

**MEETING**

**ENVIRONMENT AND CLIMATE CHANGE COMMITTEE**

**DATE AND TIME**

**TUESDAY 6TH SEPTEMBER, 2022**

**AT 7.00 PM**

**VENUE**

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

**TO: MEMBERS OF ENVIRONMENT AND CLIMATE CHANGE COMMITTEE (Quorum 3)**

Chair: Councillor Alan Schneiderman

Vice Chair: Councillor Geof Cooke

**Councillors**

Joshua Conway

Giulia Innocenti

Emma Whysall

Laithe Jajeh

Paul Lemon

Rohit Grover

Rishikesh Chakraborty

Simon Radford

David Longstaff

**Substitute Members**

Ernest Ambe

Claire Farrier

Alex Prager

Philip Cohen

Richard Cornelius

Lucy Wakeley

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday 1 September 2022 at 10AM. Requests must be submitted to Tracy Scollin Tel 020 83592315 [tracy.scollin@barnet.gov.uk](mailto:tracy.scollin@barnet.gov.uk)

**You are requested to attend the above meeting for which an agenda is attached.  
Andrew Charlwood – Head of Governance**

Governance Services contact: Tracy Scollin Tel 020 83592315

[tracy.scollin@barnet.gov.uk](mailto:tracy.scollin@barnet.gov.uk)

Media Relations Contact: Tristan Garrick 020 8359 2454 [Tristan.Garrick@Barnet.gov.uk](mailto:Tristan.Garrick@Barnet.gov.uk)

**ASSURANCE GROUP**

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## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 12
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items	
7.	Community Skip Service	13 - 36
8.	Quarter 1 Performance Report	37 - 48
9.	Review of the council's Adopted Domestic Vehicle Crossover Policy	49 - 64
10.	Highways Infrastructure Asset Management Plan	65 - 110
11.	Investing in Barnet's roads and pavements 2023/24	111 - 124
12.	Waste Management Reduction and Recycling Plan	125 - 140
13.	Sustainability Strategy Update	141 - 152
14.	Welsh Harp Draft Vision Report To follow	
15.	Environment and Climate Change related Fees and Charges 2023/24 To follow	
16.	Environment and Climate Change Forecast Financial Outturn at Month 4 (July 2022) To follow	

17.	Committee Forward Work Programme	153 - 160
18.	Any Other Items that the Chairman Decides are Urgent	

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## Decisions of the Environment and Climate Change Committee

9 June 2022

AGENDA ITEM 1

Members Present:-

Councillor Alan Schneiderman (Chair)

Councillor Geof Cooke (Vice-Chair)

Councillor Joshua Conway

Councillor Laithe Jajeh

Councillor Rishikesh Chakraborty

Councillor Giulia Innocenti

Councillor Paul Lemon

Councillor Simon Radford

Councillor Emma Whysall

Councillor Rohit Grover

Councillor David Longstaff

### 1. MINUTES OF THE PREVIOUS MEETING

The Chair welcomed all to the meeting of the new Environment and Climate Change Committee. He noted that further to a Declaration of Climate and Biodiversity Emergency at Annual Council in May 2022, the Committee would move to a new emphasis on climate change and sustainability, which would be added to its Terms of Reference. The Chair welcomed residents to the meeting, noting that the council is keen to improve engagement with residents.

Cllr Jajeh congratulated the Chair on his appointment as Chair of the Committee.

The previous minutes were noted by the Committee.

**RESOLVED that the minutes of the meeting held on 8<sup>th</sup> March 2022 be agreed as a correct record.**

### 2. ABSENCE OF MEMBERS

None.

### 3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND N PECUNIARY INTERESTS

None.

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

None.

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

The Chair noted that public questions had been received. These had been published prior to the meeting, together with responses from officers. The residents were not in attendance.

## 6. MEMBERS' ITEMS

A Member's Item was received from Cllr Simon Radford.

Cllr Radford presented his item on the decline of swifts which he said he is keen to try to reverse. He thanked Mr Scott Millar a Barnet resident who had written to him on this issue.

Cllr Radford added that this is one example of where sustainability and biodiversity can be placed at the heart of a range of council activities as part of its new Biodiversity Strategy. This might include the installation of swift boxes on council buildings, and might request that swift nesting bricks be added as part of planning proposals for new developments.

A Member noted that the Biodiversity Officer could advise on actions rather than the Committee being too prescriptive. He added that climate change impacts across the committees and he did not think that E&CCC would have powers to instruct planning officers.

