parking)	No additional cost	Low. Action will reduce NO2, PM10 and PM2.5.	We implemented emissions based parking permits in 2015-16 and will constantly review our pricing strategy to reflect national, regional and local policies.		Transport Strategy
Incentivise walking, cycling and cleaner transport	21	Improvement of electric vehicle charging point infrastructure	Highways, planning	Funded by LIP, and developer contributions through planning obligations	Medium. Action will reduce NO2, PM10 and PM2.5.	100 new points in next 3 years (2016-2019)		Transport Strategy; Car Club Strategy

Incentivise walking, cycling and cleaner transport	22	Increase provision of cycle parking	Highways	Funded by LIP	Low. Action will increase cycle journeys and reduce NO2, PM10 and PM2.5.	2017-2022	Number of cycle spaces installed. Target of between 50-100 extra cycle spaces per annum	Cycle Strategy, LIP
Incentivise walking, cycling and cleaner transport	23	Encourage modal shift to bicycle through improved bicycle routes and encourage a shift to walking by providing safer, more accessible and attractive pedestrian routes.	Highways	Funded by LIP	Medium. Action will increase active and sustainable travel and reduce NO2, PM10 and PM2.5.	2017-2022 Current evidence of 1% modal shift based on 3 years data from TfL. Target of 2,000 children and 250 adults to receive cycle training per year.	Total length of cycle routes provided. Regional Enterprise Highways PI HSTD02 target of 3 % of journeys by cycle in 2024 and HSTD01 % increase trips by walking from 29-31% by 2024	Cycle Strategy, LIP
Incentivise walking, cycling and cleaner transport	24	Liaise with Transport for London to explore traffic control actions on TfL-controlled roads	TfL, Highways, Environmental Health	No cost to Council	Medium. Action will reduce NO2, PM10 and PM2.5.		Monitoring a reduction in congestion and pollution concentrations	Mayor's Air Quality Plan
Incentivise	25	Liaise with the	Highways	No cost to	Medium.	Work in	Reduction in	

walking, cycling and cleaner transport		Highways Agency to explore options for improving air quality on the M1	Agency, Highways, Environmental Health	Council	Action will reduce NO2, PM10 and PM2.5 and Noise	2016/2017 concerning feasibility of Noise and air quality barriers in Mill Hill	pollution concentrations and Noise	
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5 Further information and implementation plan for each action

Action 1 Minimise dust emissions from construction sites.

This action refers to dust emissions. Environmental Health responds to dust nuisance complaints from residents as part of its duties under the Environmental Protection Act 1990. Environmental Health also enforces dust emissions from other construction plant under the Environmental Permitting Regulations, for instance concrete crushing machines. Construction method statements required as a planning condition ensure dust is dampened down on building sites.

Action 2 Enforce Non Road Mobile Machinery (NRMM) air quality policies.

This is a key element of the London Mayor's air quality strategy and aims to reduce tailpipe emissions from vehicles on construction sites. All Non Road Mobile Machinery of net power between 37kW and 560kW must meet at least Stage IIIA of EU Directive 97/68/EC and its amendments. The London Borough of Barnet is leading on a joint project with the London Boroughs of Haringey, Waltham Forest and Enfield to employ a shared Enforcement Officer for dust and NRMM emissions on construction sites. A grant of £180,000 over three years has been awarded for the project from the Mayor's Air Quality Fund.

Action 3 Enforcing Combined Heat and Power (CHP) plant and biomass air quality policies.

Environmental Health require detailed air quality dispersion modelling assessments of proposed CHP and biomass plant from applicants, to ensure they meet the criteria required by the GLA. Where the criteria cannot be met then developments will be refused on air quality grounds. This is written into the Council's Supplementary Planning Guidance on Sustainable Design and Construction.

Action 4 Enforcing Air Quality Neutral Policies.

The Council's Supplementary Planning Guidance for sustainable design and construction requires air quality assessments to be carried out for certain developments. These developments may be in an area of existing poor air quality, or could result in a decrease in air quality due to their size. Environmental Health review the assessments and ensure that exposure to poor air quality is minimised through mitigation measures. Where this is not possible, or there is an unacceptable increase in pollution levels, Environmental Health will recommend refusal of a planning application on air quality grounds. Highways also monitor Sustainable Travel Plans for new Developments in accordance with Regional Enterprise Performance indicator PITD03.

Action 5 Ensuring that Smoke Control Areas are enforced.

The Council has a statutory duty under the Clean Air Act 1993 to prevent dark smoke from chimneys. This involves responding to complaints about residential chimneys, providing advice on approved appliances and fuels, and taking action where necessary. The majority of the London Borough of Barnet is a designated Smoke Control Area. As part of the 2014-2016 Air Quality Champion project, leaflets about Smoke Control were distributed to local businesses. These included restaurants using charcoal, and businesses selling wood burning stoves. This work will continue.

Action 6 Increase the planting of green barriers and vegetation.

Belts of vegetation along roads can reduce the amount of air pollution that people behind it are exposed to. They consist of hedges between a road and pavement or cycle track. Urban vegetation is the sum of parks and smaller green patches within the city such as green walls made of ivy and green roofing. Vegetation has the ability to clean the air by filtering out pollutants.

The 2013 to 2016 Mayor's Air Quality Fund enabled the planting of 221 nitrogen dioxide reducing trees on the Borough's streets. LIP funding enabled the planting of a 40m long ivy green-screen to remove air pollutants from a school playground adjoining the A41. Greening has a key part to play in removing air pollution. Environmental Health will continue to apply for funding for similar schemes.

Planning requirements for new developments also act to ensure green spaces are not lost but enhanced.

Future improvements from the Borough's Open Spaces and new Tree Strategy:

- committing to a program that involves a net gain in trees across the borough
- strengthening the quality of the landscape (through planting avenues, tree groups, park boundaries and woodlands)
- addressing urban warming and reducing pollution (tree planting concentrated in the south of the borough where it is needed most)
- addressing NO₂ (tree planting next to major roads) from 2016

Action 7 Control air pollution from industrial / commercial and residential sources.

The Council has a statutory duty to regulate over 100 premises to reduce emissions to air, including cement batchers, dry cleaners, crematoria, printing presses, petrol stations, vehicle re-sprayers and concrete crushers. It also has a duty to investigate complaints of dust nuisance, including complaints about construction sites. The relevant legislation is the Environmental Permitting Regulations and the Environmental Protection Act 1990. Key Performance Indicator EH02(LAPPC) sets

an annual target of 100% inspection of medium and high risk rated premises. This has been achieved every year since 2005.

Action 8 Monitor air quality.

The London Borough of Barnet has a duty to review and assess air quality. There are two automatic air quality stations at Tally Ho and Chalgrove School (measuring particulates, PM10 and nitrogen dioxide, NO₂). These results are published on the web at www.airqualityengland.co.uk. Nitrogen dioxide is also monitored using 15 diffusion tubes across the borough. The results are reported to Defra and the GLA, and help to inform residents, and consultants acting on behalf of developers.

Action 9 Brief Director of Public Health on Air Quality in Barnet.

The Director will be periodically briefed on air quality measures and improvements as it has a direct influence on the health of Barnet residents.

Action 10 Director of Public Health to sign off Annual Status Reports and new Air Quality Action Plans.

This action aims to ensure that air quality is high on the agenda for the Health & Wellbeing Board, and also to promote partnership working.

Action 11 School travel planning.

The London Borough of Barnet encourages walking and cycling to school. It develops school travel plans, provides bicycle training, maintenance sessions and teaches road safety. The work is evaluated by the No. of Local Authority, Independent, Academy and Free Schools with TfL STAR Accreditation (TfL STAR - Sustainable Travel Accredited and Recognised). Currently this is 90% of schools.

Action 12 Air quality projects with schools.

The projects initiated by the 2013-2016 Mayor's Air Quality Fund will continue where funding is realised. These include an anti-idling awareness campaign at primary schools; campaign work with the charity Living Streets to promote walking to school and "Clean Air Routes"; work with the music industry to encourage secondary school children to walk or cycle to school to improve air quality and their health; and provision of information to parents about air quality in the form of leaflets. The Council has worked with 45 schools, directly delivering lessons about air quality, anti-idling initiatives and road safety/active travel initiatives. Over a seven day period, outside 10 schools, 189 drivers have been advised about not leaving vehicles idling and 64 instances of idling were stopped. 1,600 secondary school pupils attended a "Go Your Own Way to School" show; 92% of these pupils are now committed to improving air quality outside their school, and 87% have stated they will make an effort to walk and cycle more for their health.

Action 13 Investigate joining North London Freight Consolidation Scheme.

Barnet has recently been awarded £55K as part of the London Mayor's Air Quality Fund over a period of two years to join the existing North London Freight Consolidation Scheme on a trial basis. Boroughs work together to consolidate their deliveries. Goods are delivered to a consolidation centre, from which cleaner, low emission vehicles make the final part of the journey to Council offices. The aim is to reduce the amount of vehicle trips and therefore the amount of air pollution. The project will start with a review of the Council's existing deliveries, and contracts with partners to understand the current behaviours around ordering and deliveries. The second phase will involve joining the existing consolidation scheme, if appropriate to Barnet's needs and requirements.

Action 14 Achieve Bronze accreditation of the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet by September 2017.

The Borough's vehicle fleet numbers approximately 380, and includes rubbish trucks, gritting lorries, road sweepers, small vans, minibuses, mowers and other machinery. All of the fleet complies with the requirements of the Low Emission Zone and there is a mix of Euro V and the highest Euro VI standard vehicles. The Fleet Operator Recognition Scheme is an accreditation scheme encompassing safety, fuel efficiency, vehicle emissions and improved operations.

Action 15 Investigate the possibility of increasing the number of hydrogen, electric, hybrid, bio-methane and other cleaner vehicles in the borough's fleet.

Continued decreases in vehicle emissions are possible with cleaner vehicle technologies. The council currently has none of these vehicles in its fleet, however it is actively exploring the use of Hybrid Vans and the feasibility of introducing them.

Action 16 Accelerate uptake of new Euro VI vehicles in borough fleet.

Euro VI vehicles have the lowest emissions for nitrogen dioxides and particulates for standard vehicles, and the higher the percentage of these vehicles in the fleet, the lower the overall pollutant emissions. All new vehicles procured will be to the highest Euro VI standard.

Action 17 Safer Urban Driver Training for drivers of vehicles in borough's fleet.

LIP funding is provided for CPC Safer Urban Driver Training for borough fleet drivers. The training focuses on the challenges of driving in cities in a way that lowers the risk to vulnerable road users, such as cyclists and pedestrians. The training includes an outdoor on-road cycling session to gain insights into the cyclist experience on the road.

Action 18 Ultra Low Emission Zone to cover the whole of the London Borough of Barnet.

The ULEZ will come into being in September 2020. It includes all vehicles and covers the area of the current congestion charging zone. A feasibility study was carried out for TfL in 2015 to consider the expansion of the proposed ULEZ. One proposal is to have the boundary of the A406 as the limit of the zone. This could lead to residential streets close to tube, bus and railway stations near the A406 North Circular Road in Barnet becoming more congested with people trying to avoid paying the charge. There are also highly polluted trunk roads north of the A406 in Barnet such as A1, M1, A41, A5 and A1000 that if not in the ULEZ will not see a significant reduction in vehicle congestion or pollution reduction to residents. It is recommended that the option to increase the ULEZ to cover the whole of Barnet is explored and members consulted on this option. This action is likely to have the most significant impact on reducing air pollution in the Borough. In the GLA evidence for a ULEZ, in 2025 there was a 31% predicted reduction in NOx emissions in Barnet if all of Barnet is in the ULEZ, but if only the area below the A406 is in the ULEZ there will be only an 8% decrease in NOx emissions by 2025. The major roads in Barnet are significantly used by commuters who drive through the borough without stopping and they would be subject to the ULEZ by 2019-20, whereas Barnet residents who can have an exemption until 2023. This means residents with petrol vehicles pre Euro IV would be at least 14 years old and diesel cars at least 9 years old before they were non-compliant and subject to a charge. There is consultation on a generous scrappage scheme for pre Euro VI diesels for all residents in the ULEZ. The ULEZ should also encourage more sustainable and active transport.

Action 19 Lower legal speed limit to 20mph in areas close to schools.

This is a policy that was agreed by the Council Cabinet in 2014. LIP funding is being used to design and implement 20mph zones close to schools for road safety. This should have indirect benefits for air quality as more people are encouraged to walk and cycle to school instead of taking the car. There are currently 23.2km of 20mph road in the borough. There is an achievable target of an extra 2km per year subject to feasibility studies.

Action 20 Differential charges for residential parking permits based on pollutant emissions.

The Council's new parking permit scheme for residents links the charges to the emissions in gCO₂ (grams of carbon dioxide) that the vehicle emits in order to try to persuade car owners to move towards vehicles emitting less carbon dioxide. There are three payment bands. Cars in the 2 higher bands must pay a higher price for their permit. This action reflects the Council's Parking Policy and helps encourage the take-up of low emission vehicles. Electric vehicles incur no charge. The Council will carry out an annual review of emissions based bands to reflect national and regional policies.

Action 21 Improved electric vehicle charging point infrastructure.

Encouraging motorists to choose electric vehicles rather than the traditional petrol or diesel car is a key government policy to improve air quality. The installation of more electric vehicle charging points in residential streets as well as car parks will encourage the take up of electric vehicles. Some LIP funding is being spent in 2016/2017 for installation of new points and EVCP infrastructure will also be provided by Bluepoint as part of Source London, following the first 12 points installed in 2015. In addition, charging points are a requirement of certain new developments.

Action 22 Increase provision of cycle parking.

Support for cycling is provided financially through the Local Implementation Plan (LIP). Better parking provision for cyclists helps make cycling an attractive alternative to the private car, encouraging modal shift. Sites for improved facilities will include leisure centres, shopping areas, rail and tube stations, and other transport hubs. Target of between 50-100 cycle spaces per annum.

Action 23 Encourage modal shift to bicycle through improved bicycle routes and encourage walking with safer, attractive and more accessible pedestrian routes.

A key strategy is to encourage alternative means of transport as road traffic is the primary source of air pollution in Barnet. The LIP is funding the improvement of bicycle routes and the details will be in the finalised cycle strategy. Quietway routes are being progressed in the Borough. These give cyclists an alternative quiet route to the busy main roads. Many of the major roads in Barnet are sufficiently wide to accommodate a cycle lane (1-1.5m wide with a white line). This would improve car and bicycle lane discipline and reduce congestion for motorists, while making cycling a safer option. This need not impede parking or restrict access to business. This type of option would be subject to a road space asset review. It is important to continue to consider the needs of different road-users.

The target for 2016/17 is aiming to train 2,000 children (Bikeability Level 2 or 3) and 250 adults.

In 2015 1,764 pupils and 261 adults were trained.

Performance Indicators HSTD02: target of 3 % of all journeys by cycle in 2024 and HSTD01: % trips by walking to increase from 29-31% by 2024.

Current evidence suggests a 1% modal shift of increased journeys from cycling based on 3 years data from TfL.

Action 24 Actions on TfL-controlled roads.

Transport for London manage the roads which are the busiest and the source of the most air pollution in Barnet, namely the A406, A41, A5 and A1. TfL also run the buses that operate on Barnet's roads. The Council will liaise with TfL to explore options to reduce congestion and improve air quality on these roads. This could

include deploying the newest lowest emission buses, creating cycle lanes where feasible, and better traffic signal management and junction design.

Action 25 Actions on the M1.

The M1 motorway is managed by the Highways Agency. It passes through very populated areas of Barnet, causing poor air quality and also high noise levels. The Council will liaise with the Highways Agency to explore options for improving air quality in Barnet. Work is currently taking place on feasibility studies of noise and air quality barriers in Mill Hill.

Appendix A Response to Consultation

Table A.1 Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response

Appendix B Reasons for Not Pursuing Action Plan Measures

Table B.1 Action Plan Measures Not Pursued and the Reasons for that Decision

Keeping Well, Promoting Independence

A Joint Health and Wellbeing Strategy

2015 – 2020



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1. Foreword

As one of the most important responsibilities of the Health and Wellbeing Board (HWBB), our Joint Health and Wellbeing Strategy (JHWB) provides the framework and direction for local commissioning and service planning.

Our new Joint Strategic Needs Assessment (JSNA) – on which our JHWB Strategy is based – tells us that thankfully on average people in Barnet are living much longer. However, it is the health and wellbeing quality of that longer life which our Joint Health and Wellbeing Strategy seeks to improve – adding life to years not just years to life.

Using our recently updated and renewed JSNA as an evidence base, we outline our priority areas for action to meet our ambition to keep our residents well and to promote independence; we are particularly concerned with improving the health and wellbeing of people with mental health problems and those increasingly affected by dementia.

As Chairman and Vice Chairman of the Health and Wellbeing Board and reflecting the truly joint nature of the JHWB Strategy, we are absolutely committed to its implementation. With help and support from pregnancy and throughout the life course and recognising the vital role that carers play, we hope to inspire residents and partners with our plans and look forward to working together to achieve the most positive impact possible for our residents over the next few years. Of paramount importance is our emphasis on prevention, self-management, early intervention to prevent disease and secondary intervention – so vital to slowing the progression of disease.

We would like to thank the wide range of partners who have contributed to the development of the JHWB Strategy especially all those residents who took the time to feed into the consultation; your opinions are much valued and we have reflected many of these in the final JHWB Strategy.



Councillor Helena Hart

Chairman,
Barnet HWBB



Dr Debbie Frost

Vice Chairman,
Barnet HWBB and
Chair of Barnet Clinical
Commissioning Group

2. What we are trying to achieve

Barnet is a great place to live and is now the largest borough in London by population. People in Barnet can expect to live longer and in better health than in many parts of London and England as a whole. This is not by chance but is linked to a range of factors including levels of family support, lifestyle, wealth, access to healthcare and green spaces, as well as the ability to access the right support when needed.

While the overall picture is positive, the current Barnet Joint Strategic Needs Assessment (JSNA) has shown that there are marked differences in health and wellbeing outcomes, between places and different demographic groups, within Barnet. With less and less public money available, the JHWB Strategy aims to align and combine our efforts on a focused list of priorities where together we can make the largest impact to reduce health inequalities.

The JHWB Strategy focuses on health and social care related factors that influence people's health and wellbeing, with clear recognition of the importance of addressing wider factors such as education, employment, income and welfare. These wider factors can both impact on and be impacted by the health and wellbeing

of an individual or population, and need to be considered in order to make sustainable improvements to health and wellbeing.

We hope to inspire and encourage both individuals and partners with the JHWB Strategy and our vision for health and wellbeing in Barnet; we will do this through the following approach:

- providing a shared vision and strategic direction across partners
- continuing the emphasis on prevention and early intervention including secondary prevention (slowing the progression of disease)
- making health and wellbeing a personal agenda as well as increasing individual responsibility and building resilience whilst ensuring provision for people with complex needs and/or special access needs
- joining up services so residents have a better experience
- developing greater community capacity; increasing community responsibility and opportunities for residents to design services with us

- strengthening partnerships to effect change and improvement
- putting emphasis on working holistically to reduce health inequalities in order to enhance each individual's health and wellbeing.

It is our vision for Barnet residents, where appropriate, to be able to far better manage their own health and wellbeing. Barnet has a strong foundation for using resources within local communities with 88% of residents satisfied with their local area and 90% of residents saying that they help their neighbours out when needed (Resident Perception Survey, autumn 2014). 28% of residents volunteer regularly (weekly or monthly) and over 1,400 voluntary and community sector organisations are active in the borough.

The JHWB Strategy reflects Barnet's Strategic Equalities Objective that:

‘Citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the taxpayer.’

In September 2015 Barnet became the first London Borough to sign a faith covenant. The All Parliamentary Party Covenant for Engagement between Faith Communities and Local Authorities sets out how Barnet council and faith groups can work together in the borough. The Covenant will be upheld in the design and delivery of the activities described in the JHWB Strategy as faith communities are a valuable partner for improving health and wellbeing in the borough.

The Health and Wellbeing Board and its partners are well placed to seek to improve wellbeing and tackle inequalities locally. Organisations, partners and residents tell us that they all want the same thing – to keep well and promote independence. This strategy is a guide as to how, together, we can have the biggest impact.

We have consulted widely on the JHWB Strategy not only to ensure that people feel it is appropriate but also to embed our vision across the public sector and to develop joint services to make the biggest difference.

Aims

The Joint Health and Wellbeing Strategy has two overarching aims consistent with the aims of the previous strategy:

1. Keeping Well

Based upon a strong belief that ‘prevention is better than cure’, the JHWB Strategy aims to begin at the very earliest opportunity by giving every child in Barnet the best possible start to live a healthy life. It aims to create more opportunities to develop healthy and flourishing neighbourhoods and communities as well as to support people to adopt healthy lifestyles in order to prevent avoidable disease and illness.

2. Promoting Independence

The JHWB Strategy aims to support residents and communities to become equal partners, with public services, to improve health and wellbeing. It also aims to ensure that when extra care is needed, this is delivered in a way which enables everyone (children, young people, adults and older people) to regain as much independence as possible, as soon as possible, and as ever supported by health and social care services working together. possible, and as ever supported by health and social care services working together.

It is our aim that the JHWB Strategy should be used to inform service planning and service development across the public, private and voluntary and community sectors in the borough. Barnet’s Health and Wellbeing Board is responsible for the development of the JHWB Strategy and for overseeing its implementation. Further information about the Barnet Health and Wellbeing Board, its membership, subgroups and associated groups can be found at the Appendix.

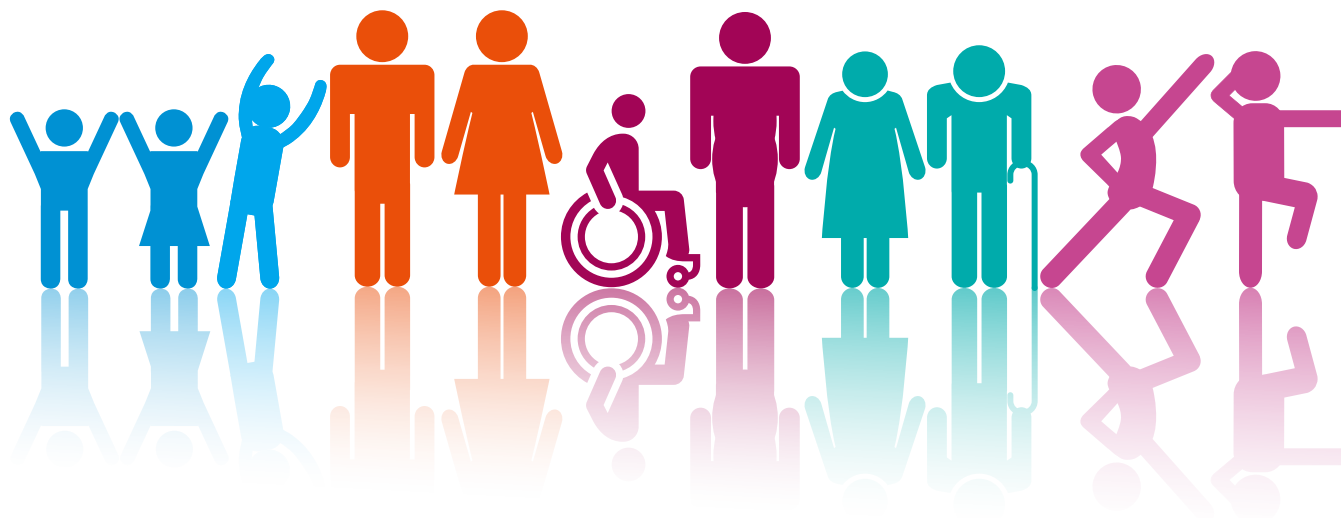
Themes and priorities

Annually the Health and Wellbeing Board has reviewed the progress made against the previous Health and Wellbeing Strategy (2012 – 2015) and, based on the progress made, has identified a number of priorities. Using the updated JSNA we are now able to review the progress made and redefine our approach for the lifetime of this refreshed JHWB Strategy (2015 – 2020).

Our current Health and Wellbeing Strategy focuses on priorities across four theme areas and these priorities have been retained for the refreshed strategy. The table below gives an overview of the theme areas and the priorities we will focus on within each theme area:

Vision	Theme	Objective	What we will do to achieve our objective
To help everyone to keep well and to promote independence	Preparing for a healthy life	Improving outcomes for babies, young children and their families	Focus on early years settings and providing additional support for parents who need it
	Wellbeing in the Community	Creating circumstances that enable people to have greater life opportunities	Focus on improving mental health and wellbeing for all Support people to gain and retain employment and promote healthy workplaces
	How we live	Encouraging healthier lifestyles	Focus on reducing obesity and preventing long term conditions through promoting physical activity Assure promotion and uptake of all screening including cancer screening and the early identification of disease
	Care when needed	Providing care and support to facilitate good outcomes and improve user experience	Focus on identifying unknown carers and improving the health of carers (especially young carers) Work to integrate health and social care services

Our efforts across the priorities will have a cumulative positive impact. Our aspirations for all children, young people, adults and older people are embedded across the theme areas.



3. Where we are now

Barnet at a glance

The latest Barnet JSNA, formulated in 2015, is an impartial and up-to-date evidence base to be used as an effective means for joined up decision making across all sectors. The JSNA provides the data and information from which we can determine our priorities. The key headlines from the JSNA are:

- Barnet is now the largest borough in London by population (projected to be 367,265 by the end of 2015) 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

↑ 367,265
Barnet population projected to be by the end of 2015

- the west of the borough has generally the highest levels of deprivation in the wards of Colindale, West Hendon and Burnt Oak. There are pockets of deprivation across the borough such as the Strawberry Vale estate in East Finchley and the Dollis Valley estate in Underhill
- Barnet’s population is becoming more diverse, driven predominantly by natural change in the established population. The highest proportion of the population from white ethnic backgrounds are found in the 90 years and over age group (93.3%) whereas the highest proportion of people from Black, Asian and minority ethnic (BAME) groups are found in the 0 – 4 age group (55.4%). The wards of Colindale, Burnt Oak and West Hendon have populations of whom more than 50% are from BAME backgrounds
- in Barnet, as in the rest of the country, women have a higher average life expectancy (85 years) than men (81.9 years). The life expectancy of men has increased at a higher rate than that of women, reducing

the life expectancy gap between genders from 5.1 years (1991/93) to 3.1 years

Life expectancy gap reducing



- the life expectancy of individuals living in the most deprived areas of the borough are on average 7.6 years less for men and 4.7 years less for women than those in the most affluent areas. By ward, Burnt Oak has the lowest average life expectancy from birth of 78.8 years, 4.2 years behind the Barnet average and 8.3 years behind Garden Suburb, which has the highest life expectancy of 87.1 from birth
- gains in life expectancy have outstripped gains in healthy life expectancy.

This indicates that although women are living (on average) longer than men, a larger proportion of women's lives is spent in poor health; 19.1% (16.2 years) for women and 17.0% (13.9 years) for men

- Coronary Heart Disease is the number one cause of death amongst men and women, followed by Cancer
- due to the projected population increase in those 65 and over, the number of people aged over 65 living with moderate or severe learning disabilities is estimated to rise from 143 in 2015 to 187 in 2030
- in 2015, it is predicted that 56,333 people aged 18 – 64 have a mental health problem
- it is estimated that over 4,000 people in Barnet are living with dementia and even greater numbers of families and friends are adversely impacted by the condition. By 2021 the number of people with dementia in Barnet is expected to increase by 24% compared with a London-wide figure of 19%
- during 2013/14, 4,957 people were diagnosed as having had a stroke. The rate of emergency hospital admissions for stroke in Barnet (235.4 / 100,000) was higher than the national rate (174.3 / 100,000)

- in 2013 –14, breastfeeding initiation in Barnet was the 11th highest among all 326 English local authorities and 9th highest among the 33 London boroughs
- Barnet has a relatively low level of smoking prevalence compared with other areas (15% of adults over 18 years, compared to 18.4% nationally)



- Barnet has a relatively high percentage of the adult population with a healthy weight (42.1%). Although the percentage of adults with excess weight (55.7%) (combined overweight 35.2%, plus obese 20.5%) is low compared to the national average it nonetheless covers a large proportion of the adult population. Barnet also has a high percentage of underweight adults (2.3%) compared to the national level (1.2%)
- for children aged 4 – 5 years, the percentage of excess weight (overweight and obese)

was 21% in 2013/14 was lower than London (23.1%) and England (22.5%) averages and has declined over the past five years. However, the proportion of excess weight for children aged 10 –11 years has increased to 34.4% in 2013/14 compared to 33.6% in 2012/13 this is similar to the national rate but still lower than the London region (37.59%)

- Barnet is ranked 16th and 14th out of all London boroughs in relation to 'life-satisfaction' and 'worthwhileness' wellbeing scores out of the 33 London boroughs. Both of these indicators have experienced a decline in Barnet since 2011. Resident satisfaction levels vary throughout the borough peaking in Finchley Church End, Garden Suburb and Totteridge with satisfaction being lowest in Burnt Oak.

The full JSNA can be accessed here:

www.barnet.gov.uk/jsna

Policy context

Although it has only been three years since the last JHWB Strategy the policy context has moved on greatly with a number of major legislative changes and policy developments.

Locally, the council approved its Corporate Plan¹ (2015 – 2020) in April 2015 which strives to ensure that Barnet is the place of opportunity, where people are helped to help themselves, where responsibility is shared and where high quality services are delivered effectively and at low cost to the taxpayer. The council's Corporate Plan sets the framework for each of the commissioning Committees' five year commissioning plans. Whether the plans are covering social care services or concern universal services such as the environment and waste, there are a number of core and shared principles which underpin the commissioning outcomes – the principles of fairness, responsibility and opportunity. With the Corporate Plan, the JHWB Strategy will provide strategic direction to council strategies and action plans, including those on housing, regeneration, transport, employment and business.

¹ Barnet Council's Corporate Plan (2015-2020) <https://www.barnet.gov.uk/citizen-home/council-and-democracy/policy-and-performance/corporate-plan-and-performance.html>

The Barnet Clinical Commissioning Group's (BCCG) Five Year Strategic Plan (2014 – 2019) outlines its strategic vision to work with local people to develop seamless, accessible care for a healthier Barnet. BCCG goals are to promote health and wellbeing; transform primary care; ensure the right care, first time and develop joined up care.

Nationally it is proposed that GPs provide services on a seven-day a week, 8am – 8pm basis by 2020. BCCG had submitted a collaborative bid with Enfield CCG in partnership with Barnet constituent GP federated networks regarding the Prime Minister's Fund – Wave Two. Although the bid was unsuccessful the proposals explored networks delivering extended access (8am to 8pm, seven days a week) and digital primary care.



The continuing financial pressures across the health and social care economy underlies the importance of changing the way in which we work for example crossing organisational boundaries and providing services in a more collaborative and effective way.

NHS England approved the council and BCCG joint Better Care Fund bid in January 2015 which laid out how we plan to better care for people with complex needs. Barnet's Better Care Fund represented a single pooled budget of £23,312,00 for 2015/16, to support health and social care services to work more closely together. The council and BCCG are working together, within the Health and Social Care Integration model, to deliver a robust programme of work including Healthy Living Pharmacies and Barnet's Integrated Locality Team (BILT).

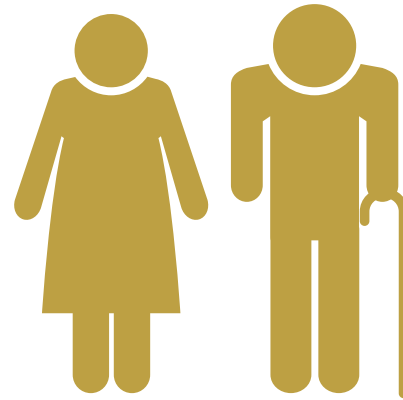
The Five Year Forward View, published in October 2014 by NHS England, set out a radical increase in emphasis on prevention and public health focusing on greater individual and community control and responsibility through a new relationship with patients and communities. Four new models of care are identified in the NHS England planning guidance for the Five Year Forward View including multispecialty community providers, integrated primary and acute care

system, additional approaches to creating smaller viable hospital and models of enhanced health in care homes. Relevant here is the shift to local determination of how resources are most effectively deployed, one example is the Great Manchester devolution deal with NHS England, this would enable decisions to be made closer to the population being served.

In 2014, NHS England asked for CCGs to put forward their bids for co-commissioning (with NHS England) of primary care. The North Central London (NCL) CCGs' Co-Commissioning application to be involved at Level 2 decision making only has been approved. Following changes to their constitutions, the CCGs in NCL (Barnet, Enfield, Haringey, Camden, Islington) will be able to collaborate to decision-making within the Joint Co-Committee arrangements set out by NHS England.

The Care Act 2014, the most comprehensive overhaul of social care since 1948, provided an opportunity to build on and improve the care and support that we deliver. The Care Act called for care to be focused on the individual, their needs and their wellbeing, including increasing the importance of individuals choosing who they buy their care from. The Care Act has also put carers on an equal platform as their cared for

in terms of eligibility for support. The Care Act came into force on 1 April 2015 and is therefore a key driver in refreshing the JHWB Strategy alongside challenges of increased demand for adult social care support.



Increased demand for adult social care support

The Children and Families Act, another major piece of legislation, was implemented in September 2014. In particular, the Act introduced a single assessment process, Special Educational Needs (SEN) reforms (including Education, Health and Care plans replacing statements) and a comprehensive local offer of services available to children, young people and their families. The council and BCCG have been working together to implement changes including cross-over with the Care Act.

In December 2012, the Department of Health published the Winterbourne View Concordat. This has developed into the Transforming Care programme of action designed to transform services for people with learning disabilities, autism and mental health conditions. There is ongoing work in Barnet to improve and adapt current services, such as a new model for community learning disability services, embedding new care and treatment review processes to include people at risk of admission and a new Learning Disability Skills and Competency Framework for staff.

The JHWB Strategy also considers wider influences on health and wellbeing such as changes to the welfare and benefits system, housing policy and developments in the built environment.

We are aware that the policy context is likely to change in the lifetime of the JHWB Strategy and while we will be as flexible as possible in order to meet these demands, our ambition and priorities are unlikely to change.

4. Preparing for a healthy life

Highlights

The council, BCCG and voluntary and community sector have been working hard to implement the reforms from the Children and Families Act (2014) in order to be compliant to deliver a system designed around the needs of children and able to support them until they are 25.

We have developed our commitment to improving the life experiences of children and young people with complex disabilities into a vision for a new and improved 0 – 25 disability service which aims to foster resilience and independence. The new service intends to reduce the ‘cliff-edge’ of care our young people and their families often report during the transition from children’s services to adults. The council is working to align with BCCG as the same service challenges are experienced by young people and their families accessing health services.

New models of health visiting and school nursing have been completed in time for the transfer of the responsibility of services from NHS England to the local authority in October 2015.

The Healthy Children’s Centre Project supports Children’s Centre staff and health professionals to work together to provide high quality services to support young children and families’ health and wellbeing. Taking a whole family approach the project has focused on a range of health and wellbeing outcomes such as involving families in healthy eating, reducing obesity through healthy lifestyles, promoting successful breastfeeding and children’s oral health. An Oral Health Co-ordinator, started in 2014 and has trained staff to deliver the Brushing for Life Programme (promoting effective tooth brushing and fluoride’s indisputable role in preventing tooth decay). Oral Health Champions in Children’s Centres have also been identified. Schools in areas of high deprivation or with a high number of overweight children have been prioritised.

At centres for children, baby clinics (or self-service weighing services at centres without baby clinics) are providing a valuable opportunity for centre staff to engage with new families about services and support available.



Engaging with new families at children’s centres

What does Barnet’s JSNA tell us?

Population growth

- the 0 – 15 age group shows growth at a greater rate than the 16 – 64 age group until 2026, after which the child population is expected to decline slightly. This pattern of growth suggests that families are moving to Barnet with children. The high rates of population growth for children and young people (CYP) is expected to largely occur in wards with planned regeneration works and are predominantly in the west of the borough.

Deprivation

- overall, in comparison with the national picture, children in Barnet have above average good health, educational attainment and life chances. However, this is not uniform for all children across the borough
- although the number of children living in poverty² has reduced slightly from the last Health and Wellbeing Strategy, from 18,000 to 17,330, this remains a significant proportion of children in the borough (21.2%), located notably in the western areas of Barnet. The poor outcomes for children in poverty are well documented especially poor educational attainment and ill health.

Health

- childhood immunisation rates seem to remain a problem in Barnet with rates worse than the national rates, we will continue to work with NHS England to ensure accurate data is collected. Barnet's Public Health team is looking at immunisation uptake with partners, overseen

² According to the 2010 Child Poverty Act, a child is defined as being in poverty when he/she lives in a household with an income below 60% of the UK's average. Throughout the refreshed JSNA and JHWB Strategy child poverty will be defined based upon the definition put forward by the 2010 Child Poverty Act.

by the Health Overview and Scrutiny Committee

- poor dental health is associated with poor health outcomes in later life. Child dental decay is the top cause for non-emergency hospital admissions in Barnet for children



Poor dental health

- the number of post-16 pupils remaining in special schools is placing pressure on the availability of places for admission of younger pupils.

Safety

- keeping people safe is a key component of health and wellbeing. The safety of children in Barnet is overseen by a partnership of colleagues on the Safeguarding Children Board and the Children, Education, Libraries and Safeguarding Committee

- over half of children and young people with a child protection plan have suffered neglect. 65% of known cases of child sexual exploitation (CSE) in Barnet are females in their teenage years. The pattern of CSE in Barnet is wide and varied. Key characteristics have been youth violence or gang related activity and male adults 'talking' to young females and males through the internet.

What we plan to do

Improve oral health for children

We will seek to improve access to dental services for children and young people. In June 2015, Healthwatch reported problems with NHS dentists accepting new patients (including children) and have commissioned Homestart Barnet to explore the dentistry experiences of families with young (pre-school children). This study will look at the impact of accessibility to dental services for young children, availability of NHS dental services, family attitudes and opinions to dental care and the availability of clear information on how to access dental services.

For Oral Health Champions, we will increase stakeholder networking and increase community

activity, outside of the classroom and centres for children to ensure that good oral health practices are embedded.

Provide effective services for children, young people and their families

Poor oral health is an indicator of wider difficulties including neglect; we are committed to supporting parents and families to create positive and supportive environments for children. The best chance for intervention with lasting positive impact is during the first 1001 critical days³ of a child's life which is a critical period for brain development as well as attachment. We aim to improve outcomes for our children and young people through developing a supportive environment so children can thrive in their early years. We will provide a variety of support for parents especially older and first time mothers. All of our centres for children are working towards Healthy Children's Centre Status anticipating five centres will be awarded this status in late 2015. We will continue to support our centres for children to become registered as Healthy Children's Centres by late 2016.

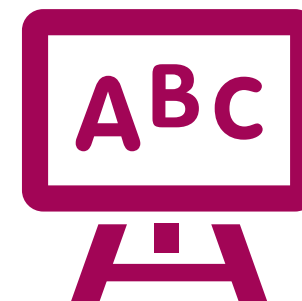
An Early Years review has been undertaken and will be continually reviewed in light of

³ 1001 Critical Days http://www.1001criticaldays.co.uk/UserFiles/files/1001_days_jan28_15_final.pdf

emerging legislation. A locality model for centres for children has been developed which supports integrated working with partners with an early years offer being led jointly by BCCG and the council. The model will deliver a broader offer of services which incorporates external provision and builds on community capacity; it will also consider co-location and integration of health services. The offer will aim to improve outcomes and reduce inequalities for children. The locality model focuses on three areas (east/central, south and west) of the borough aiming to improve flexibility, effectiveness and also join up services to create a clear, identifiable Early Years offer which is trusted by residents and facilitates strong support networks. Our partners are key to ensuring centres for children are able to make a positive impact on the health and wellbeing of children and their families.

Pregnancy and the birth of a baby are a critical 'window of opportunity' when parents are especially receptive to offers of advice and support. Promotion of support and linking new parents with early years provision is vital and effective. The Early Years Service provides brokerage and outreach across the borough to seek to ensure all parents of targeted two year olds and universal three and four year olds

access their free entitlement offer. Currently 42% of eligible two year olds and 86% of eligible three and four year olds access their offer. There is a targeted approach to increase uptake as well as to link with employment opportunities.



Increasing the uptake of the free early years education offer

The JSNA identifies Burnt Oak and Colindale as areas of particular need given the levels of deprivation. Just over one third of the children in Burnt Oak and in Colindale are living in low-income families. Burnt Oak is the only ward where the average household income in 2015 – at £25,000 per year – was lower than in 2008. Targeted, multi-agency, place based commissioning programmes have been developed including a GP-led well-being pilot, Love Burnt Oak's Health Coaches funded by the Area Forums, a town centre regeneration project and a multi-agency employment service (Burnt Oak Opportunity Support Team, BOOST).

We will seek to support more of our looked after children locally, especially those with a range of complex needs, enabling them to benefit from the quality of local schools and other local services. We are committed to increasing the number of Barnet children fostered by Barnet foster carers.

From mapping of voluntary and community sector services documented in the JSNA, local voluntary and community sector provision for children is relatively low in the areas where the population of children and young people is forecast to be highest (Colindale and Burnt Oak). Targeted social action, volunteering and employment projects, delivered by our local infrastructure partners, aim to rectify this. Our local infrastructure partners, with the council, will support voluntary and community organisations to deliver services and offer solutions to help sustainability.

The Health and Wellbeing Board recognises and supports the priorities of the Safeguarding Children Board including CSE and Female Genital Mutilation (FGM). The Health and Wellbeing Board has a role to ensure CSE issues are championed across partners.

How will we know we have made a difference?