Ms Cath Shaw, Deputy Chief Executive noted that Constitution and General Purposes Committee would review the Committee's Terms of Reference so further discussions would take place there. She added that there are 71 references to biodiversity in the current draft of the Local Plan, and swifts are cited as an example of a species requiring habitat enhancement as they are considered to be under threat.

A Member asked whether other local authorities had picked up this specific issue. The Chair responded that the decline in swifts is a matter of concern to the Royal Society for the Protection of Birds. Ms Wakeling, Executive Director, Adults and Health responded that she would arrange for further investigations into other authorities and would circulate this after the meeting.

**Action: Executive Director, Adults and Health**

The Chair moved to a vote to approve the recommendation that officers consider action to reverse the decline of swifts as part of its Biodiversity Strategy.

For (approval) - 11

**RESOLVED that the above recommendation was approved.**

## 7. SUSTAINABILITY STRATEGY UPDATE

Mr Stephen McDonald, Director of Growth, introduced the report, which recommended that the Committee instructs officers to draw up proposals for a Citizens' Assembly to inform the development of a Sustainability Strategy and Climate Action Plan. The report also recommends that the Committee approves the appointment of Cllr Schneiderman as Lead Member for Climate Change and the Director of Growth as Lead Officer for Climate Change.

Mr McDonald reported that a draft strategy would be brought to the Committee later in the year for approval. A report would be presented to the next meeting of Constitution and General Purposes Committee on the Committee's name change and the Lead Member and Lead Officer.

A Member asked how much the Citizens' Assembly and Action Plan would cost. The Chair responded that the details are to be worked out and this would be presented at the next meeting of the E&CC Committee in September. He noted that £50k had been included for this in the Alternative Budget. The cost would depend on how the work is organised and full details were not yet decided. The budgetary part could be assigned to the project when the road map is in place.

A Member asked how the success of the project could be benchmarked to measure its success and value for money. The Deputy Chief Executive noted that a review would be carried out. The Director of Growth offered to share with the Committee studies carried out on sustainability for London and more detail on local and national targets.

**Action: Director of Growth**

A Member said that he supported a Sustainability Strategy but was not in a position to approve the recommendations without details on the future cost.

The Deputy Chief Executive noted that Policy & Resources Committee had previously delegated authority to the Section 105 Officer to turn the interim sustainability post into a permanent one and a paper had been presented to Policy & Resources Committee the previous day.

A Member moved a motion to amend Recommendation 2 of the report. He proposed that a report is brought to the Committee for consideration prior to authority being delegated to the Deputy Chief Executive in consultation with the Chair of the E&CC Committee to establish the Assembly. This was seconded by Cllr Jajeh.

The Chair moved to a vote on the motion:

For the amended recommendation – 4  
Against the amended recommendation – 7

The motion was lost.

The Chair moved to a vote on the six recommendations in the officer's report.

For – 7  
Against – 0  
Abstained – 4

**RESOLVED that the recommendations were approved.**

## **8. TACKLING FLY TIPPING AND LITTERING**

Mr Declan Khan, Assistant Director of Counter Fraud, Community Safety and Protection reported that a review of environmental enforcement and fines had been carried out, including reductions for early payment of fines.

The previous contract with Kingdom had ended in February 2022. Environmental enforcement, including flytipping, littering and trade waste sits within the remit of the Community Safety Team (CST) since this contract ended.

Mr Khan reported that the new charging system means that a reduction of 30% of the penalty is offered for payments made within 14 days. This takes into account pressures on the cost of living. This tool should help to reduce the caseloads for court action due to non payment which caused further delays.

A Member welcomed the changes which had been implemented over several months with cross-party support. He noted that the CST is more visible in the community and had placed a greater emphasis on combatting serious incidents of flytipping and littering. He asked when the community skips would be introduced as these should help to improve the handling of waste.

The Chair stated that details would be brought to the meeting of E&CC Committee on 6<sup>th</sup> September and he hoped that the community skips would be implemented following this.

A Member enquired about the legality of the reduced payment of £35 if payment is made more quickly (page 37 of the agenda pack).

Mr Khan responded that the reduction is discretionary and this had been cleared with the legal team.

The Chair moved to a vote on the five recommendations in the report:

For – 11

Against – 0

**RESOLVED that the recommendations were approved.**

## **9. PARKS AND OPEN SPACES UPDATE**

Ms Cassie Bridger, Assistant Director, Greenspaces and Leisure introduced the report, highlighting items progressed under the existing Parks and Open Spaces Strategy 2016-2026.