Our performance measures for the theme “Preparing for a healthy life” are:

- five of centres for children to be Healthy Children’s Centres by 2016 with all centres being accredited by 2020
- have 85% (65% from vulnerable groups) of families with child/ren under 5 registered and accessing services at centres for children by 2015/16 and 96% (65% vulnerable groups) by 2019/20
- increase the percentage of children in care in Barnet foster care as a percentage of all children in care from 35% (2014/15) to 39% (2015/16) and 53% (2019/20)
- enhance our corporate parenting approach across Barnet by, for example, increasing the percentage of free entitlement early years places taken up by parents/carers (where eligible) from 41% (2014/15) to 50% (2015/16) and 85% (2019/20)
- reduce the prevalence of early childhood dental caries from 6.1% (2013) to the national average (3.8%) by 2020
- remain above the school readiness national average (60.4%) for the percentage

of children achieving a good level of development at the end of reception – 65.4% for Barnet’s children in 2013/14

- increase satisfaction of children and parents with services for children and young people (aged 0 – 25 years old) through the development of our 0 – 25 disability service
- increase uptake of childhood immunisations (six vaccinations) to be at or above the England average
- increase the frequency of occurrences whereby children and young people are engaged and involved in the design, planning and review of services and commissioning processes
- increase social action and voluntary and community sector activity through the work of our Local Infrastructure Partners.

5. Wellbeing in the community

Highlights

The previous Health and Wellbeing Strategy identified excess cold hazards (such as cold homes, the cost of energy bills, social isolation, access to services and risk of falls) as a priority. The Winter Well scheme, led by Regional Enterprise Ltd. (Re), working in partnership with the council, BCCG and voluntary and community sector partners, was successfully delivered in 2014. The scheme aims to reduce negative health outcomes and excess winter deaths by providing practical assistance to the most vulnerable and eligible residents.

To date the scheme has included training and advice to over 110 professionals and 210 residents on energy matters to prevent and reduce fuel poverty. The scheme includes a Winter Well helpline and has provided emergency supplies and services such as heaters, damp proofing and boiler repairs. To date energy switches have saved borough residents a total of £24,004 (total for 97 residents). Warm places have been set up across the borough for people who had difficulty heating their homes and/or found themselves isolated over the colder

months. Seventy new Community Friends (part of Altogether Better) were recruited during the scheme showing the community's response to help others in the event of cold weather.



Warm places have been set up for people who found themselves isolated over the colder months

Altogether Better officers work in small geographical localities, have an open door, access to information and small amounts of funding, but most importantly a remit to nurture local solutions and keep people independent. The projects aim to build and unlock community resources and bring people together.

Currently there are four Altogether Better sites covering the following the areas:

- Burnt Oak
- East Finchley
- Edgware and Stonegrove
- High Barnet, Arkley and Underhill.

Activities include Talkie Walkies (walking groups), Wellbeing Cafés and Men in Shed projects. Also, restaurants offer discounted meals for older people as part of the Silver Service initiative (in two localities). We will seek to promote the expansion of these opportunities where the Council engage with providers in relation to Healthy Catering Commitments.

As part of the wider Ageing Well programme, Barnet has borough wide projects. The Barnet Timebank is in its second year; 121 exchanges have included CV help, gardening, befriending, fitness advice and language lessons. There are also a number of volunteer led intergenerational reading groups including for people with dementia and their carers.

The condition of and access to local housing has an important role in the quality of life and health of both individuals and communities. The council has developed a new Housing Strategy (2015 – 2020) which sets out how the council and partners will deliver the additional housing that is required in the borough due to the growing population. The Housing Strategy details how more affordable housing will be provided as well as promoting independence through the provision of wheelchair accessible housing. In Barnet, there are also a number of plans in place to improve housing such as removing health and safety hazards in homes (particularly in the private rented sector), re-locating and improving the quality of an in-house children's home, and work to better understand the causes of homelessness and how to prevent it as part of the Housing Strategy. We are also working with private landlords to ensure good quality private sector housing.

Improving mental health and wellbeing is a key priority. In 2014, BCCG and Barnet Council signed up to the Crisis Care Concordat and the Government emphasised the importance of achieving parity of esteem between physical and mental health; valuing mental health equally with physical health.

Action already taking place includes:

- Barnet Council's Network Enablement Service
- BCCG and the council working with Barnet, Enfield and Haringey Mental Health Trust to improve and modernise the current secondary care services towards a community based model of care delivery within the community
- BCCG South Locality Primary Care Liaison Pilot which is reporting a reduction in secondary care referrals
- the Burnt Oak and Colindale Wellness Service Pilot involving a navigator role to support people through their health and wellbeing journey
- BCCG implementing a locally enhanced service to improve access to primary care for people with mental health problems who are homeless
- reducing the waiting list for IAPT as well as encouraging self-referrals to IAPT
- Public Health has developed a Suicide Prevention Strategy, Working Group and action plan. Self-harm and suicide prevention workshops have been held for professionals and volunteers who work with vulnerable groups
- two public health commissioned employment support services – Motivational and Psychological Support based in local Job Centres and an Individual Placement and Support (IPS) scheme for people with severe and enduring mental health needs and based in community mental health teams
- Barnet is leading a West London Alliance (WLA) programme looking at developing IPS for people with common mental health conditions. Learning from other similar schemes suggests that we should expect to see between a third and a half of people supported gain and retain employment
- a number of befriending schemes running such as Alzheimer's Society supporting people with dementia and their carers and Homestart supporting families.



**Befriending
schemes
supporting
individuals
and families**

A Barnet Schools Health and Wellbeing programme has been in place since 2013, and is both established and performing well. The emotional health and wellbeing element of this programme offers support to develop programmes, a directory for signposting as well as training to build capacity within schools. We seek to build on existing work in schools which will promote early identification of Tier Two (child adolescent mental health specialists working in community and primary care settings) needs and offer appropriate interventions. A project is underway to pilot an evidence based manualised treatment group for managing severe anxiety which impacts on school attendance.

Barnet's Community Education Provider Network (CEPN) has commissioned a programme for primary care staff to consider how patients with medically unexplained symptoms (MUS) can be empowered and how primary care can aid recovery. Service users were included in the delivery of these sessions. The work is yet to be evaluated but it lays the foundation for further work in Barnet to address the needs of patients with MUS and help to redress the balance of supporting mental health with equal importance as physical health.

What does Barnet's JSNA tell us?

Mental health, mental wellbeing and social isolation

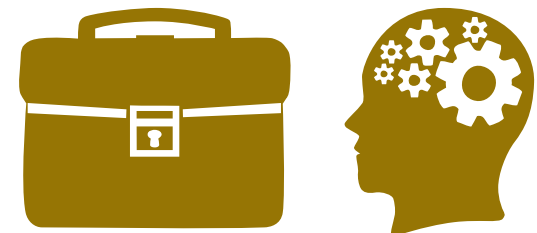
- Barnet has a lower prevalence of depression (4.3%) in adults than the national average (5.8%)
- across all ages, the prevalence of schizophrenic, bipolar affective disorder and other psychoses (0.95%) is lower than the London average (1.03%)
- emergency admissions for self-harm (109.9 / 100,000) are lower than the average for England (191 / 100,000) and the suicide rate (6.9 / 100,000) is lower than the national rate (8.5 / 100,000)
- the hospital admissions rate for poor mental health in children (aged less than 18 years) in Barnet is higher (167.6 / 100,000) than the average national rate (87.6 / 100,000)
- prevalence varies by age and gender, with males more likely (11.4%) to have experienced or be experiencing a mental health problem than girls (7.8%). Children aged 11 to 16 years olds are also more likely (11.5%) than 5 to 10 year olds (7.7%) to experience mental health problems.

Domestic violence and violence against women and girls

- domestic violence along with parental mental ill health and substance abuse are the most common causes for referrals into social care and result in the poorest outcomes for children and young people
- the number of Multi Agency Risk Assessment Conference (MARAC) cases of domestic abuse associated with drug and alcohol use in Barnet nearly doubled between 2011 and 2013.

Employment

- Barnet has a lower than average percentage of people with mental health conditions and learning disabilities in work than other areas
- there are significant differences in the proportion of working-age people receiving Job Seekers Allowance in different wards, the areas with the highest proportions being in Burnt Oak, Childs Hill and Underhill.



What we plan to do

Mental health and wellbeing

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 JHWB Strategy with partners coming together to make a positive impact for all of our residents.

We will continue to implement national guidance including the recommendations that will come from the NHS England established taskforce to develop a five year forward view for mental health. We are hoping, through the JHWB Strategy, to build prevention and early identification into all we can to prevent and reduce mental health problems for our borough's residents. Many Public Health and community initiatives contribute to mental wellbeing across the lifespan such as pregnancy and parenting support, physical activity and self-care.

Barnet will run a wellbeing campaign focusing on taking responsibility for and improving mental wellbeing as well as tackling stigma. The campaign will embed wellbeing into current activity, share success stories and celebrate World Mental Health Day. We will also:

- develop a health champion programme in primary care focused on improving mental health and wellbeing
- review local pathways for antenatal and postnatal depression including promoting peer support
- be part of the pan London digital mental health support service
- maximise the potential of improvements to and changes in the management of open spaces, where this could support improved mental wellbeing.



Health champion programme focused on improving mental health

All services and activities working with residents have a responsibility to identify where someone could benefit from support. Healthwatch Barnet Youth has been undertaking a survey into the awareness, training and confidence of schools' staff regarding mental health, following a series of workshops and focus groups with young people to determine their priorities and concerns on health.

Early mortality for people with severe mental health problems is widely documented. Treatment services are required to make changes at scale to re-focus on recovery, social inclusion and enablement. The Reimagining Mental Health project, facilitated by BCCG, is putting residents at the centre of mental health service delivery.

⁴ From agreement of the JHWB Strategy in November 2015 - April 2017

The co-designed and co-produced model aims to deliver better, more targeted health services through a community-based approach.

BCCG has committed to the following commissioning intentions to:

- work with Enfield and Haringey CCGs to review Psychiatric Liaison Service provision
- review each 2015/16 contract for services for older people relating to multidisciplinary care in people's own homes that link with primary, secondary, social and voluntary and community sectors, and including access to Rapid Care, Triage Rapid Elderly Assessment Team, Post-Acute Care Enablement Service, Integrated Care Team and the Barnet Integrated Locality Team
- undertake, collaboratively across North Central London, an end-to-end pathway redesign of existing Child and Adolescent Mental Health Services (CAMHS) as our response to the national CAMHS Transformation agenda including a focus on the most vulnerable (including those with complex needs and/or special access needs)

- produce CAMHS out of hour's service, working with North Central London partners.

Alongside this, a new specification for mental health social work has been developed by the council to re-focus social work. Work is now underway to embed the model which includes Consultant Social Workers and integrated pathways as well as improving employment and accommodation.

Social isolation

Feelings of social isolation and loneliness can be detrimental to a person's health and wellbeing. We will seek to improve the identification of people (children, young people, adults and older people) at risk of or experiencing social isolation (across the borough) through our Healthy Living Pharmacies, hospital discharge teams and substance misuse treatment services.

In Barnet, social isolation is especially prevalent in older women who live alone (more likely to be in areas of higher affluence and lower population density). We will develop targeted initiatives, building on current good practice and working with the voluntary and community sector, to encourage greater social contact. We will engage volunteers through befriending

schemes (particularly as a respite offer for carers) and promote ways for people to get involved locally such as in the borough's parks and green spaces and libraries.



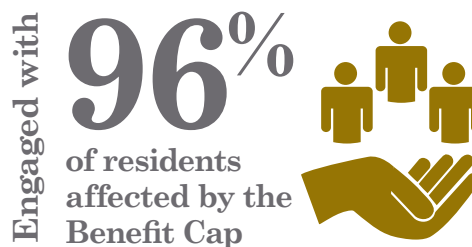
Preventing loneliness and isolation

The Barnet Provider Group has expanded its programme of activities which includes lunch clubs and befriending activities, tea dances and games afternoons. Activities have reached over 2,500 new people over the last 12 months. Many of these activities are delivered by volunteers (over 500 are involved). The benefits of volunteering are well documented and the majority of volunteers are older people themselves. The Barnet Provider Group plans to expand its befriending services during 2015/16 so that it can continue its work to prevent loneliness and isolation.

Employment and healthy workplaces

There has been growing recognition that the relationship between health and work has a significant effect on the lives of individuals and on wider society.⁵ When out of work, an individual's health is more likely to deteriorate and they risk falling into poverty. Nationally, for too long it was assumed that people with health conditions should be protected from work but in recent years evidence has shown how detrimental this approach can be to individuals and their families.

Barnet has been responding to the Welfare Reform agenda with a Welfare Reform Task Force. The Task Force brought together the council's housing officers, Jobcentre staff and health advisers into a single team to work with those impacted by Welfare Reform. This integrated team has engaged with 96% of residents affected by the Benefit Cap and helped over a third of them into work.



⁵ Fitness for Work, Department for Work and Pensions (2013) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/181072/health-at-work-gov-response.pdf

In the past, local authorities, Jobcentre Plus, Work Programme providers, and the local voluntary and community sector have generally operated in silos to help people into work. While this has produced some positive results, there remain pockets of disadvantage where communities are missing out on the opportunities that growth brings.

Burnt Oak Opportunity Support Team (BOOST), launched in April 2015 and based in the library, helps people find work through holistic support in their local area. The project is part of a West London Alliance approach called 'Working People, Working Places' and puts all relevant services together under one roof so all residents (whether they claim benefits or not) can access the targeted support they need to help them develop new skills and overcome any obstacles to employment that stand in their way. Key to the success of the model is the involvement of the local community facilitated by Love Burnt Oak who will help the service engage with more isolated residents.

The service is also supported by a commissioned service called Future Path that supports people with their mental health, physical health and employability side by side. The aim of the two year project is to boost incomes in the area, supporting people into work as well as supporting a measurable increase in the wellbeing of those supported. The BOOST team have already supported 63 people into work.

We will continue to take a personalised approach to support individuals to pursue their interest within their capabilities. There are opportunities for more partners to get involved in the BOOST project and work together to increase incomes and improve wellbeing.

When residents gain employment (including a return to employment following a period of ill-health) we want them to be healthy and we need to create healthy workplaces that support this. Around 300,000 people across the country fall out of work a year and into the welfare system because of health-related issues. The state spends £13 billion a year on health-related benefits, with employers facing an annual bill of

around £9 billion for sick pay and associated costs. Costs to individuals are around £4 billion in lost income. A healthy and happy workforce also improves the experience of our customers.

As we ask residents to take more responsibility for their own health, employers also need to take responsibility for the health and wellbeing of their staff, creating healthy environments and modelling healthy behaviours. The council and BCCG are two of the largest employers in the borough. The council is looking to achieve an excellence level for the London Healthy Workplace Charter and BCCG is implementing its Health and Wellbeing Policy. HWBB member organisations are committed to supporting their staff to be healthy at work and will promote and champion this agenda to partners such as Re and our health and social care providers as well as via Entrepreneurial Barnet which is Barnet’s public sector approach to making the best place in London to be a small business.

As not all of our residents will actually work in the borough, the HWBB will share its learning and experience across London, through the London Healthy Workplace Charter, to promote to other boroughs and partners.

The London Healthy Workplace Charter, a Greater London Authority programme, asks employers to review the support they offer their employees in a number of areas including stress prevention, the promotion of mental wellbeing, smoke free spaces, active travel, healthy eating, a reduction of excess alcohol consumption and the prevention of substance misuse.

London Healthy Workplace Charter



asks employers to review the support they offer their employees

How will we know we have made a difference?

Our performance measures for the theme “Wellbeing in the community” are:

- recruit 50 Health Champions in 2015/16 with further roll out to 2020
- increase the proportion of adults in contact with secondary mental health services in paid employment from 5.7% (2013/14) to 7% (2015/16) and continue to increase (2019/20)
- increase the proportion of adults with mental health needs who live in stable accommodation from 70.90% (2014/15) to 75% (2015/16) with the aim of being in the top 25% of comparable boroughs by 2019/20
- through improved CAMHS we will reduce the waiting time for eating disorder services, reduce self-harm admissions and A&E presentations, every young person presenting with self-harm or crisis to be seen within two hours regardless of setting and improve parent and teacher reported Strength and Difficulties Questionnaire (SDQ) to below threshold for referral
- support 240 people into work via BOOST in 2015/16 and 2016/17
- Barnet Council to achieve (by 2016) and maintain London Healthy Workplace Charter
- maintain or reduce the percentage of employees who have had at least one day off in the previous week (1.3% in 2010 – 2012)
- increase the percentage of adult social care users who have as much social contact as they would like from 41.4% in 2014/15 to being in the top 25% in England.

More stable accommodation for adults with mental health needs



6. How we live

Highlights

Barnet has embraced the transition of public health from the NHS to the Local Authority using this as a key way to address the wider aspects critical to health and wellbeing. Some successes include the commission of substance misuse services which will address fragmentation of services, school nursing, health visitors transfer preparation and increase in NHS Health Checks.

Public Health has also developed a Substance Misuse Strategy which coordinates activities to prevent and protect residents from harmful substance misuse as well as promote and sustain recovery through collaboration, training, social marketing and reviewing local licensing. An Implementation Group, led by Public Health, has been established to take forward key areas of action overseen by the HWBB as well as the Community Safety Partnership. Further to this, enhanced training of Barnet GPs in health promotion for patients with mental illness is part of the Reimagining Mental Health plan.

Barnet and Harrow joint Public Health service is working in collaboration with the West London Alliance (WLA) and the majority of boroughs

across London as part of collaborative sexual health (genitourinary medicine, GUM) service commissioning arrangements. The major new service tendering, expected in 2017, will reduce service fragmentation, improve access and early intervention which in turn will reduce unwanted pregnancies and onward transmission of sexually transmitted infections (STIs) as well as aiming to tackle escalating costs.

Taking action locally, we have organised a number of pop up screening events to increase the early identification of disease. The pop up shops and health promotion events have provided information on healthy lifestyles and their contribution to cancer prevention, symptoms and the importance of early presentation and diagnosis and screening.

The Obesity Pathway group, with a membership of BCCG, schools, leisure and providers, has been exploring improvements to the child weight management pathway. Healthy Weight Nurses were appointed in 2015 and after being in place for six months, the nurses had engaged with 25 children on a 1:1 basis, reporting that almost all had shown positive behaviour change and,

as a consequence, six had already lost weight. The team has also noticed behaviour changes in the families of the children they have engaged with. Another aspect of our Child Weight Management programme is Alive and Kicking which, through information on nutrition and physical activities, is successfully supporting weight loss. Alive and Kicking is also engaging with schools and parents to embed healthy weight principles.



For adults, the Obesity Strategy Group has expanded following a commitment to develop a Healthy Weight (Obesity) Strategy and action plan. An adult Weight Management Service development is underway.

Barnet Council is committed to working with its contracted leisure provider to enhance and develop varied opportunities. This has been highlighted by the total number of 'GLL Better Inclusive' members, a membership aimed at encouraging participation of people with disabilities which peaked at 733 in 2015.

What does Barnet's JSNA tell us?

Healthy Lifestyles

- smoking, bad diet, and a lack of exercise are the main causes of premature death in Barnet
- rates of sexually transmitted infections are lower than London rates. However, there are lower detection rates of chlamydia (16%) than England (24.9%)
- in Barnet, only 1% of all trips between 2007/08 – 2009/10 (baseline figures) were made by bike
- pollution levels are higher along arterial routes, particularly the North Circular, M1, A1 and A5.

Long term conditions

- the rate of emergency hospital admissions due to stroke is significantly higher in Barnet than London or England
- the prevalence rate of diabetes is forecast to rise at both national and local levels and this increase could be even higher if diabetes risk factors such as obesity are not addressed.

Screening

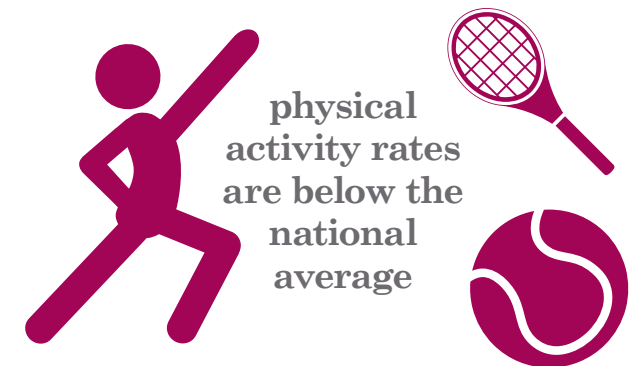
- screening rates for cervical cancer (68.8%) and breast cancer (71.2%) are significantly lower in Barnet than the England average (74.2%; 75.9% respectively).

Sport England – Active People Survey Data (APS)

The number of people playing sport is tracked continuously through Active People – the largest survey of sport and active recreation ever carried out in Europe. Active People provides information on the national and local picture of who is taking part in sport and how are they participating.

APS 9 Quarter 2 (April 14/2015) evidences significant levels of inactivity within Barnet:

- 37.9% of the population currently participate in activity at least once a week (moderate intensity for 30m or more)
- 17.1% total number of population participating in activity 3 or more times per week (moderate intensity for 30m or more)
- 51.9% of the population do not currently take part in any sport
- inequalities are apparent as current research demonstrates 46.1% of men currently participate in activity once or more per week (30m more)
- 30.2% of women currently participate in activity once or more per week (30m more).



What we plan to do

Sport and physical activity

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.

We aspire to ensure our residents lead an active and healthy lifestyle. Our ambition is underpinned by a commitment to:

- improve and enhance Barnet leisure facilities, ensuring that opportunities are accessible for all residents:
 - reflect public health outcomes within a new leisure management contract (from 2018)
 - refurbish and redevelop of leisure facilities.
- advocate investment and innovative policies to support the delivery of high quality, accessible facilities and delivery of services:
 - facilitate mutually beneficial partnerships that connect and align services to deliver a more cost effective physical activity pathway
 - develop the Fit & Active Barnet network that encourages engagement and collaboration.

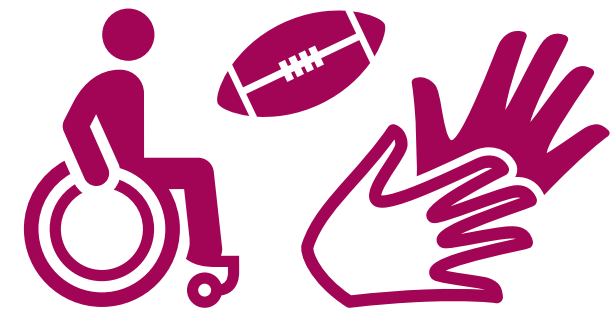
- facilitate partnerships and develop opportunities that demonstrate a commitment to embed an ‘active habit’. We will:
 - work with local, regional and national partners
 - ensure opportunities are concentrated in a range of settings to sustain future activity; schools/colleges, workplace, community, leisure, travel and open environment
 - assess the supply, demand and quality of playing pitches. Leading to the adoption of a Barnet Playing Pitch Strategy
 - develop and improve the accessibility and quality of open spaces across the borough to support healthy outcomes, underpinned by the Barnet Open Spaces Strategy (including allotments and safety)
 - utilise open space to co-ordinate and support recreational and competitive activity, inclusive of Outdoor Gyms
 - promote and support of clubs, initiatives and activities within Barnet

- through local infrastructure organisations, we will support individuals and communities to take ownership and responsibility for sustainable sports and physical activity options
- facilitate a Community Sport and Health Activation project in Burnt Oak and Colindale. A project targeting young people 11 – 19yrs, supported by Sport England and additional partners
- work with our Volunteer Centre to develop volunteering opportunities and recruit and retain volunteers, increasing and tailoring workforce development
- provide the structures required for individuals to recognise their sporting potential
- make healthy choices the easiest and first in the built environment such as consideration of the placement of stairs in new buildings.
- target those who do not traditionally engage. To increase participation amongst under-represented groups such as women and girls, people with disabilities,

people from BAME communities, children and young people and older adults we will:

- widen access to ensure that facilities and open spaces are better used by the communities they serve
- work in partnership with providers to develop sustainable activities targeted at those people at risk of developing long term health conditions
- support early intervention and health promotion pathways such as the children and young people's obesity pathway and cardiovascular disease, highlighting the benefits of leading an active lifestyle. We will improve the post Health Check service offer to ensure that people engage in services and lifestyle changes where necessary
- support and promote activities provided by local organisations such as Love to Move for people over 50 delivered by Age UK Barnet and Saracens Sport Foundation
- create and support stronger and safer communities ensuring that activity venues are welcoming, secure and experiences are positive

- tackle the barriers facing the most disadvantaged and enabling them to reach individual potential
- ensure there is a commitment to provide affordable participation opportunities for those who experience cost as a barrier for example concessionary based schemes within leisure centres
- engage community and faith leaders



- retain English Federation of Disability Sport (EFDS) Inclusive Fitness Initiative Accreditation at Burnt Oak Sports Centre, exploring expansion and commitment within the leisure facility portfolio
- support Barnet Centre for Independent Living (BCIL) to deliver 'The Into Sport' project which is a Sport England funded initiative assembled through

a partnership between Inclusion London, Interactive and five London DPOs (disabled people’s user led organisations). The project takes a creative approach to tackling barriers faced by disabled people in accessing sport and physical activity.

Wider public health workforce

The definition of the Public Health workforce is changing to highlight how public health is everyone’s business. To make the biggest impact we need to utilise the wider public health workforce which consists of individuals who are not specialists in Public Health but who have the opportunity to improve the public’s health and to create inclusive communities and places. A training resource will be developed to upskill staff (from all sectors) who interact with residents to maximise the opportunities for face-to-face contact to promote good health, social care and wellbeing information, messages and signposting. The training will also support the identification of hidden carers. Specific training is also available such as Raising the Issue of Weight training to support professionals to discuss weight issues with residents. We will also promote and improve signposting resources.

Regeneration

The borough’s ambitious regeneration and growth programme provides an opportunity to develop new lifetime neighbourhoods that promote independence and wellbeing.



Being aware that the environment in which people live impacts their health, we will build public health into all our regeneration and transport projects including the provision of new health facilities and plans to encourage active travel. The high street, at the heart of local community, offers an ideal platform for health promotion. Where possible, we will create healthy high streets including health champions and stores making healthy options easier. We will also consider the proximity of fast food outlets to schools, colleges, leisure centres and other places children gather. We will also

link regeneration programmes with child friendly and dementia friendly community developments. We will drive this through our Entrepreneurial Barnet Board supported by national programmes such as NHS England’s Healthy New Towns. We will also look at the role Health Impact Assessments play in planning.

Where comprehensive development and regeneration is taking place across the borough (particularly at Colindale and Brent Cross), a wide range of investment programmes are planned to secure improvements to health outcomes for those populations already living in and new residents moving to those areas.

These include:

- expanded or new integrated use local primary care facilities
- new high quality and energy efficient housing to replace existing non-decent housing stock
- travel planning, public transport, parking measures and highways improvements to enable travel choices
- new schools that can help improve educational and family lifestyle outcomes
- new community and youth facilities to promote social engagement and support positive local community activities.

Screening

Increasing screening uptake remains a priority. NHS England has lead responsibility for screening performance. Public Health will work with NHS England to explore appropriate service delivery in line with best practice to improve the uptake of all screening including cancer screening programmes.

How will we know we have made a difference?

Our performance measures for the theme “How we live” are:

- increase by 1%, the percentage of active adults 14 years and over (as measured by Sport England Active People Survey) by 2020 (currently 37.9%)
- increase the total number of leisure centre members (all categories) from 26,400 to 30,000 in 2020
- increase total leisure centre attendances (1,149,290) by 2% by 2020
- increase participation (as measured by Sport England active people survey) by 1% for the following groups by 2020:
 - females 16 years and over, currently 30%

- older adults (55 and over), currently 27%
- people with disabilities, currently 733.
- reduce excess weight in adults (55.7% in 2014/15)
- cumulative percentage of the eligible population aged 40-74 who are offered (33.4%) and take up (8%) a NHS Health Checks to become more targeted
- reduce the prevalence of children classified as overweight and obese by 0.5% for each group (4 – 5 year olds overweight, 4 – 5 year olds obese, 10 – 11 year olds overweight, 10 – 11 year olds obese) by 2020
- increase the uptake of screening.

We will also monitor the following:

- an increase in life expectancy and healthy life expectancy including decreasing inequalities (between wards and genders)
- reducing the prevalence of CHD and cancers.

7. Care when needed

Highlights

Barnet has improved access to care and support by:

- launching a new universal deferred payments scheme
- providing prevention services, promoting wellbeing and focusing on delaying or preventing the need for social care services
- improving information and advice services, enabling people, carers and families to take control of, and make well-informed choices about, their care and support and how to fund it
- implementing a service to support self-funders to arrange and manage their community care (users pay a fee to cover costs)
- promoting Information and Advice providers including Social Care Direct
- changes to support services for carers as well as establishing an assessment for carers own needs and implementing changes of eligibility for carers

- continuing to meet Equalities Duties and provide a person centred approach, for those with specific access needs we provide interpreters and information in a variety of formats. We are currently reviewing our telecare and sensory equipment offer.

Carers can access mainstream and prevention services to promote their health and wellbeing for example they can receive health checks for themselves and obtain information and advice about benefits. Following a carers assessment and development of a personalised Support Plan, the council offers further support options including obtaining a direct payment to meet their identified and eligible needs and outcomes; and respite given to the person they look after. There are specialist support services for carers delivered through a lead provider who work with voluntary and community sector partners to provide short breaks so carers can have time off from caring; peer and group support; training in manual handling and help with emergency planning.

With support from the council, a Parent Carer Forum has been established in Barnet with

a membership of over 100 parent carers.

The forum will be a resource for consultation, vital at a time of service development alongside the wider Carer's Forum.

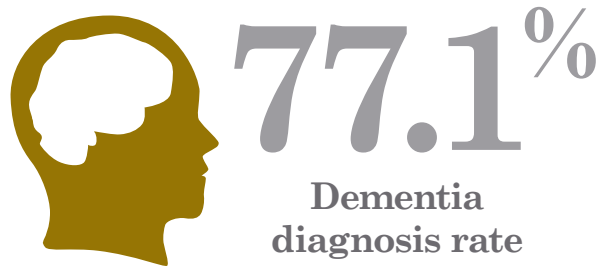
Integrated care and encouraging self-care were identified as priority areas by the Health and Wellbeing Board in November 2014 and since then a key focus of the board has been to deliver better care for people with complex health care needs. The council, BCCG, voluntary and community sector as well as providers are working together to create ways for people to remain in their own homes for longer.

In line with our prevention aims and to reduce the pressure on accident and emergency departments, we have been developing community models of care. The borough has established a Healthy Living Pharmacy (HLP) model with 28 pharmacies (of the 78 in Barnet) signed up to providing a health and wellbeing support service to patients.



**28/78 pharmacies
have signed up
to providing
support services**

Our commitment to support people to live meaningful, fulfilling lives whatever their ability or disability is also evident in our Winterbourne View Concordat progress. There are active discharge plans in place for many of the remaining patients. Commissioners and care co-ordinators are working closely with existing and new providers to develop solutions which are in the patients' best interests.



Barnet achieved the 67% dementia diagnosis national target for 2014/15 with a 67.7% result and, as of August 2015, we have achieved a 77.1% diagnosis rate. This means that three quarters of the people estimated to be living with dementia in Barnet have a diagnosis.

The re-configured Memory Assessment Service, provided by Barnet, Enfield and Haringey Mental Health Trust, became fully operational in July 2014. The service provides a holistic assessment for people with memory problems and has the capacity to meet the needs of a growing population of older people with dementia.

Located with this service, is Barnet's Dementia Advisor service which provides specialist information and advice at the point of diagnosis and a point of contact on an ongoing basis. Four Dementia café's provide opportunities for people with dementia and their carers to gain information and advice and take part in a range of activities.

The Early Stroke Discharge team provides specialist stroke rehabilitation care and a seamless transfer from hospital to home for stroke survivors. Barnet's post-acute services such as stroke review and specialist information and advice ensure that the recovery potential for people following a stroke is maximised. The stroke review service re-assesses an individual's health, social care and therapy needs at six months post stroke, improving their recovery potential. The review can pick up the need for further prevention services so reducing the likelihood of a second stroke.

What does Barnet's JSNA tell us?

Our older population

- Barnet has a higher proportion of people aged 85 and over (3.1%) compared to Outer London (1.8%) and the UK (2.3%)

- currently, Garden Suburb and High Barnet have the largest proportion of people who are over 65, both at 18.1% of the population within the ward. Over this period, Brunswick Park and Hale are projected to experience relatively higher levels of growth in the proportion of the population aged 65 and over, increasing by 5.8% and 5.5% respectively
- the over-65 population is forecast to grow three times faster than the overall population between 2015 and 2030, and the rate goes higher in successive age bands; over-65 population will grow by 34.5% by 2030, whereas the 85 and over population will increase by 66.6%.

Health and social care

- despite continued growth in the adult population, the number of people in receipt of residential care and nursing care has decreased from 1,441 in 2011/12 to 1,367 in 2013/14 (a decrease of 5.1%)
- overall the percentage of diabetic people having all 8 health checks in Barnet is below the national rate
- increasing demand on urgent and emergency care with Barnet Accident

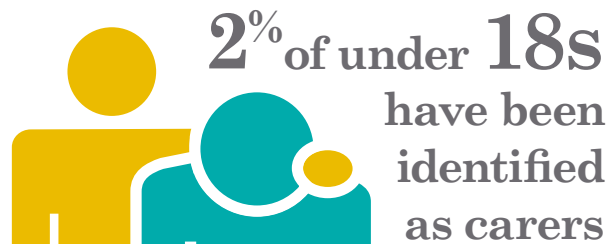
and Emergency activity recording an increase in 14/15 compared to 2013/14

- Barnet has a higher population of people with dementia than many London boroughs and the highest number of care home places registered for dementia per 100 population aged 65 and over in London
- the incidence of tuberculosis (TB) in Barnet (25.9 per 100,000, three year average) is lower than the London regional rate (39.6 per 100,000) but higher than the rate in England (14.8 per 100,000). Barnet has a higher number of drug resistant TB cases than the average number of these cases in London.

Carers

- in 2011 there were 32,256 residents who classified themselves as a carer in Barnet. The 25 – 49 year old age group had the largest number of carers (12,746)
- in relation to the total population, Brunswick Park and Underhill have the highest rate of carers (10.5% of the population), whereas Colindale has the lowest (6.90% of the population)
- young carers are at particular risk of remaining hidden from services, in Barnet we

have identified 2% of under 18s to be carers but there is a large gap in identification of 16 – 17 year olds with a caring responsibility



- on average carers are more likely to report having poor health (5.2%) than non-carers (4.2%), especially among carers who deliver in excess of 50 hours of care per week. One in 5 young carers describe their health as being only fairly good or even poor
- young carers are also 1.5 times more likely to have a disability, long term condition and special educational needs than non-young carers
- young carers are twice as likely not to speak English as their first language
- the Carer’s Survey shows that whilst carers reporting satisfaction with the services they received has decreased from 74.7% 2012/13 to 68.1% in 2014/15, satisfaction has remained stable for people who are cared for (88.3% of service users in 2013/14 and 88.2% of service users in 2014/15).

What we plan to do

Carers

Carers are being recognised nationally for their contribution. Carers are being prioritised in the JHWB Strategy due to their crucial role and their own health and wellbeing needs which will increase as more people choose and are supported to remain at home for longer. According to Carers UK, there are 6.4 million carers in the UK reducing the national care bill by an estimated £119bn per year, equivalent to £18,594 per carer. Each caring situation is unique and every carer has different needs and priorities. It is important to identify carers, and where needed, support them to carry out their caring role whilst protecting their own health and wellbeing.

A caring role can develop and change gradually overtime or an individual (parent, partner and sibling) may not regard what they do as caring which means that identifying carers is difficult. Awareness needs to be raised with residents to understand what caring is and that it is ok to ask for help. To increase the identification of unknown carers we will:

- develop campaigns for the following:

- areas with a high population of older people such as Garden Suburb
- work with schools and colleges to develop effective outreach to identify carers who are aged 16 - 17
- people from BAME communities to ensure literature and information is accessible.
- work with businesses (including pharmacies), through Entrepreneurial Barnet, to ensure that businesses understand their responsibility, as employers and in interactions with residents, to identify and provide carers with the flexibility they require to work and care
- ensure services working with adults identify children and young people (and where they have caring responsibility) at an early stage and make referrals as necessary such as drug and alcohol services and enablement services as well as voluntary and community sector providers.
- making sure carers have access to high quality support when they need it including advice about their entitlements and services available
- providing specific training for young carers in the areas of learning disability, physical disability and mental health (including dementia) so they are better equipped in their caring role
- developing the respite offer for carers, through our local volunteering service and through the council's contracted lead provider
- ensuring that services are developed with carers and their cared for in mind particularly prevention provision and services for people with long term conditions such as dementia and stroke
- actively involving carers in at all stages of strategic and service commissioning. The council and BCCG are committed to making sure that the voice of carers shapes the services available to them, and monitor the effectiveness and standards of what is available.

To support carers to have a life of their own, positive health and wellbeing as well as supporting our most vulnerable carers, we will embed the needs of carers across the priorities of the JHWP Strategy as well as:

Dementia

Our aim has been to focus on early and timely diagnosis, improving information and supporting people with dementia and their carers in the early stages. Our Barnet Dementia Manifesto sets out what we aim to do next, for example, increase public and professional awareness and understanding of dementia. Recognising particular housing needs, the council will increase the supported housing options for people with dementia and their carers, linked to health and care support and other community facilities by 2025.



Increasing the supported housing options

Palliative and End of Life Care

Two thirds of people that die every year are 75 years of age or older. However deaths in England and Wales are expected to rise by 17% from 2012 to 2030. Traditionally palliative care services have been oriented towards cancer care; however people with a whole range of other conditions including cardiovascular, respiratory, neurological disorders and dementia should also be accommodated. To date the proportion of people with non-cancer diagnoses accessing specialist palliative care services has remained low.

With both the palliative and end of life care being a priority for Barnet, a review of the current pathway is underway in order to ensure that patients are supported to die in their preferred place of choice. We will:

- work with the voluntary and community sector to:
 - improve the availability of relevant information to individuals and their carer
 - raise awareness of the importance of talking about dying and death as well as getting your affairs in order.
- continue to ensure timely identification of the end of life phase, this will involve linking the

palliative care register with other long-term condition registers

- further develop our local processes for access to rapid response end of life care in the community.

Health and social care integration

The Health and Wellbeing Board has a clear vision for the integration of health and social care for frail elderly people and people with long-term conditions in Barnet (to deliver our Better Care Fund objectives) and has set up an ongoing programme of work to deliver it which includes:

- encouraging residents to be involved in and take responsibility for their health and wellbeing in order to support independence. Programmes which develop social capital are achieving great outcomes such as the neighbourhood services and voluntary and community sector initiatives:
- building teams across primary and community health and social care to support people with complex long term conditions
- Barnet Integrated Locality Team – to improve the coordination and quality of care

- develop the Health Living Pharmacy model to improve the public health service offer across the borough
- looking at where integration of commissioning can be explored with neighbouring boroughs.
- encouraging friends and families to refer to social care services, earlier as currently a large majority of referrals to social care are from either primary or secondary care settings
- embedding prevention through system transformation including changing the patient-professional conversation which our Heath Champion pilot in 2016 aims to achieve with roll out from 2017.

We will design and develop services with voluntary and community sector groups and residents to ensure that needs are considered, for example we will work with Barnet Senior Assembly to improve the quality of and access to information and advice for older people.



In terms of the Winterbourne View Concordat (Assuring Transformation), there have been no new in or out of borough hospital admissions since September 2014. The BCCG's Continuing Health Care team continues to work closely with the Integrated Community Learning Disabilities service to identify and plan appropriate support for those at risk of admission. A whole system approach is required to achieve better outcomes for our residents. When someone needs care and support, they need services that are joined up around individual needs, including those of carers. Personal Budgets and Personal Health Budgets (PHBs) are central to this approach. NHS England guidance requires CCGs to include people with learning disabilities in long stay hospitals for PHBs.

Gearing Up is a partnership programme led by Barnet Mencap alongside Barnet BCCG (Continuing Healthcare Staff), the council and parent carers piloting Personal Health Budgets for people with learning disabilities. PHBs aim to develop innovative, personalised accommodation, care and wellbeing solutions for individuals and presents a huge opportunity for the health and social care market to diversify and personalise their service offer to creatively meet the needs of residents. There are also

opportunities to explore this with neighbouring boroughs. At the present time, there are 10 individuals who have a PHB in Barnet. With local stakeholders we will develop a local offer during 2016 where PHBs become the default offer for people receiving Continuing Healthcare and other individuals.

Primary care

The success of the Health and Social Care Integration model relies on significant changes in primary care delivery. Improving access, quality and outcomes in primary care will reduce hospital admissions. Improving primary care is a key strategic goal of BCCG and across North Central London to:

- jointly co-commission primary care with NHS England
- coordinate care around the needs of the patient
- building on existing Primary Care Networks, support the continued development of Networks, across the borough, to deliver a wider range of enhanced services, delivered at scale, within a primary or community setting, that allows for improved access to seven days a week

- promote health and wellbeing (improve uptake of Health Checks for people aged 40 – 74)
- recruit and retain the best staff
- provide high quality and safe premise and practice.

Locally, building on the work of Healthwatch Barnet, we will encourage service user feedback and improve the collection of patient experience information. Primary care services are keen to work with partners to improve service quality such as Barnet Mencap detailing the experiences of people with learning disabilities and autism.

Tuberculosis (TB) is a disease that is preventable and treatable yet it remains a major public health problem in London. In January 2015, Public Health England and Department of Health released the Collaborative TB Strategy for England, 2015-2020. In July 2015, the Health and Wellbeing discussed a new approach to control TB in the borough which includes developing a Latent TB Infection screening programme for new registrants targeted a people aged 16 – 34 and from countries of high prevalence. This will require a local programme network to develop and an application for available funding.

How will we know we have made a difference?

Our performance measures for the theme “Care when needed” are:

- in 2014/15 Adult Social Care assessed 1364 carers and there were 5950 registered carers at the Carers Centre. We aim to increase the identification of unknown carers by 10% by 2015/16 and continue to increase this to 2019/20
- increase the number of carer assessments resulting in information, advice and services being provided from 1160 who received direct support following an Adult Social Care assessment in 2014/15 to being in the top 25% of comparable boroughs by 2019/20
- increase the percentage of adult carers who have as much social contact as they would like from 35.8% (2013/14) to being in the top 25% of comparable boroughs by 2019/20
- increase the proportion of carers satisfied with social services from 34.6% (2013/14) to 35.7% (2015/16) aiming for the top 25% of comparable boroughs by 2019/20
- maintain the diagnosis rate of 77.1% and continue to meet the 12 week referral to diagnosis target
- increase the proportion of people who feel in control of their own lives from 73.3% (2014/15) to the top 25% in England by 2019/20
- increasing choice and control through Personal Health Budget, moving from ‘we do this for some people’ to ‘we do this for most people’ in 2016 (Makers of Progress scorecard)
- reduce permanent admissions to residential and nursing care homes of 13.5 per 100,000 population (of 18 – 64 year olds) in 2014/15 to be in the upper quartile in our comparator group by 2019/20
- increase the proportion of older people still at home 91 days after discharge from 73.8% (2014/15) to 81.5% (2015/16) with the aim of being in the top 10% in the country by 2019/20
- increase the detection of TB, targets for the latent screening programme to be confirmed
- working with NHS England and partner organisations to reduce the proportion of people reporting a very poor GP experience.