Ms Bridger reported that several changes had been made since the inception of the Strategy further to new legislation, other local and national policies being updated and the experience of the pandemic.

Ms Bridger explained that the report indicates the suspension of the park quality / value assessmentss. All parks are valued by communities and a new policy will consider available methods for future assessments. The new policy will be brought to the Committee in the future for consideration.

A Member enquired about the categories within the quality/ value assessments. Ms Bridger responded that there are no statutory standards, although the Green Flag Award has specific criteria. The categories help to inform the council on where to provide resources.

A Member enquired whether there is a policy around large gatherings in parks. Ms Wakeling, Executive Director, Adults and Health, noted that there is an Events in Parks Policy which had been agreed by Full Council. Improving communication with Ward Members on upcoming events was agreed.

The Chair moved to a vote on the three recommendations in the report:

For (approval) – 11  
Against (approval) - 0

**RESOLVED that the recommendations were approved.**

## **10. AIR QUALITY UPDATE**

Mr Stephen McDonald, Director of Growth presented the report.

Mr McDonald noted that National Clean Air Day would take place on 16<sup>th</sup> June; he would circulate some information to Members on Barnet's participation in this.

A Member asked what the administration's response on Recommendation 4 in relation to the expansion of the Ultra Low Emission Zone (ULEZ) would be. The Chair noted that the response would be to recognise the improvement in air quality as a result of the existing zone, however further expansion would need the introduction of an extensive scrappage scheme to support residents on low incomes who may need to change their vehicles as a result.

Mr McDonald noted that there would be a social media campaign around the expansion programme.

A Member asked whether hedging, trees and rewilding had been considered, particularly around schools and in built up areas, to protect air quality. Mr McDonald responded that this can be included and that the report does not contain a definitive list of interventions.

A Member asked that car clubs be encouraged in the Borough. Mr McDonald noted that this is part of the Transport Strategy and officers would take this on board.

**Action: Mr McDonald**

The Chair moved to a vote on the Recommendations in the officer's report:

For (approval) – 11  
Against (approval) – 0

**RESOLVED that the recommendations were approved.**

## **11. PROPOSED MONETARY PENALTIES RELATING TO LETTING AND PROPERTY MANAGEMENT AGENTS**

Mr James Armitage, Director, Regulatory Services introduced the report which recommended approval to impose monetary penalties, to a maximum of £5000, on letting agents who fail to display their fees and other relevant information, and for property management and letting agents who fail to join a redress scheme.

Mr Armitage noted that without this provision the council is faced with cumbersome and costly prosecutions. The plan is for the income from the penalties to be put back into frontline services. In addition it is hoped that the penalties will result in increased compliance across Barnet.

The Chair moved to a vote on the Officer's two recommendations in the report:

For (approval) – 11  
Against (approval) – 0

**RESOLVED that the recommendations were approved.**

## **12. REVIEW OF WARD MEMBER PARKING PERMIT ARRANGEMENTS**

Mr Phil Hoare, Assistant Director, Parking introduced the report which requested approval to cease entitlement to a free borough-wide parking permit for elected Barnet Ward Members, GLA Members and Members of Parliament.

Mr Hoare outlined details of the new paid-for permit and parameters for its issue following a review of the existing model as requested by the new administration. The new Ward Councillor Parking Permit (WCPP) would allow Ward Councillors to park in resident permit holders' parking places within the ward they represent whilst undertaking council business only, and the permit would be paid for by the Member under the emissions-based charging system applicable to residents. Currently Members' permits allow them to park in almost any parking bay apart from disabled bays and loading spaces.

A Member enquired what problem this change would address. The Chair responded that it is unfair that Members can park free of charge anywhere in the Borough, whilst residents and businesses have to pay.

A Member noted that this could introduce a conflict of interest for Members when voting on the implementation of Controlled Parking Zones (CPZ). He enquired whether this would constitute a pecuniary interest. The Governance Officer responded that this was unlikely given the amount involved but she would check with the Monitoring Officer and respond to the Member after the meeting.

**Action: Governance Officer**

A Member asked whether it is fair to local residents given that Ward Members represent them and also some Members are less mobile. The Chair responded that many Members carry out their duties without the use of a car.

The Chair moved to a vote on the five recommendations outlined in the report:

For (approval) – 7  
Against (approval) – 0  
Abstained – 4

**RESOLVED that the recommendations were approved.**

## **13. COMMITTEE FORWARD WORK PROGRAMME**

The Chair introduced the Forward Plan.