8. Target setting, monitoring and governance

The targets chosen in the JHWB Strategy are considered most relevant to the strategic priorities. Most of the data which will be used to monitor achievement against targets is already being collected and monitored by one of more of the agencies on the Health and Wellbeing Board, which avoids duplication.

The targets will be regularly monitored and reported to the Health and Wellbeing Board to assess progress.

While this is a four year strategy, the targets will be reviewed annually, taking on board the latest intelligence and recommendations. The results will be published so that the public are easily able to track our progress in achieving our priorities set out in our Joint Health and Wellbeing Strategy.



9. Appendix: Barnet’s Health and Wellbeing Board

The Health and Social Care Act 2012 established Health and Wellbeing Boards as forums where key leaders from the health and care system work together to improve the health and wellbeing of local communities.

The Health and Wellbeing Board plays a key role in the local commissioning of health care, social care and public health through development and implementation of Barnet’s Joint Strategic Needs Assessment (JSNA) and Joint Health and Wellbeing Strategy.



**working together to improve
health and wellbeing**

The membership of the HWBB (November 2015)

Chairman: Councillor Helena Hart	Vice-Chairman: Dr Debbie Frost (Barnet Clinical Commissioning Group Chair)
London Borough of Barnet Two Councillors: <ul style="list-style-type: none"> • Chairman of Adults Safeguarding Committee • Chairman of Children, Education, Libraries and Safeguarding Committee Director of Adults Social Services Director of Children’s Services Director of Public Health	Barnet Clinical Commissioning group (BCCG) Two BCCG Board Members Chief Operating Officer
Director of Adults Social Services Director of Children’s Services Director of Public Health	NHS England One representative
Director of Adults Social Services Director of Children’s Services Director of Public Health	Observer member (Speaking, non-voting rights) Independent Chair of the Safeguarding Adults and Children Boards
Director of Adults Social Services Director of Children’s Services Director of Public Health	Healthwatch Barnet Head of Healthwatch Barnet

Barnet's Health and Wellbeing Board has been functioning in shadow form since 2012 and functioning a statutory body in April 2013 and has achieved the following:

- agreed the final plans for Barnet's Better Care Fund
- supported Barnet CCG's proposal to joint co-commission (with NHS England) primary care alongside the North Central London CCGs
- approved Public Health 5-year Commissioning Plan
- agreed for Public Health to commission the Fit and Active Partnership Board to be set up
- supported the commissioning of a Tier 2 adult weight management service
- reviewed our progress against the Disability Charter
- identified the need for a local Dementia Manifesto
- received Healthwatch Barnet reports highlighting issues on:
 - meals in hospitals
 - the hospital discharge process
 - improving awareness of local services.

- took responsibility for health and wellbeing issues in the Children and Young People Plan.

Barnet's Health and Wellbeing Board has three subgroups: Early Years Subgroup, Finance Group and the Health and Social Care Integration Board.

The Health and Wellbeing Board works closely with Barnet's five Partnership Boards (Older People's Partnership Board; Mental Health Partnership Board; Learning Disabilities Partnership Board; Carers Strategy Partnership Board; Physical and Sensory Impairments Partnership Board). Members of the Health and Wellbeing Board and the Partnership Boards are brought together at twice yearly summits which are a forum for collaborative working.

To access more information about the Board including the Board's work programme, agenda and papers visit: <https://barnet.moderngov.co.uk/ieListMeetings.aspx?CIId=177&Year=0>



For more information visit:
www.barnet.gov.uk

	<h2>Environment Committee</h2> <h3>29 September 2016</h3>
<p style="text-align: right;">Title</p>	<p>Cycling In Barnet</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director Environment</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 - Potentially cyclelable trips in London and propensity to cycle. Appendix 2 - Types of Cycle Parking Appendix 3 - Existing cycling activities in Barnet</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Cooke, Strategic Lead, Effective Borough Travel Jamie.cooke@barnet.gov.uk 0208 359 2275</p>

<h2>Summary</h2>
<p>In July 2016 the Environment Committee agreed the “Moving Around in Barnet, a Direction of Travel” report which detailed plans to develop a long term transport strategy for the Borough. The report identified a number of individual strategies that are likely to be developed in support of the overall transport strategy, including a cycling strategy. This report details the cycling activities that the Council already operates within the Borough and suggests further ways in which cycling could be developed in the Barnet for Members’ consideration.</p>

Recommendations

- 1. That the Environment Committee agrees that a Cycling Strategy for Barnet is formulated as part of the overall Transport Strategy for the Borough.**
- 2. That the Environment Committee agrees to the proposed next steps outlined in this report to install more cycle infrastructure in the Borough and seek further data on cycling activity in Barnet.**

1. WHY THIS REPORT IS NEEDED

- 1.1 On average over 40% of journeys to work in London begin and end within the same towns with many of the trips to local underground or rail stations for outward commuting. Many of these journeys could easily be made via cycling. The sizes and locations of settlements within Barnet means that most trips are within a distance that could easily be made by bicycle, where 67% of journeys are less than five miles and 38% are less than two miles. However, despite this cycling is a mode of transport that is currently used for a low proportion of journeys in Barnet.

A comparison for the mode share for journeys made in Barnet in 2013 and how this relates to cycling in the Borough can be seen from the Transport for London figures below:

Percentage share of journeys in Barnet by travel mode in 2013

Cycling: 1%
Walking 26%
Car 54%
Train 1%
Tube 5%
Bus 12%
Taxi 1%

The above figures demonstrate that only a small proportion of the potentially cyclable trips in Barnet are travelled by bike. This is significant because increased cycling in Barnet has the potential to reduce pressure on other parts of the transport network as well as help deliver other objectives such as improved air quality and health in the borough.

- 1.2 Barnet's Local Plan Core Strategy and Local Implementation Plan (LIP) of the Mayor's Transport Strategy both include the objective of making cycling and walking more attractive for leisure, health and short trips and contain a target to increase cycling in the borough significantly (from a base level of 1% of trips in 2007/08 & 2009/10 to 4.3% of trips by 2026). To be on target a 2% mode share of cycling would be required by now, but the figure still remains at 1% currently. This is in comparison to a North London region average of 2% (Source Transport for London's 2015 Sub Regional Transport Plan update).

- 1.3 Classified traffic counts are undertaken by Transport for London periodically in Barnet. From analysis of the cycle counts associated with these traffic surveys, the level of cycling can be seen to be increasing gradually, but at nowhere near the rate that would be needed to achieve the target levels. The data is only collected on an occasional basis and may be affected by weather. It also relates to roads only so will not identify cyclists using off road routes.
- 1.4 Despite the mode share figures outlined above there has been an increase in certain types of cycling within the Borough. Between the 2001 and 2011 census, census responses showed that the percentage of working residents travelling to work by bicycle in Barnet rose from 0.9% to 1.4%. Over the same period the number of census output areas in the borough where no-one cycled to work reduced from 59% to 18%.
- 1.5 Transport for London undertakes the questionnaire-based London Travel Demand Survey annually. This surveys a sample of households across London and records all journeys made during the year. The survey reveals that within Barnet North Finchley stands out as having a high number of potentially cycleable trips and a high propensity to cycle, with other areas also identifiable from the report as having relatively high potential. This is further evidence of the potential for cycling to expand within the Borough. Appendix one highlights potentially cycleable trips in London and propensity to cycle.

Benefits of Cycling

- 1.6 There are many benefits to the borough from an increase in cycling. These include:
- **Health:** Cycling is an excellent form of exercise and as such can increase the health of our residents.
 - **Easing congestion:** The capacity of roads and transport in North London is already under considerable pressure. Increased housing and employment growth will add to this pressure. Increasing cycling is a low cost way of reducing the strain on the Borough's transport network during peak hours.
 - **Speed of Travel:** Bikes can be used to travel greater distances more quickly than walking, with more consistent journey times than motor traffic during peak congested periods.
 - **Air quality:** Cycling does not consume fossil fuels or contribute to air pollution. Therefore more Barnet residents switching from private car use to cycling has the ability to increase air quality within the borough.

- **Convenience:** Bikes provide a door to door service without the requirement for chargeable parking. There is also no requirement to adhere to a pre-set timetable as there is with public transport.
- **Accessibility:** Cycling can increase accessibility to crucial services such as education and to sites of employment for those that find it difficult to afford public transport. Cycling can be undertaken by much of the population within Barnet, in particular children and young people. Around 50% of households own a bicycle and 85% of children have their own. It is therefore possible that more people could potentially have access to independent travel by bicycle than by private car.

Background: Barnet's Current Cycling activity

- 1.7 **Cycle Training:** Cycle training is currently provided to children, adults and families in Barnet free of charge. This includes cycle training to national Bikeability standards for under 16's and adult and family cycle skills training (that offers training to an equivalent standard). Primary school teachers are trained to allow them to offer 'Balance Bike' training to children who cannot yet cycle and to provide balance bikes to assist with this. In the academic year 2015/16 2,469 pupils received Bikeability training in 71 Barnet schools and 261 adults and 29 families received cycle training. 9 Primary schools received training and balance bikes to allow them to deliver balance bike training.
- 1.8 **Bike it Plus:** This cycling programme that aims to increase the numbers of children cycling to school and to raise the profile of cycling in the school community involves intensive work with schools for one or two years by a Sustrans Bike-it officer (funded through Transport for London's Borough Cycling Programme, match funded through LIP funding) to deliver 20 cycling activities a year. Subsequently the schools are supported at a distance. In 2015/16 a Bike-It Officer worked with 29 schools. The percentage of pupils regularly cycling to school increased within intensively engaged schools by up to 12 percentage points and to around 20% in some schools.
- 1.9 **Dr Bike Sessions:** Dr Bike sessions provide an opportunity for cyclists to have their bikes checked and for minor repairs to be undertaken. They also provide a platform to promote cycling opportunities in Barnet and the cycle training on offer to adults and children.
- 1.10 **Led Rides:** Sky Ride Local and Breeze rides are local guided rides led by British Cycling ride leaders, and arranged and promoted with the borough or independently. 10-12 local Sky Rides have taken place in previous years although none were arranged specifically for Barnet this year. One Breeze Ride was arranged in conjunction with Barnet Staff sports activities.

- 1.11 Both adult and child cycle training has proved to be very popular in Barnet and demand for the training is predicted to continue to increase by over fifty percent in 17/18 when compared to 14/15 levels.

Appendix 3 provides a detailed breakdown of cycling activities within Barnet.

- 1.12 **Existing Cycle Routes and Recent Improvements:** Barnet has few on-road cycle lanes, but a good number of routes available to cyclists through parks and signed links on quieter roads. Notably there is provision for cyclists throughout much of the Dollis Valley from Chipping Barnet in the north of the borough to south of the North Circular Road either shared with pedestrians or via parallel routes off-road or via signed residential roads. A linking route connects to East Barnet and from there to Arnos Grove. Networks of signed quieter road routes exist in particular around Edgware, where signage has recently been reviewed and renewed. With the development of Colindale, off and on-road routes through the Area Action Plan area provide opportunities to link these southwards towards West Hendon and Brent Cross avoiding the A5. Recent improvements have been introduced to widen paths in Oakdene Park along the Dollis Valley, so providing space for shared pedestrian and cycle routes. A route across Sunny Hill Park in Hendon has been completed and a route linking Pursley Road to Cophallt Stadium widened. Routes are also provided on the pavement alongside some parts of the Transport for London Road network in the borough.
- 1.13 **Quietways:** Transport for London and Sustrans are working with boroughs to deliver a network of Quietway Routes in London. Quietways are a programme led by Transport for London on behalf of the Mayor of London to deliver a network of high-quality cycle routes throughout London. Linking key destinations, Quietways will follow backstreet routes, through parks, along waterways or tree-lined streets. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a gentler pace. LB Barnet and LB Haringey are currently working with these cyclists to develop a route from Hornsey to North Finchley. Subsequently routes from Chipping Barnet to Brent Cross and to Arnos Grove (building upon the existing provision mentioned above) are expected.

2. Recommended Approach

Investment in further Cycle Infrastructure as part of an incremental cycling strategy which will align with the forthcoming overall Transport Strategy:

Public Realm Cycle Parking

On-street cycle parking is currently provided at locations across the borough and new locations have been provided in response to requests and clear demand. There are six main categories of cycle parking:

- Tubular Stands
- Cycle Loops:
- Two Tier Stands
- Cycle Loops:
- Cycle Lockers
- Shelters and Compounds:

In 2016 extensive locations across Barnet have been identified as requiring additional or new cycle parking. These have been either requested by members of the public, the London Cycling Campaign (LCC) or identified by the borough Cycling Officer as high street or transport hub locations. Investing in further cycle parking provision will make cycling a more attractive and viable alternative travel mode for our residents. Targeted installation of cycle parking around Leisure Centres and Tube stations in the borough is likely to align with the Council's forthcoming long term Transport Strategy by enabling cycling to complement other transport modes as part of a "sustainable travel" mix. There are some key principles to consider for the installation of cycle parking:

Convenience: The location of cycle parking is crucial to its utilisation and the popularity of the mode of travel. The cycle parking needs to be the same or easier to access than equivalent car parking spaces to encourage the use of cycling for frequent use short distance trips which would otherwise be made by car. The cycle parking needs to be located near the entrance of the trip purpose facility with 50 metres considered as a maximum distance. The cycle parking should be located at ground or basement level with step free access ramps and be well advertised on local signage to encourage usage.

Location: Cycle parking needs to be integrated with other street functions and located in close proximity to popular destinations to ensure the facility is well used. The cycle parking locational guidelines include:

- As close as possible to the final destination;
- Within 15 metres for short-stay parking serving a single destination;
- Within 25 metres for short-stay parking serving multiple sites;
- Within 50 metres for longer-stay parking;
- In convenient locations for entrances to and exits from the destination; and
- Where there is step-free and comfortable access

The integration of cycling within the overall mobility context needs to ensure efficient interchange with other modes. The location of cycle parking at bus and rail access points increases the overall utility of the alternative trip chain away from private car usage.

Transport Interchanges: The location of cycle parking at transport interchanges improves the efficiency of travel behaviour outside the usage of the private car through effective trip chaining. Cycle parking at stations and public transport interchanges should be:

- Located within footprint of the station, with convenient access to all entrances and exits;
- Accessed via a step-free route, particularly for stands capable of accommodating larger cycles (with spaces reserved for disabled users);
- Served by lifts to platforms large enough to accommodate types of cycle used by people with physical, sensory and cognitive impairments (who will need to take their cycle onto the train);
- Provided through different types of stand;
- Well managed and maintained;
- Overlooked, with high levels of natural surveillance and CCTV coverage;
- Well integrated with pedestrian facilities (ie not an obstruction);
- Clearly signed, in and outside of the station, and shown on station maps and websites;
- Compliant with security standards for National Rail (eg Transec compliant); and
- Included in travel information provided to passengers

Shopping Centres and other Public Buildings: Large, multi-access sites such as hospitals, universities and colleges tend to have large numbers of people working and visiting. Cycle parking provision is likely to cater for both long-stay demand for staff and students, but also for short to medium stays, given that they have a high daily turnover of users. The key elements of cycle parking associated with public buildings are:

- Located within footprint of the facility
- Easily accessible close to entrances/exits
- Visible and/or monitored
- Covered to protect from the weather

2.1 **Residential Cycle Parking:** In 2014/2015 and 2015/16 residential cycle parking has been introduced across a range of Barnet Homes estates, funded from Transport for London's Borough Cycling Programme funding. This has delivered 22 secure cycle hangars providing 132 resident spaces in each of the two years. Further increasing this parking infrastructure will encourage those that do not have capacity to store bicycles in their own premises to take up cycling as more convenient and secure storage becomes available. The key elements of residential cycle parking include:

- Secure, with access for residents only;
- Cycle stands which allow both the frame and at least one wheel to be secured;
- Close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways and tight corners;
- Provision for visitor parking;
- Covered to protect from the weather;
- Facilities for all types of bicycle; and
- Managed to monitor access and to provide on-going maintenance

2.2 School Cycle and Scooter Parking and Employer Cycle Parking: Each year Transport for London provide free cycle and scooter parking to schools throughout London. Officers who deal with cycling and travel planning support assist schools in the borough to apply for this. In 2016, 16 schools in Barnet have applied. Employers can also apply for cycle parking at their sites and are signposted to the provision as appropriate. Further rollout and promotion of this parking infrastructure will further promote cycling with those commuting to and from their workplace and schools. The key elements of workplace and school cycling infrastructure are:

- Close to the main entrance of the workplace/school
- Within the workplace/school site or within a secure facility with staff only access
- Designed to allow the frame and at least one wheel to be secured
- Covered to protect from the weather
- Conveniently located, with step-free access from outside and inside
- Fully accessible, for parking all types of bicycle

Examples of cycle parking infrastructure are shown in appendix 2

Policy support

2.3 Planning requirements:

As part of the planning approval process developments are required to install cycle storage that is covered, accessible and secure in line with the requirements of the London Plan (as amended 2015) – examples are shown in appendix 2. For large developments additional cycling features are also required such as the provision of cycle maintenance equipment, regular Dr Bike sessions and the formation of a Bicycle Users Group or BUG and developers may have to contribute to cycle routes or improvements within or linking to the development. By ensuring that the substantial amount of new developments are in line with the planning requirements outlined above will further strengthen cycle infrastructure in the Borough and will support the long term Transport Strategy.

2.4 Improving the safety of Cyclists

In 2015 there were six people who were killed or seriously (KSI) injured whilst cycling in the borough. Five of these KSIs were on Borough roads and one was on a Transport for London Network Road. Therefore, a future cycling strategy is necessary that addresses the safety of cyclists in Barnet. If the safety of cycling can be increased in Barnet then it is likely that more residents will switch to this progressive transport mode which would support the Borough's aims of an improvement in air quality and congestion relief.

Steps need to be taken to improve the actual and perceived safety of cycling within the borough. This can be achieved in a number of ways:

- Improved design of parking on new developments to improve visibility of cyclists.
- Continued rollout of cycle training.
- Continued liaison with the Police to enable the sharing of information and enforcement activity in areas where speeding is evident.
- Continued liaison with Transport for London on road safety initiatives in order that the borough can benefit from the latest thinking on safety improvement for vulnerable road users.

The above measures are designed to increase cycling and an awareness of cycling which will over time create a critical mass of increased safety awareness which will benefit all road users

2.5 Liaison with Transport for London to assess the potential to expand the shared bikes scheme

Expanding this scheme into areas around tube and bus stations could provide an effective transport means by which residents could travel between transport interchanges in an affordable and time efficient way.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Allow cycling in Barnet to evolve on its own without support or coordination from the Council

This option is not recommended as cycling has many benefits for Barnet and is likely to form an important element of the Authority's forthcoming Transport Strategy. With several cycling groups in operation in the borough, a degree of Council support, promotion and coordination is necessary in order to offer the best possible service to Barnet residents.

3.2 Make cycling the most prominent feature of the forthcoming Transport Strategy

Cycling has a great deal to offer Barnet as an effective transport mode. As described above cycling is accessible, cost effective, promotes health and can contribute to an improvement in air quality. However, cycling comprises just one transport mode amongst other transport modes. For example electric vehicles, walking and public transport improvements will also form an important part of the long term strategy and also have a great deal to offer in terms of reducing congestion, improving accessibility to services and the

reduction of air pollution. Therefore it would not be appropriate to develop cycling exclusively and in preference to other transport modes.

4. POST DECISION IMPLEMENTATION

4.1 A cycling strategy will be developed as part of the overarching long term transport strategy. This strategy will be formulated by the Transport Strategy Elected Members Working Group and Transport Strategy steering group.

4.2 The development of a cycling strategy as part of the overall Transport Strategy could involve the following measures subject to committee's views and approval:

- Consultation and research regarding demand for improved routes and facilities and potential for increased cycling. There is currently a lack of comprehensive data about who cycles in Barnet and for what purpose and so conducting research to obtain this data is very much a necessary first step.
- Delivery of a high quality network of quiet road and off-road routes building on the existing provision, the proposed Mayoral Quietway Routes and provision being made in and to the more major development areas.
- Comprehensive engagement with Borough cycling groups as part of the overall Transport Strategy's Steering Board Group. A range of organisations have a significant interest in Cycling in Barnet. This includes internal and external departments and organisations with parallel or overlapping objectives including:

- Transport for London
- Roads and Transport Police
- Barnet Partnership for School Sport
- Barnet Homes
- Public Health Service
- Leisure, Parks, Air Quality, Transport, Highways, Planning departments
- Sustrans
- London Cycle Campaign
- Barnet Cyclists (local LCC group)
- Adjacent boroughs and borough partnerships
- Borough schools

4.3 The following immediate actions can also be progressed as part of existing cycling initiatives that are already in place:

- Provision of improved cycle parking at transport hubs and major town centre locations including covered longer term parking.

- Continued offer of cycle training and information to maximise opportunities to cycle.
- Engagement with residents and awareness raising of cycle infrastructure. Geovey mapping software is going to be utilised to enable those who are interested in cycling in the borough to engage with the Council and help us determine where the new cycle infrastructure would be of greatest benefit.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Developing the cycling in Barnet will help promote the Council's Core Values of:

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

5.1.1 Developing cycling in Barnet will benefit the Health and Wellbeing Strategy In Barnet as cycling is seen as a key form of affordable exercise that improves health. Cycling can also provide affordable access to healthcare as well.

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

5.2.1 The cycling strategy will be part of the overall transport strategy which is expected to cost circa £90,000. Funding for this is available from the Council's Transformation Programme. Future implementation costs for the strategy will be met by annual Transport for London Local Improvement Plan funding allocations.

5.2.2 Cycle infrastructure and cycling activities in the last few years have been funded mainly through a combination of the borough's annual LIP allocations from Transport for London and funding from a dedicated TfL Boroughs Cycling Programme. Provided below is a summary of 2015/16 and 2016/17

allocations – along with provisional allocations for 2017/18. Other funding has also been provided from the London Mayor’s Air Quality fund where cycling has supported Air Quality projects and from Barnet Partnership for School Sports (BPSS) for cycle training.

	15/16 allocation K			16/17 allocation K			17/18 allocation K **		
Cycle training	LIP	100	165	LIP	100	167	LIP	170	170
	BCP	65		BCP	67		BCP	0	
Cycling Infrastructure	LIP	217	324	LIP	420	527	LIP	120	120
	BCP	107		BCP	107		BCP	0	
Other cycle support	LIP	46	71	LIP	59	84	LIP	60	60
	BCP	25		BCP	25		BCP	0	
Cycle Routes							LIP	150	150
TOTAL			560			778			500
** 17/18 Allocation provisional, subject to Environment Committee and TfL approval									
LIP = Local Implementation Plan									
BCP = Borough Cycling Programme									

It can be seen that provisionally LIP funding has been identified for 2017/18 to maintain current activities at close to current levels, but with reduced cycling infrastructure funding.

5.3 Social Value

5.3.1 Developing cycling in Barnet will provide a greater level of access to travel modes across the borough and in doing so will increase social inclusion as those lower incomes will have greater access to less expensive travel modes, enabling them to have greater access to services and the opportunity provided by education and employment.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004, places a legal duty on the Local Authority to manage the network in the most effective way possible:

It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their obligations, policies and objectives, the following objectives-

- a. securing the expeditious movement of traffic on the authority's road network; and
- b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing— the more

efficient use of their road network; or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

The Transport Strategy and Cycling Strategy will assist the borough with the successful execution of its Network Management duties as outlined above.

- 5.4.2 The Council's constitution, Annex A to Responsibility for Functions - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards outlines the Environment Committee's responsibilities in Transport and traffic management including agreement of London Transport Strategy-Local Implementation Planning. Annex A also outlines the Environment Committee's remit to approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources.

5.5 Risk Management

- 5.5.1 A full risk analysis will be performed for the Transport Strategy after the project team is mobilised. Identified risks will be managed in accordance with the Corporate Risk Management Framework.

5.6 Equalities and Diversity

- 5.6.1 The Public Sector Equalities Duty under section 149(1) of the Equalities Act 2010, requires the Authority, in the exercise of its functions to, have regard to the need to advance equality of opportunity between persons, who share relevant protected characteristics and persons who do not share them.

- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is disproportionately low.

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

- 5.6.4 The development of cycling in Barnet will be taken forward with the nine protected characteristic outlined above very much in mind. The strategy will be developed with residents and businesses to promote accessibility and inclusion and will aim to meet the needs of the diverse communities of Barnet.

5.7 Consultation and Engagement

- 5.7.1 There will be two stages to public consultation. The first will engage key institutional stakeholders concerned with mobility within the borough. This will

inform and be followed by a full public consultation and ideas workshops to formally present the proposed strategy and its delivery.

5.7.2 A further form of consultation will be delivered online using Geovey software, which will enable residents to inform the Council where they want cycling infrastructure to be placed.

5.8 **Insight**

5.8.1 Work will be performed to ascertain where data already exists to inform the expansion of cycling in the borough, to inform the strategy and what additional data gathering will need to be commissioned in order to adequately identify trends and cater for the borough's needs.

BACKGROUND PAPERS

1. Potentially cycleable trips in London and propensity to cycle.
2. Types of Cycle Parking
3. Existing cycling activities in Barnet

Dockless Bike cycle parking locations (100 bikes)

TW3 Staff Sites

Copthall/Saracens/Allianz Park – 5 bikes
Arnos Grove (Enfield)
Southgate (Enfield)
Barnet House – 5 bikes
New office location –Colindale 5 bikes
NLBP – 10 bikes
Middlesex University Hendon Campus – 10 bikes (to serve campus's also)
Ivy halls, 100-102 Cricklewood Ln, NW2 2DQ
Platt halls, Chancellor Pl, Colindale, NW9 5LJ

Station Locations (July 2015 survey)

Station Name	Number of CP Locations	Number of parking spaces	Number of CP spaces occupied	% used without the additional spaces added in 16/17	% used with fly parking	Dockless bike spaces on Sheffield stands
Brent Cross	1	4	2	50%	100%	1 if TfL allows
Cricklewood Rail	1	7	1	33%	67%	5 further along opp Elm Grove no stands here at present
East Finchley	3	38	22	79%	107%	5 o/s Hospitality House, station side
Golders Green	3	28	6	75%	100%	5 o/s HSBC Finchley Road
Hendon Rail	1	15	1	7%	7%	5 if Network Rail allow as it's their land
Hendon Central	1	12	11	92%	108%	3 opposite station o/s Domino's (not new ones)
Burnt Oak	1	4	3	75%	100%	New car park cycle stands to go in (Barnet car park) 5 not installed by CO
Colindale	1	24	0	0%	29%	5 at side of tube station
Finchley Central	1	20	8	40%	55%	No space at station but 3 o/s Cooper House, Regents Park Rd, by Arcadia Avenue
Mill Hill Broadway Rail	1	56	23	41%	41%	Network Rail land, if they say OK then 5
Mill Hill East	1	8	4	50%	50%	TfL land if they agree 2
New Southgate Rail	1	10	2	20%	20%	Network Rail land if say yes 5
Oakleigh Park Rail	1	4	0	0%	0%	Network Rail land if say yes 2
Totteridge & Whetstone	1	15	8	80%	80%	5 opposite the station by the bridge
West	1	12	4	33%	33%	2 outside the station entrance

Finchley						
Woodside Park	2	18	11	61%	72%	2 (if TfL allow) outside the station, Woodside park rd side,
Edgware	1	14	6	43%	79%	2 (if TfL allow as on station land) or 3 bikes at cycle parking location 16 on Station Rd by Poundland
High Barnet	1	20	5	25%	25%	3 if TfL allow, although sometimes full
New Barnet Rail	2	18	6	33%	33%	2 outside station entrance

Total at station 68 bicycles

Presentation to



urbo.

Let's talk about dockless bike sharing...

01 What is it?

02 The Challenges
& Urbo's Solutions

03 The Benefits

01 What is it?

- Conventional docked systems:

Technology is in the stations

- New dockless system:

Technology is in the bikes

- No need for capital intensive stations

So, how much does it cost?



How it works

01 DOWNLOAD THE APP & FIND THE BIKE



02 UNLOCK THE BIKE



03 PARK & LOCK THE BIKE



02 The Challenges & Urbo's Solutions

PARKING

- GPS location tracking
- User Credit System
- Designated Parking
- Wardens
- Geo-fencing

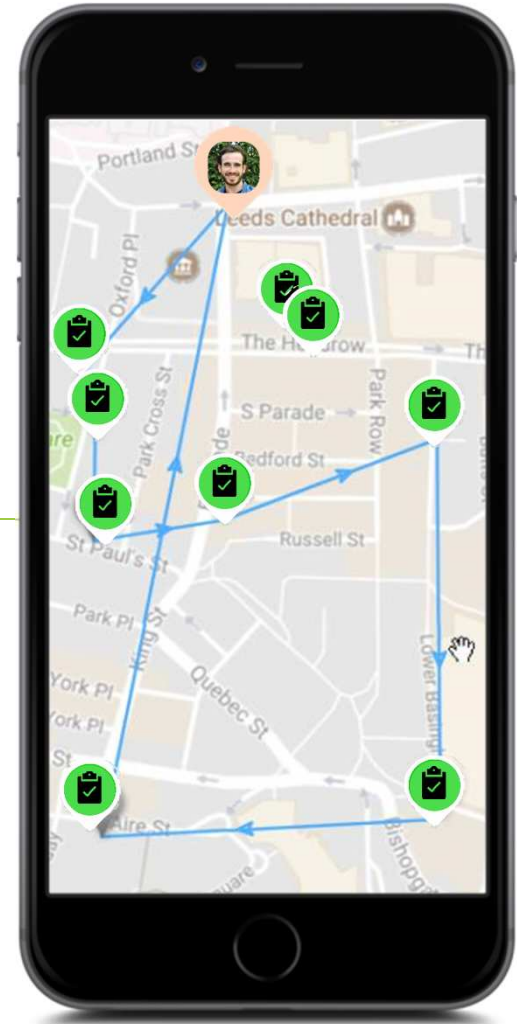
THEFT

- GPS location tracking
- Tamper proof parts
- No commercial value
- Smart Alarm

SAFETY

- The world's leading dockless bike (Bike Plus and PEBSS)
- Maintenance
- Public safety campaign
- Awareness increase

Customer service integration

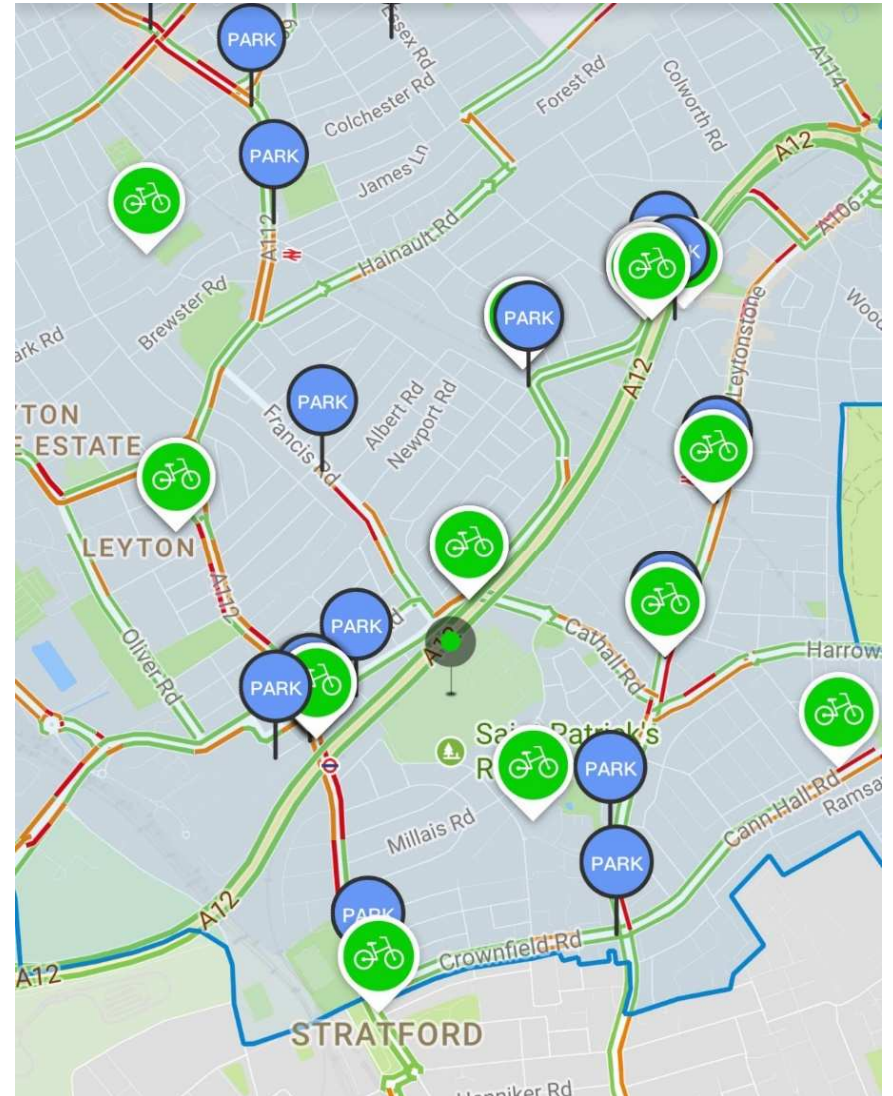


Aligned with local infrastructure



In deployment, designated parking areas will be assigned for dockless parking.

Touristic areas, universities, public transport.



03 The Benefits

Data

Extends the range of the current transport network by connecting infrastructure

Improves the liveability, accessibility and commerce of your city

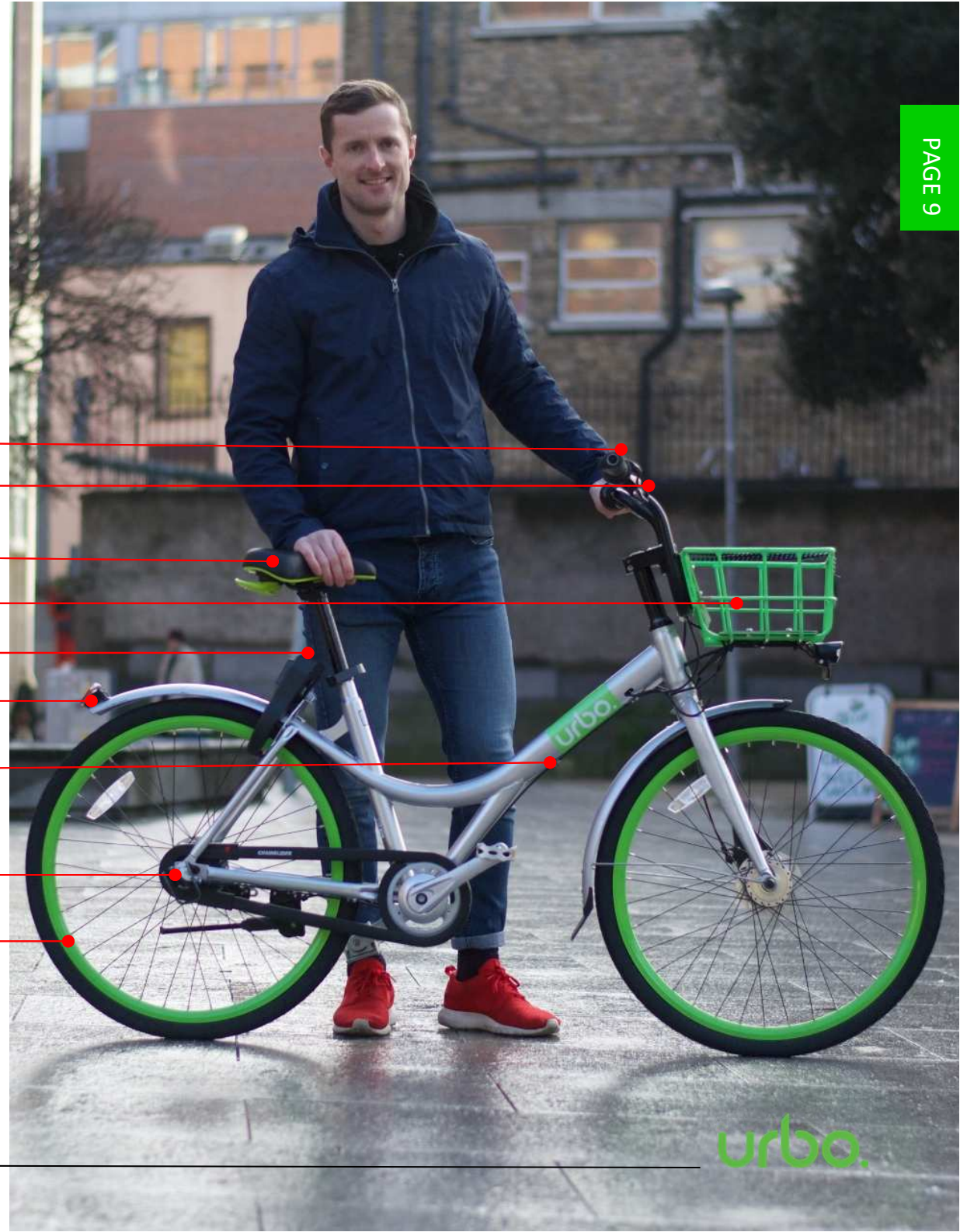
Reduces congestion

Health



The Bike

- 3-speed Gears by Shimano (inner hub)
- Scandinavian Handgrips
- Carrier Basket
- Urbo's BCG Saddle
- Dutch Dynamo Lights (rear and front)
- Urbo's Brain
- Urbo's ETD Frame
- Internal drum brakes (rear and front)
- Solid Inner Tube Tyres



Urbo U.K.



Urbo Operations



Why Urbo?

	Urbo	International Competitors
Transport Company	Yes	?
Proximity to Management	In the UK	Out of UK
Data Stored in UK	Yes	?
Experience	London	>10 Countries
European Bikes	Yes	?
GPS on Bikes	Yes	?
Tailored Solution	Yes	?
Bike Plus and PEBSS Accreditation	Yes	?
Public Safety Campaign	Yes	?
Real Time Customer Service	Yes	?
Customised Data Dashboard	Yes	?
Local Customer Care Team	Yes	?

04 Potential next step

Both Barnet Borough Council and Urbo are striving to encourage people to cycle more.

“ ... making cycling and walking more attractive for leisure, health and short trips and contain a target to increase cycling in the borough significantly”
Cycling in Barnet, Barnet Environment Committee 2016

To aid this plan, would you consider partnering with Urbo to launch a pilot dockless bike sharing scheme of 500 bicycles in Summer 2018, starting with 50 bikes in April 2018?



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THE IRISH TIMES

CHINADAILY 中国日报网
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IPSWICH STAR

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transportimes

TimeOut

	<h2>Environment Committee</h2> <h3>5 June 2018</h3>
<p>Title</p>	<p>2017/18 Annual Parking 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>Enclosures</p>	<p>Appendix A: 2017/18 Annual Parking Report</p>
<p>Officer Contact Details</p>	<p>Phineas Skipper, Parking Enforcement Operations Manager Phineas.skipper@barnet.gov.uk 020 8359 4071</p> <p>Jamie Cooke, Strategic Lead Effective Borough Travel Jamie.Cooke@Barnet.gov.uk 0208 359 2275</p>

Summary

The 2017/18 Annual Parking Report has been developed to inform Members of the Council, residents and business' of the parking activity which has taken place over the financial year, 1st April 2017 to 31st March 2018, including information about our services, policies and future initiatives for the Parking service.

The report includes information on the services in place to support Barnet residents; including Blue Badges, Designated Disabled Bays, Taxi Cards and Freedom Passes. The report also contains information on work we have undertaken with the community, as well as information and statistics on enforcement and details of technology based initiatives which have been implemented including using CCTV to monitor roads and enforce Moving Traffic Contraventions and the publishing of interactive parking data on the Open Barnet portal.

Guidance issued by the Secretary of State pursuant to s.87 of The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should produce an Annual Report about their enforcement activities covering financial and statistical data.

This information also needs to be published annually on the Council's website (or provide a link to a place on their website to this data if published elsewhere) in accordance with Part

2 of the Local Government Transparency Code 2015.

Therefore, following approval the 2017/18 Annual Parking Report will be published on the council's website.

Recommendations

- 1. That Environment Committee approves the 2017/18 Annual Parking Report as illustrated in Appendix A**
- 2. That Environment Committee note that once the 2017/18 Annual Parking Report has been designed it will be published on the Council's website**

1. WHY THIS REPORT IS NEEDED

- 1.1 Barnet is the largest borough in London in terms of its population and with a number of major roads, underground stations and train stations within the borough it is a major route for London commuters, adding significantly to our residential traffic. The parking service is a vital service for the Borough enabling the safe and effective management of Barnet's road space and off street parking resource.
- 1.2 The guidance issued by the Secretary of State pursuant to s.87 of The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should produce an Annual Report about their enforcement activities covering financial and statistical data.
- 1.3 The council is a Civil Enforcement Authority under the Traffic Management Act 2004 and is therefore required to produce an annual report. Additionally, the Council is taking steps to increase transparency and the level of data available to residents and businesses. Thus, the 2017/18 Annual Parking Report has been produced.
- 1.4 The 2017/18 Annual Parking Report can be seen in Appendix A.
- 1.5 Once the content of the 2017/18 Annual Parking Report has been agreed the report shall be designed into a user friendly document before being published on the Council's website.
- 1.6 The report has been developed to inform Members of the Council, residents and businesses of the parking activity which have taken place over the financial year, 1st April 2017 to 31st March 2018, including information about our services, policies and finances as well as future initiatives for the Parking service.