Cllr Grover requested that he have sight of the new Highway Street Design Manual that would be brought to the Committee in November 2022. Mr Edser, Director, Highways and

Transportation responded that he would arrange this and that a briefing note could be provided prior to the meeting if requested.

**RESOLVED that the Forward Plan was approved.**

**14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at 8.52 pm

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# Environment and Climate Change Committee

AGENDA ITEM 7

## 6 September 2022

<b>Title</b>	<b>Community Skip Service</b>
<b>Report of</b>	Chair of Environment and Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Non-key
<b>Enclosures</b>	Appendix A, Equalities Impact Assessment
<b>Officer Contact Details</b>	<p>Craig Miller, Director Street Scene,  <a href="mailto:craig.miller@barnet.gov.uk">craig.miller@barnet.gov.uk</a>, 020 8359 6065</p> <p>Amy Bridgford, Head of Street Scene Operations,  <a href="mailto:amy.bridgford@barnet.gov.uk">amy.bridgford@barnet.gov.uk</a>, 020 8359 5676</p>

## Summary

This report details the outcome of an options appraisal for the reintroduction of a free community skips service to help tackle fly tipping. The recommendations propose a delivery model that facilitates the service going live in line with the new administration's commitment in Autumn 2022.

Experiences and learning points from the operation of a community skip service by the council approximately ten years ago, has informed the development of the service design.

The recommended model will ensure the commitment is delivered in a safe and efficient manner whilst providing a high-quality and convenient service to residents, and in addition, help to deter fly tipping which is one of the main principles behind the commitment.

The Community Skip Service would operate at pre-advertised locations throughout the borough, where skips and vehicles would be available for residents to deposit bulky waste items. Residents will be able to access this service near to where they live four times a year.

It is proposed that the service will go live on a pilot basis from Autumn 2022 to allow service monitoring and analysis to be undertaken to assess service effectiveness and identify any service amendments or development opportunities.

## Officers Recommendations

- 1) That the Committee notes the contents of the report.
- 2) That the Committee delegates authority to the Street Scene Director to implement a non-chargeable Community Skip Service on a pilot basis from Autumn 2022.
- 3) That the Committee delegates authority to the Street Scene Director to implement any service amendments or enhancements arising from the pilot in consultation with the Chair of the Environment & Climate Change Committee.
- 4) That the Committee request the Street Scene Director to present a service progress report back to the Environment & Climate Change Committee during the first quarter of 2023/24.

### 1. Why this report is needed

- 1.1 The new administration has made a commitment to reintroduce a community skips service.
- 1.2 Experience and learning points taken from the previous operation of a Community Skip Service by the council approximately ten years ago have been used to inform the development of the recommended option. This information has helped produce a service design that will deliver the new administration's commitment in a safe and efficient way and one that will be convenient for residents to access in the community.
- 1.3 The proposed option is for a free domestic service where skips and a caged tipper vehicle are deployed to pre-determined locations throughout the borough, providing an opportunity for residents to dispose of bulky waste items.
- 1.4 The service would operate once per quarter in a given area. Two service locations would be open in each area on each day, which would allow a vehicle to transfer between the two locations to swap out skips once they become full, whilst the cage tipper would be used to accommodate large domestic electrical items. There will be a supervisory presence available at each site to minimise misuse and ensure safe working procedures are followed.
- 1.5 The proposed scope of materials to be accepted is in line with the materials collected through the existing chargeable bulky collection service:

Large domestic electrical items	Large non-electrical household items
Cooker	Armchair
Dishwasher	Bags of rubbish
Fridges and freezers	Bed base
Tumble dryer	Mattress
Washing machine	Chair
	Chest of drawers
	Christmas tree
	Small table/dismantled big table
	Small wooden bench
	Small wooden gate
	Sofa/Sofa bed
	Wall unit
	Wardrobe

- 1.6 Residents will be able to dispose of up to three items per household through the service, which will be available once per quarter within an area operating between 7am and 1pm. Hazardous, construction and textile waste will not be accepted in addition to commercial waste or domestic waste from other boroughs. Domestic refuse and recycling is also not permitted due to these waste streams being subject to weekly kerbside collections.
- 1.7 As part of service mobilisation, a range of locations will be looked at to assess the feasibility of moving to a new location each quarter to provide a broad service cover. The choice of location will depend on suitability, accessibility and safety in the first instance.
- 1.8 Prior to the launch of the service, residential addresses will receive communication about the service, explaining what will be offered and how to use it. Households will also be signposted to further information on when and where the service will operate.
- 1.9 The option offers a number of benefits compared to the previous service offer:
- Reduced risk of abuse by businesses and non-residents by seeking proof of residency.
  - The ability to accept and suitably dispose of large domestic electrical items, commonly known as white goods, by taking them away in a caged tipper.
  - Greater ability to develop links with third sector organisations for reuse of good quality items which could have a second life.
- 1.10 All options considered for this service carry some potential risks that will be monitored and assessed during the pilot period, namely:
- A possible reduction in income from the existing chargeable special collection service, which collects bulky waste.
  - Unknown waste yields presented for disposal meaning efficient and effective operational deployment may be difficult. It is possible that a higher than expected take up of the service could see additional resources being required to clear all items, or items being left until additional crews can “mop up” later in the week.
  - Items may be presented on-street after the scheduled service has ended, or in the surrounding area. This would require additional resources to clear items which have been fly tipped.

- Residents may present an item that cannot be accepted or bring additional items above the three-item limit, and this may cause resident dissatisfaction and increase the risk of conflict which staff will be required to manage.

The recommended option may present accessibility issues for residents who are less mobile, however it is noted that the scope of the commitment was to reflect the principles of the service offered previously in order to help reduce incidents of fly tipping. The service was not intended to enhance the existing bulky waste service offer. Service locations will be resourced and staff will be able to assist residents who have presented items at the skip to place items directly into the skip, where needed.

Communication and marketing material for the service will recommend that residents try seeking help from friends/family or neighbours, and will also signpost residents to charities which offer bulky waste collections from within the property.

- 1.11 Should Committee be minded to approve the recommendation option, officers will explore the feasibility of setting up a booking system once the new service is up and running, and assess opportunities to improve the efficiency of the operation.

## **2. Reasons for recommendations**

- 2.1 The council has a commitment to reintroduce a community skip service to help tackle fly tipping. The option set out above is recommended as the most practical and beneficial option that can be rolled out quickly on a pilot basis.
- 2.2 A pilot approach provides an opportunity to assess service delivery and receive feedback from both residents and members.

## **3. Alternative options considered and not recommended**

- 3.1 Alternative options were considered in the development of this proposal. These included using refuse collection vehicles instead of skips, which would have significantly increased costs.
- 3.2 The use of skips alone was also considered but this would not enable large domestic electrical items to be disposed of appropriately. This option was also believed to carry a higher risk of misuse or fly tipping and therefore is not recommended.
- 3.3 An alternative model was also explored which was a mobile service, similar to the existing chargeable bulky waste collection service, which would be deployed to collect items from property frontages. This option is attractive from a resident perspective due to convenience and ease of use, however there was a lower degree of confidence that sufficient resources could be provided within the available budget to ensure the service would be completed each day. This model of service has a higher risk of fly tipping/non collected items spread throughout a wider area which would then require additional resources to clear. In addition, this model of service most benefits residents with a frontage on the public highway and it would be difficult to provide a similar level of service to residents living in flats above commercial premises, in private estates or housing estates, where there are existing arrangements to deal with bulky waste items. This option is not recommended.

## 4. Post decision implementation

- 4.1 If the proposed option is approved, officers will develop detailed operational plans for implementing a pilot, secure the necessary staff and vehicles, and prepare communication plans to inform residents of the service, which will include further work on how residents will be able to check the location of their nearest skip.
- 4.2 Suitable locations for the service will be assessed, which will need to consider traffic and parking constraints to ensure minimal impact on the area during service operation.
- 4.3 It is anticipated that the new service will commence in Autumn 2022.

## 5. Implications of decision

### Corporate Priorities and Performance

- 5.1 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)
  - 5.1.1 Finance and value for money: a budget for the service of £600,000 per annum for four years starting from 2022/23 has been approved by Policy and Resources Committee on 19<sup>th</sup> July 2022. The recommended option is presented with a high-level estimated operational cost as shown in the table below. This cost excludes potential additional disposal costs payable to North London Waste Authority (NLWA) which would result from any increase in waste that is collected and managed by the council. In addition, it should be noted that there is a potential loss of income through the existing chargeable bulky waste service should the demand for this function reduce. This is not quantifiable at this stage, but will be monitored as part of the pilot.