2. REASONS FOR RECOMMENDATIONS

- 2.1 It is recommended that Environment Committee approves the 2017/18 Annual Parking Report. This will provide data and information to members, residents and business' on the parking activity within the last financial year (in line with The Traffic Management Act 2004), and enable the report to be published on the council website.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Committee could choose to not approve and publish the 2017/18 Annual Parking Report, however as an annual report is required pursuant to s.87 of the Traffic Management Act 2004 and the report contains information that the Council is required to publish under Part 2 of the Local Government Transparency Code 2015, it is advised that this option is not considered.

4. POST DECISION IMPLEMENTATION

- 4.1 If the recommendation is approved, the 2017/18 Annual Parking Report will be designed into a user friendly document and then be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan 2015 – 2020 states in its strategic objectives that it will work with partners to create the right environment to promote responsible growth, development and success across the borough. We want to ensure that the borough continues to be a place where people aspire to live.

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

- 5.2.1 The draft 2017/18 financial account has been published however as the account is draft the information has not been used in this report. Links to the Open Barnet portal have been referenced for when the final financial account is published. Authorisation for spend and reporting of spend will have been undertaken in line with the council budget monitoring and reporting process.

- 5.2.2 Resources for future initiatives or projects noted in the Annual Parking Report will follow the council processes and as necessary will be reported at a later date.

5.3 Social Value

- 5.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider

social, economic and environmental benefits. This report does not relate to the procurement of services contracts.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 and guidance issued under section 87 of the Act by the Secretary of State for Transport states that each local authority with Civil Parking Enforcement should produce an Annual Parking Report about their enforcement activities.

5.4.2 The Annual Parking Report also contains information which the Council is required to publish annually on its website, (or provide a link to a place on their website to this data if published elsewhere), under the Local Government Transparency Code 2015.

5.5 The Council's Constitution gives the Environment Committee specific responsibilities for commissioning in relation to Streetscene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management, including agreement of London Transport Strategy.

5.6 Risk Management

5.6.1 There are no risks associated with the parking annual report. Risks for individual initiatives and actions will have been gathered, monitored and reported as part of the Council's risk management framework.

5.6.2 At this stage there are no risks which need to be raised or addressed for the future initiatives or projects noted in the Annual Parking Report. These initiatives will monitor and report any risks as necessary.

5.7 Equalities and Diversity

5.7.1 Section 149 of the 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

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

5.7.1 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is

disproportionately low.

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

5.7.3 The Annual Parking Report makes clear at section 3 that equality impacts are taken into account in parking services. At this stage there are no equality impacts which need to be raised or addressed. Individual initiatives or projects noted in the Annual Parking Report will assess any equality impacts as necessary.

5.8 Consultation and Engagement

5.8.1 There is no intention to undertake any consultation. However the report will be published on the Barnet council website.

5.9 Insight

5.9.1 No specific insight has been undertaken in order to inform the decision. Data and Statistics contained within the report have been sought from a number of existing reports or data sources.

6. BACKGROUND PAPERS

6.1 None

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Barnet Council Parking Services Annual Report 2017/18

Foreword

Introduction

Barnet is the largest Borough in London by population and is continuing to grow. The current population was estimated to have reached 389,400 by the end of 2017 and is projected to increase by another 19% by 2032.

Along with the residential traffic generated from a large population, Barnet is also a major route for London commuters with the M1, A1, M25 and A406 all bringing significant road traffic to the Borough. The thirteen Underground and five Railway stations attract commuter parking and these pressures create conflicting demands along the Borough's 750km of carriageways and footways.

The London Borough of Barnet's Parking Policy sets out our aims to help balance these demands while ensuring that the Borough is an attractive and safe environment for pedestrians, cyclists and other road users. Our specific aims include to:

- Keep traffic moving
- Make roads safer
- Reduce air pollution
- Ensure as much as possible that there are adequate parking places available on the High Street and
- That residents have the opportunity to park close to their homes.

This annual report looks back over the last financial year and provides an update on the activities carried out by the Parking Service in 2017/18. The report includes data and information relating to on-street enforcement with a year by year comparison where available.

The report will also highlight the work carried out to ensure that Barnet is providing a high quality, fair, transparent and value for money service and looks forward to the year ahead and the main challenges and opportunities that the Service will face.

The Corporate Plan 2015-2020 and Parking Services

We believe that the Parking Service can make a significant contribution to making Barnet a desirable place to live and work for our residents, businesses and visitors. The London Borough of Barnet has a statutory duty to manage its road network through the provision of a parking enforcement service but we strive to ensure that our enforcement plan, policies and strategies not only satisfy this statutory duty but also contribute to the Council's wider vision and policy objectives.

The Corporate Plan 2015-2020 was published in April 2015 and identified four strategic objectives to ensure that the council, working with local, regional and national partners, will ensure that Barnet is a place:

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

In 2016/17 the Environment Committee issued an addendum to the plan; below are the specific targets that were included for Parking Services and the progress that we have made so far in delivering them:

- Implement a Parking Database with improved customer experience with online permit and PCN transactions

Residents can now register for MyAccount through the Council website where you can –

- Apply for and renew your resident parking permit
- Apply for a freedom pass
- Purchase visitor parking vouchers
- Request a controlled parking zone suspension
- Get the latest information on changes to parking restrictions and current traffic enforcements

Members of the public can also view our Traffic Management Orders online and easily find information about our on-street parking restrictions through our interactive map based schedules.

Motorists who have received a PCN can view the details, and any photographic evidence taken by the Civil Enforcement Officer, through our online portal. For CCTV captured contraventions, they may view the footage recorded. Once they have reviewed the evidence the portal can be used to either make payment or submit a challenge.

- Introduce CCTV enforcement in key locations outside of schools and junctions to keep traffic moving and vulnerable road users safe

We now enforce a variety of Moving Traffic contraventions across the borough including banned turns, box junctions and no entry restrictions to improve road safety and ease congestion by encouraging compliance.

CCTV cameras have been put in place in key locations to monitor school keep clear zigzag markings to ensure the safety of children traveling to and from school.

- Introduce Transparent parking information including details of the number of penalty notices issued in which locations

As part of our commitment to transparency, we have created interactive dashboards which include PCN information and provide detailed information on parking enforcement in the Borough. The information can be used by residents and the wider community and also provides answers to many frequently asked Freedom of Information (FOI) requests.

The dashboard reports and raw data can be found on [Open Barnet](#).

Customer Satisfaction

One of the Council's additional priorities is to deliver transport improvements and we are pleased to report that the percentage of residents who are satisfied with parking services has risen from 24% in autumn 2016 to 31% in autumn 2017.

Enforcement

The objective of Civil Parking Enforcement in Barnet is to continually improve compliance and minimise the requirement for issuing Penalty Charge Notices. To achieve this goal it is important that the enforcement regime is a high quality service that is effective and fair, but also robust and supportive of the Council's and the Mayor for London's transport strategies.

Civil Enforcement Officers (CEOs) patrol throughout the Borough, dealing with parking contraventions in relation to, but not limited to the following:

- on-street parking places
- car parks
- yellow lines
- bus stops
- taxi ranks
- commercial vehicles
- loading restrictions
- suspended parking bays
- footways and verges
- double parking
- obstruction of lowered kerbs
- school keep clear restrictions
- disabled parking bays
- pedestrian crossings and zigzag markings.

Schools Enforcement and Safety

Parking outside and in the general vicinity of schools is a challenging issue at many locations across the borough which can result in tension between residents and parents. While we continually seek to find the right balance between supporting residents and parents dropping off and picking up our priority at all times remains the safety of the school children.

We use CCTV cameras to monitor school keep clear markings and will issue a PCN to any vehicle seen stopped for even a short time in these locations. Our Civil Enforcement Officers regularly patrol the streets around the boroughs schools to provide a visible deterrent to inconsiderate and illegal parking.

Alongside parking enforcement the Road Safety team undertake work with the schools directly to encourage parents to park responsibly and educate drivers about the pollution generated by idling vehicles and the impact on children's health.

Controlled Parking Zones (CPZs)

A CPZ is an area wide parking scheme made up of waiting restrictions (yellow lines) and resident permit parking places (bays). We use CPZs to ensure suitable parking is available for local residents during the restricted periods and to ease congestion by deterring inconsiderate and inappropriate parking. CPZ restrictions also serve to discourage commuters from driving into residential areas.

CPZs have typically been introduced in residential areas around shopping centres and major transport hubs such as underground stations where commuter parking has developed. The timing of CPZs varies, sometimes limited to an hour a day around transport hubs to discourage commuter parking, but operating for most of the working day close to shopping areas to help ensure that residents can park close to their homes.

We haven't introduced any new CPZs in the last financial year but there have been some changes made to our existing CPZs which are outlined below.

- Change of CPZ designation (Zone code) – Manns Road/Garden City HA8 (Edgware CPZ) **December 2017**
- Change of CPZ hours – Temple Fortune TF CPZ (Hampstead Way, Asmunds Place, Leaside Crescent, Saffron Close NW11) **November 2017**
- Extension of CPZ – Totteridge & Whetstone Station TW CPZ (Ridgeview Road and Charnwood Avenue N20) **May 2017**
- Extension of CPZ – Garden Suburb GS CPZ (South Square and Heathgate NW11) **May 2017**

If you would like more information about CPZs or would like a CPZ in your area please contact the Parking Design Team on the contact details below.

Design Team (Parking) Traffic and Development Section Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555

CPZ Permits

We offer a range of permit products to serve the differing needs of customers across the Borough. These include Resident & Visitor permits, Business permits, essential service vouchers and carers permits. Parking permits can be obtained online, via My Account, and we are continually reviewing our products to ensure that they continue to meet the needs of our customers and that the application process is both simple and accessible to everyone.

In 2017/18, 18,250 resident permits were issued. Residents who live in a CPZ can purchase visitor vouchers, to allow guests and visitors to park in a 'resident permit holders only' or 'permit holder only' parking place during the controlled hours. Visitor vouchers can be purchased online or by contacting us. The full-day visitor vouchers cost £1.15 each.

Parking Permits Address: London Borough of Barnet Parking Permits, PO Box 49065 London N11 1UZ Tel: 020 8359 7446

Air Quality and Emission Based Permits

Currently London has the worst quality air in the UK. We are determined to ensure everyone can live in a healthy, clean and attractive environment and improving the quality of air we breathe is key to achieving this. There is a strong correlation between less affluent areas experiencing poorer air quality which reinforces the importance of meeting the Council's corporate objectives; to ensure that Barnet is an area of opportunity, where people can further their quality of life and responsibility is shared, fairly.

Air pollution is associated with a number of adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions.

In support of the Council's Air Quality Action Plan aim to incentivise a transport mode shift to walking, cycling and ultra-low emission vehicles we operate an emission-based permit scheme. The tariffs applicable from May 2018 are shown in the table below and there is a supplementary charge of £10 for diesel vehicles which are a major source of particulate matter.

We will continue to monitor the ongoing effectiveness of the tariff pricing structure to ensure that it is helping us to achieve our goal of reducing vehicle generated pollution across the Borough.

Permit Prices from May 2018

Parking Permit Category and Vehicle Emissions	1 st Vehicle Annual Permit Price
Green Emissions less than 110 g/km CO ₂	£15
Lower Band (bottom tier) Emissions 111 – 130 g/km CO ₂	£50.00
Lower Band (top tier) Emissions 131 – 150 g/km CO ₂	£55.00
Middle Band Emissions 151 - 200 g/km CO ₂	£65.00
Higher Band Emissions Emissions greater than 201 g/km CO ₂	£115.00

Additional vehicles – A surcharge of £15 is added to the permit price when purchasing a second, third and fourth resident parking permit.

Penalty Charge Notice (PCN)

A Penalty Charge Notice (PCN) can be issued when a vehicle is observed parking in contravention of the parking restrictions that are in force for a particular location. Civil Enforcement Officers are not given targets or incentives, they only issue PCNs to vehicles parked in contravention and our Contractor is measured on the number of incorrect PCNs issued.

We also issue PCNs to vehicles seen travelling in Bus Lanes and for Moving Traffic offences.

In 2017/18 we issued 241,350 PCNs in total.

Enforcement Statistics		
	2016/17	2017/18
Higher differential level parking PCNs under the TMA 2004	111,898	102,095
Lower differential level parking PCNs under the TMA 2004	39,469	46,046
Total parking PCNs issued under the TMA 2004	151,367	148,141
Bus lane PCNs issued under the LLAA 1996	6,368	6,631
Moving Traffic PCNs issued under the LLA & TfL Act 2003	56,026	86,578
Total PCNs	213,761	241,350

Penalty Charge

The amount payable for a PCN is set by London Councils and ratified by the Mayor of London and secretary of state. The current charges are set out below and there is a 50 per cent discount if you pay the charge within 14 days from the date of service of the penalty charge notice.

Penalty charges are:

- £110 (discount rate £55) for higher rate penalties
- £60 (discount rate £30) for lower rate penalties, and
- £130 (discount rate £65) for bus lane and moving traffic contraventions

Challenges and Representations

There is a statutory appeals process that must be followed if the recipient of a PCN wants to challenge its issue. For on-street and Bus lane contraventions the motorist can challenge their PCN informally by submitting a challenge in writing. An appeals officer will review the case and write back to the motorist with their decision.

The motorist can also make formal representations on one or more of the statutory grounds that are set out on the Notice to Owner form issued 28 days after the PCN has been issued (or using the postal PCN in case of a Moving Traffic contravention). If these representations are rejected then the motorist has the opportunity to lodge an appeal with the Environment and Traffic Adjudicators.

The table below shows details on the number of PCNs paid and the number of informal challenges and representations received in the last financial year and the number of PCNs subsequently cancelled.

Penalty Charge Notice Challenges and Payments	Number of PCN Cases 2016/17	Number of PCN Cases 2017/18
Total PCNs paid	162,391	167,101
Total PCNs paid at the discount rate	117,828	140,573
Informal challenges received	49,571	49,151
PCNs cancelled following informal challenge	13,904	14,705
Formal representations received	36,613	43,323
PCNs cancelled following representations	4,275	6,027

Environment and Traffic Adjudicators

The London Tribunals consider appeals against penalties issued for parking, bus lane and moving traffic contraventions in London. The London Tribunals comprise individually appointed independent adjudicators and a small team of administrative staff who work on their behalf.

Adjudicators consider appeals in relation to Penalty Charge Notices (PCNs) issued by Barnet Council and other councils in London for parking and road traffic contraventions.

The number of 'appeals allowed' are those cases which are heard by an adjudicator where the case was ruled against the council. For the purpose of these statistics, this category also includes cases that Barnet has not contested and not just those found in the appellant's favour by the adjudicator. The number of 'appeals refused' relates to those cases which are heard by an adjudicator where they found against the appellant.

Year	Total Appeals Lodged	Appeals Allowed	Appeals Refused	The Authority did not contest (DNC)	Percentage of PCNs Issued Challenged at Appeal
2017/18*	2,753	912 (33.6%)	1,027 (37.9%)	772 (28.5%)	1.14%
2016/17	2,355	846 (34.1%)	1,137 (45.9%)	496 (20.0%)	1.10%
2015/16	1,574	592 (39.1%)	755 (49.8%)	168 (11.1%)	1.06%
2014/15	2,011	914 (37.7%)	946 (39%)	565 (23.3%)	1.31%

*this denotes the figures as recorded by London Borough of Barnet at the time of writing and may differ slightly from the figures released by London Councils.

Financial Information

Special Parking Account

The Special Parking Account provides a breakdown of income and expenditure on the council's parking account. The Special Parking Account is published each financial year on [Barnet's Open Data Portal](#).

The table below shows these figures on the authority's parking account for 2016/17. The breakdown of income includes details of revenue collected from on-street parking, off-street parking and Penalty Charge Notices. Also shown is a breakdown of how the authority has spent a surplus on its parking account.

(Note: At present the 2017/18 Special Parking Account has not yet been published)

1. SPA Accounts		Actual £'000	
Income			
Penalty Charge Notices		(10511)	11352 Special Parking Account
Residents Permits		(1989)	11352 Special Parking Account
Pay & Display		(3510)	11352 Special Parking Account
CCTV Bus lanes		(390)	11352 Special Parking Account
	Total Income	(16400)	
Expenditure			
11352 Special Parking Account		6991	
	Operating Expenditure	6991	11352 Special Parking Account
Net Operating Surplus		(9409)	
Appropriation to General Fund		9409	<i>Usage identified below</i>
2.2016-2017 Identified Usage		Actual £'000	
Roads/footways programme - qualifying spend		84	10635 - Road Structural Planned 10890- Road Structural
Highways Maintenance		1641	Responsive
Concessionary Fares		15552	10016 - Levies
SEN Transport		3619	10829 - In Borough Special School Transport
	Total Qualifying Expenditure	20896	

Section 106 contributions

Section 106 (S106) Agreements are legal agreements between Local Authorities and developers; these are linked to planning permissions and can also be known as planning obligations. Section 106 agreements are drafted when it is considered that a development will have significant impacts on the local area that cannot be moderated by means of conditions attached to a planning decision. A planning obligation will aim to balance the pressure created by the new development with improvements to the surrounding area ensuring that where possible the development would make a positive contribution to the local area and community.

The developer provides S106 monies which we will spend on the local area and community.

In 2017/18 the S106 contribution of £16,675 of S106 was made available specifically for parking schemes in defined areas of the Borough. The money will be spent on waiting restrictions, residents parking and permit exemptions.

Transport and mobility support for Barnet Residents

There are a number of facilities provided by the Council to support our residents in getting around, including Blue Badges, Taxi Cards and Freedom Passes. All of these services have eligibility criteria and information on each of these services is detailed below.

The funding for these and other transport related support services is provided from the Council's parking account. Any surplus revenue raised from enforcement is ring fenced and can only be spent on certain areas set out in the Road Traffic Regulation Act 1984 which includes the provision of public passenger transport services.

Freedom Passes

The Freedom Pass is a concessionary travel scheme funded by local authorities and run by London Councils who serve as a co-ordinating body for London Boroughs. Freedom passes are available to people who are eligible for the state pension as well as individuals with disabilities that meet criteria set by London Councils and the Department for Transport (DfT). London Councils administer passes for older people across London, whilst Local Authorities administer passes for people with disabilities within their particular Borough. Freedom passes are valid for a period of five years.

Freedom passes allow free travel on most public transport in London 24 hours a day (after 9.30am on most National Rail services within the London area), including all day at weekends and on public holidays. This pass may also be used to travel on local bus services in the rest of England under the terms of the Concessionary Bus Travel Act 2007.

For more information and detail on the support available, please look at our [website](#) or contact the Assisted Travel team who can support with Blue Badges and Freedom Passes.

Assisted Travel Team Tel: 020 8359 4131 Email: Assisted.travel@barnet.gov.uk

Freedom Pass Improvements

We are always keen to improve our services. Following feedback from some users, we have implemented improvements to our Freedom Pass issuing process including:

- Templates and guidance notes have been created which are user friendly and drafted in plain English.
- A new application form was implemented in November 2017 and both paper and online versions have been made available.
- Our internal processes have been rewritten and all staff have received retraining where required.
- Our website has been updated to provide better information for residents.

Blue Badge Parking Permits

This is a national scheme whereby a Blue Badge can be used to help disabled people, who may have difficulties using public transport, park close to their destination.

The Blue Badge can be used on any vehicle in which the holder is travelling. The holder, who must be present, does not have to be the driver but the concession must be for the

benefit of the disabled person and not merely for the convenience of other people using the vehicle.

In 2017/18, 6,198 Blue Badges were issued to individuals and organisations as renewals and for new applications. The total number of badges on issue is currently 14,415 Blue Badges.

Blue Badges Issued: 01 March 2017 – 30 April 2018	
TOTAL BADGES ISSUED	6,198
Total Individual Badges Issued	6,104
Total Organisation Badges Issued	94
Total Blue Badges on issue (as of 01 May 2018)	
TOTAL BADGES ON ISSUE	14,415
Total Individual Badges On Issue	14,260
Total Organisation Badges On Issue	155

To apply for a Blue Badge please visit the [government website](#).

For more information and detail on the support available, please look at our [website](#) or contact the Assisted Travel team who can support with Blue Badges and Freedom Passes.

Assisted Travel Team Tel: 020 8359 4131 Email: Assisted.travel@barnet.gov.uk

Tackling Blue Badge Fraud

We recognise how important blue badges are for their holders and that misuse by others of these takes away an opportunity for genuine badge holders to park. Disabled Blue Badges must only be used by the named badge holder, or by a person who has dropped off or is collecting the badge holder from the place where the vehicle is parked. It is a criminal offence for anyone else to use a Blue Badge in any other circumstances. The nature of fraudulent use can include using the badge when the badge holder isn't present or is deceased and using a stolen badge.

In conjunction with the Parking service and our enforcement contractor the Council's anti-fraud team have had considerable success in identifying and prosecuting members of the public found misusing badges.

In 2017/18 and alongside Barnet Police we have conducted eight intelligence led pro-active 'street' exercises across the Borough.

- The first Operation spanned a half day and was carried out on 25th May 2017 in the Golders Green area. As a result of this exercise 7 cases were identified for further investigation. Out of these 1 was a forgery, 2 were cancelled and 4 were being misused. 6 badges were also seized during the day.
- The second Operation was carried out on 28th June 2017 in the Edgware and Mill Hill areas. As a result of this operation 13 cases were identified for further investigation. Out of these 1 was a cancelled badge and 12 were being misused. 5 badges were also seized during the day.

- The third Operation was carried out on 23rd August 2017 in the Finchley Area. 10 cases were identified as possible Fraud or Misuse and referred for further investigation. Out of these 2 badges were found to be lost or stolen, the remaining 8 cases were confirmed as being misused. 8 badges were seized also during this operation.
- The fourth Operation was carried out on 28th September 2017 in the High Barnet Area. 8 cases were identified as possible fraud or misuse and referred for further
- The fifth Operation was carried out on 24th October 2017 in the Hendon Area. 14 cases were identified as possible Fraud or Misuse and referred for further investigation. 8 badges were seized during this operation. 3 of these badges were found to be lost/stolen or cancelled; the remaining 11 cases were confirmed as being misuse.

Two Blue Badge Operations during Fraud Awareness Week 14th – 18th November 2017

- Operations six and seven took place during this week and resulted in 38 fraud cases being identified and 23 badges being seized.
- The eighth Operation was carried out on 6th March 2018 in the Hendon Area. 9 cases were identified as possible Fraud or Misuse and referred for further investigation. 1 of these badges was found to be counterfeit, 1 was an expired badge & the remaining 8 cases were confirmed as being misuse. 2 badges were also seized during this operation including the counterfeit badge.

In total there were 36 successful prosecutions for Blue Badge fraud in 2017/18 and 86 formal cautions were issued.

Suspected Blue Badge fraud should be reported to the council's Corporate Anti Fraud Team (CAFT) online [using this link](#) or via the contact details below:

CAFT

Address: North London Business Park (NLBP), Oakleigh Road South, London N11 1NP

Tel: 020 8359 2007

FAX: 0870 889 6808

London Taxicards

The London Taxicard scheme provides subsidised door to door journeys in licensed taxis and private hire vehicles for London residents who have serious mobility or visual impairments. It is funded by the London Boroughs and TfL and managed by London Councils on their behalf.

You are automatically eligible for a Taxicard if you:

- Receive the Higher Rate Mobility Component of the Disability Living Allowance
- Receive 8 points or more for the Moving Around Activity component of Personal Independence Payment
- Are registered severely sight impaired or blind (not partially sighted)
- Receive a War Pension Mobility Supplement
- Receive Higher Rate Attendance Allowance (only in Hackney, Sutton, Barnet, Redbridge, Newham, Islington and Westminster)

If you are not in one of the above categories you may still be eligible, but you may need to provide medical evidence or have a mobility assessment.

The Taxicard scheme is subsidised by the London Boroughs and the Mayor of London, which means residents pay considerably reduced fares. For most journeys residents will pay a flat fare; costs and subsidies can be found on the [London Councils website](#).

If you would like to apply for the scheme you need to request an application form from London Councils or complete the [online application form](#). If you require any further information on the scheme please contact London Councils on the details below.

London Councils
Address: Taxicard London Councils, 59½ Southwark St, London, SE1 0AL
Tel: 020 7934 9791
Fax: 020 7934 9591
Email: taxicard@londoncouncils.gov.uk

Car Parks

Within Barnet there are 24 council car parks across the Borough available for use by residents, businesses and the general public.

- 15 pay and display public car parks
- 3 permit holder only car parks
- 6 free car parks

For full details including opening times, disabled bays and current charges, [see our car parks directory](#).

Looking Forward

Our future parking policies will be influenced by the Government's Clean Growth Strategy which, as part of an aim to accelerate a shift to low carbon transport, plans to end the sale of new conventional petrol and diesel cars and vans by 2040 and support the take-up of ultra-low emission vehicles.

In London the impact of emissions is a major concern and pan-London plans covering the next 20 years were released in March 2018 which seek to prioritise health. Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people

Creating streets and street networks that encourage walking, cycling and public transport use helping reduce car dependency and the health problems it creates.

2. A good public transport experience

Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

3. New homes and jobs

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Floating Car Clubs

In early 2018 the Council publicly consulted on the introduction of floating car clubs in the Borough. Traditional car clubs have been successful in Barnet, offering a significant number of Barnet residents and businesses access to a car when they need one, without having to finance a personal vehicle themselves. However, one of the drawbacks of traditional car clubs is the need to return the vehicle to a specific bay which may not always be convenient or practical.

Unlike a traditional car club a floating car club allows users to hire from one point and leave the vehicle at another. The model does not rely on designated bays giving the user far more choice over where to leave the vehicle at the end of the hire period.

Feedback from the consultation revealed that almost three-quarters of respondents (71%) were in support of the introduction of floating car clubs in the Borough. The responses generally supported the outcomes proposed by floating car clubs, such as reducing car ownership, are likely to be achieved.

The Council now intend to proceed with the introduction of floating car clubs in 2018.

Investing in low emission vehicles

In November 2017 the Council added five new environmentally-friendly vehicles to its fleet as an innovative way to improve air quality across the Borough.

The vehicles will be available for business use, enabling staff to travel across the Borough to deliver council services. Residents will also be able to hire the vehicles with one available 24 hours a day and two vehicles available outside of business hours (6.30pm – 8.30am Monday to Friday and any time over the weekend).

This is currently a pilot scheme but if successful, the council will be rolling out a larger fleet of pool cars for staff as it continues to reduce its carbon footprint.

Residents interested in using the low-emission vehicles will need to sign up to [E-Car](#).

New Enforcement Contract

Our current contract with NSL Services comes to an end in October 2018 and over the last six months we have been undertaking a large procurement exercise to appoint a new provider under a five year contract.

The new contract has been drafted to place a greater focus on delivering efficient services that are easily accessible for our residents, businesses and visitors and to make use of emerging technologies to help achieve our aims and improve the service.

We will be utilising real time data to identify non-compliance 'hot spots' so we can concentrate resources on those areas of the Borough where there is a greater need for regular Civil Enforcement Officer attendance.

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Environment Committee

05 June 2018



Title	End of Year 2017/18 Commissioning Plan Performance Report
Report of	Councillor Cohen – Environment Committee Chairman
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Alaine Clarke, Head of Performance and Risk alaine.clarke@barnet.gov.uk

Summary

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

Officer Recommendation

- 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 End of Year (EOY) 2017/18 Performance Monitoring Report (Performance by Theme Committee).

PERFORMANCE BY THEME COMMITTEE (COMMISSIONING PLANS)

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

Budget outturn

Revenue							
Service	Original Budget £000	Revised Budget £000	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	9,443	8,718	(725)	(924)	(1,649)	(17.5)
Street Scene	12,881	13,794	14,203	409	(309)	100	0.7

1.3 The underspend of £1.649m for Parking and Infrastructure represents 17.5% of the total Delivery Unit budget (£9.443m) and is primarily due to an underspend on the North London Waste Authority (NLWA) levy and planning policy. Street lighting is also underspent due to lower than budgeted energy costs and there was an overachievement of income from off street parking and abandoned vehicles.

The overspend of £0.100m for the Street Scene service represents 0.7% of the total Delivery Unit budget (£13.794m). The service has a number of variances both favourable and adverse which broadly equal out to leave a residual variance of £0.100m overspend.

Capital						
Service	2017/18 Revised Budget £000	Additions/ (Deletions) £000	(Slippage)/ Accelerated Spend £000	2017/18 Outturn £000	Variance from Approved Budget £000	Variance from Approved Budget %
Parking and Infrastructure	2,247	(11)	(314)	1,922	(325)	(14.5)
Street Scene	3,293	(5)	(2,389)	899	(2,394)	(72.7)

1.4 The capital outturn for Parking and Infrastructure shows a variance from budget of £0.325m.

1.5 The capital outturn for Street Scene shows a variance from budget of £2.394m due to purchases of vehicles and equipment moving into 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 has been supported by a series of transformation projects, focused on a new service offer for street cleansing, increased income via commercial recycling services and in waste collection by a trial of time-banded collections, and environmental enforcement and education. A service-wide restructure took place to facilitate the rationalisation of staffing structures and service operations; and appointments were made to Assistant Director, Head of Service and Managerial posts.

The final planning for the new street cleansing model was completed, and the first of the new types of vehicles were rolled-out in January 2018. The seven orange glutton machines will be located in Barnet's town centres, with an additional machine targeting hotspot areas across the borough. The new machines are part of the council's £600k investment in new-generation equipment, which also includes new mechanical sweepers which have now arrived and are working throughout the Borough

The commercial waste service continued to expand with some larger contracts secured. The service is provided on the pre-payment of charges, which reflect the volume, type and frequency of the collection required. A variety of bin sizes (240, 360, 660 and 1100 litres) as well as a Pay-As-You-Go bag service are available. Sales of the bags have significantly increased in the last year.

- **Delivering highways improvements** – substantial volumes of work were completed for Year 3 (2017/18) of the Network Recovery Programme (NRP), including footway and carriageway re-surfacing at a cost of c.£7m. Year 4 (2018/19) of the NRP was approved by Environment Committee in March 2018 for £7.2m. The Proactive Patching programme covered 10,261 square metres (149 roads), repairing 872 potholes and surface defects at a cost of c.£350k before they worsened and presented a greater risk to Highway users.

In July 2017, Category 1 and 2 responsive repairs were transferred from the DLO to Conway Aecom. IT and resource issues impacted on performance throughout the year; of which some issues remain unresolved. The council is finalising an action plan with the contractor to ensure all known issues are captured and resolutions are agreed going forward.

The winter gritting service across highways and footways performed extremely well in challenging conditions. The harsh winter conditions resulted in a large number of potholes and areas of road surface degradation during the late winter period and additional resources have been deployed to deal with the backlog of reactive works. It is anticipated that these works will be completed by the end of July 2018.

- **Investing in parks and open spaces** – a Steering Group including representatives of the England and Wales Cricket Board, England Hockey, Football Association, Lawn Tennis Association, Rugby Football Union and Sport England was set up to monitor and review the delivery of recommendations in the Playing Pitch Strategy.

The outline Copthall Sports Hub and Mill Hill Open Spaces Masterplan was considered by Environment Committee in March 2018. Consultation will now commence and the

outcomes reported to Environment Committee later in 2018, along with the Outline Business Case for development and operation.

Consultants were appointed for the improvements works to Victoria Park, with work due for completion in July 2018. The tender exercise for development of outline masterplans and cost estimates for the Sports Hubs at West Hendon Recreation Ground and Barnet/King George V Playing Fields was completed and consultants appointed. The consultants' reports will be delivered in September 2018. The tendering of the masterplanning of the North West Green Belt sites were postponed until completion of the Green Belt Sites Review in September 2018. Work on the tender pack for the refurbishment of Montrose Playing Field and Silkstream Park, Colindale Park and Rushgrove Park is nearing completion.

Performance indicators

1.7 The EOY 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 (71%) have met the annual target; and most (71%) have improved or stayed the same since last year.

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

Theme Committee	Green	Green Amber	Red Amber	Red	Improved/Same	Worsened	Monitored only	No. indicators
Environment	71% (12)	6% (1)	0% (0)	23% (4)	71% (12)	29% (5)	0	17

1.8 Two Environment indicators in the Corporate Plan have not met the annual target; and three indicators (the latter) in the Environment Commissioning Plan have not met the annual target. Comments on performance for these indicators are provided below.

- **KPI 2.1-2.3 NM Highways defects made safe within agreed timescales (RAG rated RED)** – 81.6% against annual target of 100%. The work previously carried out by the DLO was transferred to Conway Aecom in July 2017. There have been ongoing IT and resource issues with the contractor and Re has initiated process improvements with Conway Aecom, which should contribute to improvements in future performance.
- **SS/S3 Percentage of household waste sent for reuse, recycling and composting (RAG rated RED)** – 36.1% against quarterly target of 41.9%. There has been a slight drop in performance from the same time last year (36.7%) due to a decrease in kerbside dry co-mingled tonnages and food waste tonnages. Performance is unlikely to improve without changes to services and/or supporting policies that promote diversion of waste from disposal.
- **SS/C1 Waste tonnage – residual per household (RAG rated GREEN AMBER)** – 152kg per household against quarterly target of 142.8kg. There has been a very small decrease in the tonnage collected per household compared to the same time last year, which is not significant. Performance is unlikely to improve without changes to services and/or supporting policies that promote diversion of waste from disposal.
- **SS/C2 Waste tonnage – recycling per household (RAG rated RED)** – 85.8kg per household was recycled against quarterly target of 103.25kg. There has been a small decrease in the tonnage recycled per household compared to the same time last year.

Performance is unlikely to improve without changes to services and/or supporting policies that promote diversion of waste from disposal.

- **TSLKPI02 Appropriate response to statutory deadlines in relation to the Licensing and Gambling Act (RAG rated GREEN AMBER)** – 99.9% against annual target of 100%. 1,107 out of 1,108 applications were responded to on time. This was a failure based on a technicality. One application was delayed in October 2017 due to the consultation not being sent out within the statutory timescales. However, the notification was sent with ample time to allow consultees to respond.

Corporate Plan Indicators									
Ref	Indicator	Polarity	Period Covered	2017/18 Annual Target	2017/18 EOY Result	2016/17 EOY Result	DOT Long Term (From EOY 2016/17)	Benchmarking	
CPI	SS/S1 (RPS – biannual)	Percentage of residents who are satisfied with parks and open spaces ¹	Bigger is Better	Autumn 2017	73%	77% (Autumn 2017) (G)	72% (Autumn 2016)	▲ Improving	No benchmark available
CPI	SS/S6 (RPS - biannual)	Percentage of residents who are satisfied with street cleaning ⁵⁹	Bigger is Better	Autumn 2017	60%	60% (Autumn 2017) (G)	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	Apr 2017 - Mar 2018	100%	81.6% (R)	99.9%	▼ Worsening	No benchmark available
CPI	CG/S11 (RPS - biannual)	Percentage of residents who are satisfied with road maintenance ⁵⁹	Bigger is Better	Autumn 2017	35%	42% (Autumn 2017) (G)	33% (Autumn 2016)	▲ Improving	National 39% (June 2017, LGA)
CPI	CG/S12 (RPS - biannual)	Percentage of residents who are satisfied with pavement maintenance ⁵⁹	Bigger is Better	Autumn 2017	35%	39% (Autumn 2017) (G)	34% (Autumn 2016)	▲ Improving	National 54% (June 2017 LGA)
CPI	PI/S3 (RPS - biannual)	Percentage of residents who are satisfied with parking services ⁵⁹	Bigger is Better	Autumn 2017	30%	31% (Autumn 2017) (G)	24% (Autumn 2016)	▲ Improving	No benchmark available

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.

Corporate Plan Indicators									
Ref	Indicator	Polarity	Period Covered	2017/18 Annual Target	2017/18 EOY Result	2016/17 EOY Result	DOT Long Term (From EOY 2016/17)	Benchmarking	
CPI	SS/S3	Percentage of household waste sent for reuse, recycling and composting	Bigger is Better	Oct 2017 - Dec 2017	42% (Q3 2017/18 Target 40.1%)	36.1% (Q3 2017/18) (R)	36.7% (Q3 2016/17)	▼ Worsening	Rank 7 (out of 25 London Boroughs) (Q1 2017/18, Wasteflow)
CPI	SS/S4 (RPS - Biannual)	Percentage of residents who are satisfied with refuse and recycling services ²	Bigger is Better	Autumn 2017	82%	79% (Autumn 2017) (G)	75% (Autumn 2016)	↔ Same	National 77% (June 2017, LGA)

Commissioning Plan Indicators									
Ref	Indicator	Polarity	Period Covered	2017/18 Annual Target	2017/18 EOY Result	2016/17 EOY Result	DOT Long Term (From EOY 2016/17)	Benchmarking	
SPI	PI/C6 (RPS)	Percentage of residents who are satisfied with street lighting	Bigger is Better	Spring 2017	73%	80% (G)	69% (Autumn 2016)	▲ Improving	No benchmark available
SPI	SS/C1	Waste tonnage – residual per household	Smaller is Better	Oct 2017 - Dec 2017	604kg HH (Q3 2017/18 Target 149kg HH)	152kg HH (Q3 2017/18) (R)	154kg HH (Q3 2016/17)	▲ Improving	Rank 21 (out of the 25 London Boroughs) (Q1 2017/18, Wasteflow)

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.

Commissioning Plan Indicators									
Ref		Indicator	Polarity	Period Covered	2017/18 Annual Target	2017/18 EOY Result	2016/17 EOY Result	DOT Long Term (From EOY 2016/17)	Benchmarking
SPI	SS/C2	Waste tonnage – recycling per household	Bigger is Better	Oct 2017 - Dec 2017	402kg HH (Q3 2017/18 Target 100kg HH)	86kg HH (Q3 2017/18) (R)	89kg HH (Q3 2016/17)	▼ Worsening	No benchmark available
SPI	EH01A	Compliance with Environmental Health Service Standards (Priority 2)	Bigger is Better	Apr 2017 - Mar 2018	95%	97.2% (G)	96.8%	▲ Improving	No benchmark available
SPI	EH01B	Compliance with Environmental Health Service Standards (Priority 1)	Bigger is Better	Apr 2017 - Mar 2018	100%	100% (G)	96.3%	▲ Improving	No benchmark available
SPI	EH02D	Food sampling inspections	Bigger is Better	Apr 2017 - Mar 2018	100%	107.6% (G)	142.9%	▼ Worsening	No benchmark available
SPI	TSL KPI02	Appropriate response to statutory deadlines in relation to the Licensing and Gambling Act	Bigger is Better	Apr 2017 - Mar 2018	100%	99.9% (GA)	100%	▼ Worsening	No benchmark available
SPI	KPI HCC01	Meeting religious burial needs	Bigger is Better	Apr 2017 - Mar 2018	95%	100% (G)	100%	↔ Same	No benchmark available

Commissioning Plan Indicators									
Ref		Indicator	Polarity	Period Covered	2017/18 Annual Target	2017/18 EOY Result	2016/17 EOY Result	DOT Long Term (From EOY 2016/17)	Benchmarking
SPI	HCC04	Charter for bereaved	Bigger is Better	Apr 2017 - Mar 2018	Gold	Gold (G)	Gold	↔ Same	No benchmark available

Risk management

1.9 Environment risks are held on the Environment risk register, which now incorporates Parking and Infrastructure risks. The Environment risk register includes 43 risks, which are being managed in line with the council's risk management framework. One is a high level risk with a residual risk score of 15 or above. This is being managed as 'treat'.

- PI014 - Winter Service (risk score 15 – increased from 12).** The council operates ten gritting routes. There is a risk that it may be unable to serve three of the eastern routes due to relocation of the service to Harrow, which has increased travelling times from the depot to the priority gritting routes. This risk has increased following the snow falls in December 2017. The agreement with Highways England for Barnet to use the Gateway Services site did not fully mitigate the risk due to access to the site being blocked. Mitigating actions focused on ensuring that decisions and deployment were carried out in a timely manner, including pre-loading vehicles and pacing them at the start of routes, ahead of deployment. Efforts have been made to relocate the Winter Gritting Service to a new site within Barnet, which will have good access to all priority routes.

2 REASONS FOR RECOMMENDATIONS

- 2.1 These recommendations are to provide the Committee with the necessary information to oversee the performance of the Commissioning Plan 2017/18 addendum. 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 annual overview of performance, including budget outturn for revenue and capital, progress on key activities, indicators that have not met the annual target and management of high level risks.

- 5.1.2 The EOY 2017/18 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 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	Date	Summary
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 ³ 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>

³ 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.

**London Borough of Barnet
Environment Committee Work Programme
June 2018 – June 2019**

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)
8th October 2018			
Business Planning 2019/20	Committee to approve MTFS savings for 2019/20.	Chair of the Environment Committee	Key
Public Highway Crossovers	Committee to comment on policies relating to footway crossings	Chair of the Environment Committee	Non-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	Chair of the Environment Committee	Non-key
Draft Local Implementation Plan (LIP 3)	Committee to discuss and approve the draft LIP 3 Plan for submission to TfL	Chair of the Environment Committee	Non-key
Air Quality – Annual Report	Committee to discuss the update on progress in delivering the air quality action plan	Chair of the Environment Committee	Non-key
Parks and Open Spaces Strategy and Playing Pitch Strategy Annual Report	Committee to consider and note progress on implementation of the strategies including the capital funded projects and tree planting scheme	Chair of the Environment Committee	Non-key
Provision of Bus Shelters and automatic toilets	Committee to consider the procurement of the bus shelter contract	Chair of the Environment Committee	Non-key
Festivals and Religious events	Committee to comment and agree policies in relation to waste collection and parking for festivals and religious events	Chair of the Environment Committee	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
12 December 2018			
Fees and Charges Report	Committee to consider and approve the proposed fees and charges.	Chair of the Environment Committee	Non-key
Tree Policy Annual Report	Committee to consider and note progress on implementation of the action plan.	Chair of the Environment Committee	Non-key
Quarterly performance report	For the Committee to consider quarterly performance information.	Chair of the Environment Committee	Non-key
Footway Damage – Phase 2 report	Committee to consider and comment on phase 2 of the Footway Damage project	Chair of the Environment Committee	Non-key
Quarterly performance report	For the Committee to consider quarterly performance information.	Chair of the Environment Committee	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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