The annual cost of the proposed model is set out below:

Item	Cost (approx. per annum)
Vehicle hire	£115k
Staffing	£303k
Marketing, support and administration	£167k
Miscellaneous/contingency	£15k
<b>Total</b>	<b>£600k</b>

- 5.1.2 Procurement: options to either purchase or hire assets/vehicles have been assessed. It is proposed to initially hire the required vehicles to support the roll out of the recommended option as vehicle procurement lead times are at least 9 months and the existing fleet vehicles are already fully deployed. The lead times for hire of vehicles will depend on exact specification and supplier availability. Any procurement requirements will be managed by the service in accordance with the council's Contract Procedure Rules.
- 5.1.3 Staffing: initially it is planned to recruit agency workers to operate the service. There is likely to be some redeployment of existing staff to support the service, which will run alongside the existing chargeable bulky waste collections service. This is subject to detailed operational plans to be developed by officers.

- 5.1.4 IT: there is an IT systems and data requirement to enable the service to define the area within which the service is to be provided on each service day, this is also linked to the requirement to provide advance communications to the residents eligible for the service.
- 5.1.5 Property: the service locations will be sited on the public highway/public land and will be assessed as described in paragraphs 1.7 and 4.2
- 5.1.6 Sustainability: the introduction of a non-chargeable community skips service may affect the overall household recycling rate performance, and result in more waste overall being collected by the council. The council's vehicle fleet will increase to deliver this service. Alternative fuel powered vehicles have been considered but lead in times for these vehicles and costs are prohibitive at this stage. This position will be monitored through the pilot period and changes made to the fleet once these issues can be overcome.

## 5.2 **Legal and Constitutional References**

- 5.2.1 Included in the Terms of Reference for the Committee in Article 7 of Barnet's Constitution is: "Responsibility for all borough-wide or cross-area matters relating to the local environment including: • Air Quality • Cycling, Walking and Healthy Streets • Biodiversity • Transport and Public Transport • Grounds Maintenance • Highways • On-Street and Off-Street Parking • Road Safety • Lighting • Street Cleaning • Environmental Crime (including littering, fly-tipping fly-posting, and graffiti) • The Council's Fleet • Waste and Recycling • Waterways • Parks and Open Spaces (including allotments and trees) • Cemeteries, Crematoria and Mortuary • Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety)"

## 5.3 **Insight**

- 5.3.1 In developing options as described in this paper, officers have researched similar services provided by other local authorities. Brent Council provides a "community skip" service which operates on a ward by ward basis, twice a year with an average of 74 roads and 1,483 households per ward. Residents are free to deposit items at any ward event across the borough. Initially Brent used traditional skips manned by staff but have now stopped using skips, and instead use a refuse truck with a crew of two for general waste, and a caged vehicle with crew of one or two for all reuse, recycling, repurposed items. A Neighbourhood Manager and Recycling Education Officer is also deployed. The refuse vehicle is static in the ward for a two hour period. There is a no van policy, no garden waste or rubble is accepted. Flyers are posted in nearby streets and events promoted through Brent's communications team, on their website, banners and social media.

## 5.4 **Social Value**

- 5.4.1 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.

## 5.5 **Risk Management**

- 5.5.1 The Council has an established approach to risk management, which is set out in the Risk Management Framework. Risks are reviewed quarterly (as a minimum) and any high-level risks will be reported to the relevant Theme Committee and Policy and Resources Committee.

5.5.2 In accordance with this framework, Street Scene service risks are regularly reviewed at service level and reported to Directors as part of the risk review process. Risks for individual initiatives and action have been gathered, monitored and reported as part of the Council's risk management framework.

## 5.6 Equalities and Diversity

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

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

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristic that are connected to that characteristic (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it, (c) encourage persons who share a relevant protected characteristic 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 belief, sex and sexual orientation.

5.6.4 An Equalities Impact Assessment has been carried out in respect of the proposals which is attached at Appendix A and considers how the proposals may have an impact on persons with protected characteristics.

## 5.7 Corporate Parenting

5.7.1 There are no implications.

## 5.8 Consultation and Engagement

5.8.1 There are no consultation requirements associated with the proposed service offer, however it should be noted that a communications plan will form part of the wider service implementation and any resident feedback from the pilot will be considered as part of the future service offer.

## 5.9 Environmental Impact

5.9.1 The introduction of a non-chargeable community skips service may lead to a reduction in the overall household recycling rate performance, and result in more waste overall being collected by the council, in addition to additional vehicle emissions being emitted.

5.9.2 The service is intended to assist the council's effort to reduce the incidence of fly tipping across Barnet.

## 6. Background papers

6.1 None

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## Equalities Impact Assessment (EqIA)

**EqIAs make services better for everyone and support value for money by getting services right first time.**

EqIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then create an action plan to get the best outcomes for service users and staff<sup>1</sup>. They analyse how all our work as a council might impact differently on different groups protected from discrimination by the Equality Act 2010<sup>2</sup>. They help us make good decisions and evidence how we have reached them.<sup>3</sup>

An EqIA needs to be started as a project starts to identify and consider possible differential impacts on people and their lives, inform project planning and, where appropriate, identify mitigating actions. A full EqIA must be completed before any decisions are made or policy agreed so that the EqIA informs that decision or policy. It is also a live document; you should review and update it along with your project plan throughout.

You should first consider whether you need to complete this full EqIA<sup>4</sup>.

### **Other key points to note:**

- Full guidance notes to help you are embedded in this form – see the End Notes or hover the mouse over the numbered notes.
- Please share your EqIA with your Equalities Champion and the final/updated version at the end of the project.
- Major EqIAs should be reviewed by the relevant Head of Service.
- Examples of completed EqIAs can be found on the Equalities Hub

## 1. Responsibility for the EqlA

Title of proposal <sup>5</sup>	Street Scene Community Skip Service
Name and job title of completing officer	Laura Neale, Service Change Officer
Head of service area responsible	Amy Bridgford, Head of Street Scene Operations
Equalities Champion supporting the EqlA	tbc
Performance Management rep	
HR rep (for employment related issues)	Sharni Kent
Representative (s) from external stakeholders	N/A

## 2. Description of proposal

Is this a: (Please tick all that apply)	
New policy /strategy / function / procedure / service <input checked="" type="checkbox"/>	Review of Policy /strategy / function / procedure / service <input type="checkbox"/>
Budget Saving <input type="checkbox"/>	Other <input type="checkbox"/>
If budget saving please specify value below: N/A	If other please specify below:
<p><i>Please outline in no more than 3 paragraphs<sup>6</sup>:</i></p> <p><i>Proposal of a new Street Scene service that supports the Council's Administration manifesto commitment of; "We will bring back the quarterly community skips service to tackle fly-tipping and help you plan disposal of bulky household items." The recommended option is based on a static skip vehicle and caged tipper serving 2 locations at a time, where residents would be able to take up to three items to the advertised collection</i></p>	

*point between 7:00-13:00. Residents would be required to tip their waste into the skip as self-service. There will be in the region of 100 locations served each quarter, throughout the borough.*

*The council operates an existing bulky waste collection service which is chargeable. Residents can book the service for their chosen number of items and collection day and Items are collected from the kerbside. The new service would be offered for free in addition to this service and meets the Administration commitment as outlined above to restore a service previously provided using skips, which was withdrawn over 10 years ago. There is no available data on how the previous service was used and how it affected service users of protected groups, and such data is not collected from service users who book the chargeable bulky waste collection service.*

*The new service will be rolled out on a pilot basis in Autumn 2022. Residential addresses will receive communication about the service, explaining what will be offered and how to use the service. Households will also be advised on how to find out when and where the service will operate. As the service will operate from a static location, residents who wish to dispose of items will need to bring them to the location and deposit them into a skip. It is understood that this service is less convenient for residents who are less mobile, however communications will suggest that residents try seeking help from friends or neighbours, and it will signpost residents to both the existing kerbside chargeable bulky waste collection service in addition to charities which offer collections from within the property. The objective of the service as stated within the Labour manifesto was to reduce fly tipping, and it was not intended to offer a service which enhances the existing bulky waste service offer.*

### 3. Supporting evidence

What existing data informs your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis

Protected group	What does the data tell you? <sup>7?</sup> <i>Provide a summary of any relevant demographic data about the borough's population from the <u>Joint Strategic Needs Assessment</u>, or data about the council's workforce</i>	What do people tell you <sup>8?</sup> ? <i>Provide a summary of relevant consultation and engagement including surveys and other research with stakeholders, newspaper articles correspondence etc.</i>
Age <sup>9</sup>	There are lower numbers of residents in the older age group, with the highest population being aged 20-74 This is shown below: Population of Barnet aged 0-19 – 96,600 Population of Barnet aged 20-74 – 266,400 Population of Barnet aged 75+ – 26,300 - <b>Local Insight</b>	
Disability <sup>10</sup>	The population of Barnet recorded as receiving Disability Benefit (DLA) in 2021, is 5,685 - <b>Local Insight</b>	
Gender reassignment <sup>11</sup>	Data on the population in Barnet does not appear to be available, however, we believe the service is unlikely to have an adverse disproportionate effect on this group.	
Marriage and Civil Partnership <sup>12</sup>	Data on marriage/civil partnerships in Barnet is minimal, but we do know the population of Barnet recorded as being in same-sex civil partnership in 2021, is 587 - <b>Local Insight</b>	
Pregnancy and Maternity <sup>13</sup>	There were 4,755 live births recorded in Barnet, in 2020 - <b>London Datastore</b>	
Race/ Ethnicity <sup>14</sup>	Barnet's local population is diverse in make up, and between 2022 and 2030, the population of Barnet is set to become even more diverse, in relation to ethnicity. The largest ethnic group in Barnet in 2022, is recorded as	

### 3. Supporting evidence

What existing data informs your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis

Protected group	<b>What does the data tell you<sup>7</sup>?</b> <i>Provide a summary of any relevant demographic data about the borough's population from the <a href="#">Joint Strategic Needs Assessment</a>, or data about the council's workforce</i>	<b>What do people tell you<sup>8</sup>?</b> <i>Provide a summary of relevant consultation and engagement including surveys and other research with stakeholders, newspaper articles correspondence etc.</i>
	<p>being white, with those of Arabic ethnicity being the minority. Shown below:</p> <p>White ethnic groups 64.1% (228,553)</p> <p>Mixed ethnic groups 4.8% (17,169)</p> <p>Asian ethnic groups 18.5% (65,918)</p> <p>Black ethnic groups 7.7% (27,431)</p> <p>Arab ethnic groups 1.5% (5,210)</p> <p>Other ethnic groups 3.4% (12,105) - <b>Local Insight</b></p>	
<b>Religion or belief<sup>15</sup></b>	<p>The largest religious group in Barnet in 2022, is recorded as being Christian, with Sikhism being the minority. Shown below:</p> <p>Christian 41.2% (146,866)</p> <p>Buddhist 1.3% (4,521)</p> <p>Hindu 6.2% (21,924)</p> <p>Jewish 15.2% (54,084)</p> <p>Muslim 10.3% (36,744)</p>	

### 3. Supporting evidence

What existing data informs your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis

Protected group	<p><b>What does the data tell you<sup>7</sup>?</b>  <i>Provide a summary of any relevant demographic data about the borough's population from the <a href="#">Joint Strategic Needs Assessment</a>, or data about the council's workforce</i></p>	<p><b>What do people tell you<sup>8</sup>?</b>  <i>Provide a summary of relevant consultation and engagement including surveys and other research with stakeholders, newspaper articles correspondence etc.</i></p>
	<p>Sikh 0.4% (1,269)</p> <p>Other religion 1.1% (3,764)</p> <p>People with no religious belief 16.1% (57,297)</p> <p>- <b>Local Insight</b></p>	
Sex <sup>16</sup>	<p>Barnet has a higher population of females, shown below:                      Male population of Barnet – 188,400 (48.4%)                      Female population of Barnet – 200,900 (51.6%)</p> <p>- <b>2021 Census</b></p>	
Sexual Orientation <sup>17</sup>	<p>Data for London is available which is shown below:</p> <p>Heterosexual or straight 6,278,000                      Gay or lesbian 145,000                      Bisexual 44,000                      Other 35,000                      Don't know or refuse 469,000</p> <p>– <b>London Datastore (2015)</b></p> <p>Data is not available at a borough level, however, we believe the service is unlikely to have an adverse disproportionate effect on this group.</p>	
Other relevant groups <sup>18</sup>	N/A	

## 4. Assessing impact

What does the evidence tell you about the impact your proposal may have on groups with protected characteristics <sup>19</sup>?

Protected characteristic	For <b>each</b> protected characteristic, explain in detail what the evidence is suggesting and the impact of your proposal (if any). Is there an impact on service deliver? Is there an impact on customer satisfaction? Click the appropriate box on the right to indicate the outcome of your analysis.	Positive impact	Negative impact		No impact
			Minor	Major	
Age	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>X</b>
Disability	We believe people with a disability unable to physically move large objects, will be affected.	<input type="checkbox"/>	<input type="checkbox"/>	<b>X</b>	<input type="checkbox"/>
Gender reassignment	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>X</b>
Marriage and Civil Partnership	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>X</b>
Pregnancy and Maternity	We believe pregnant women unable to physically move large objects, will be affected.	<input type="checkbox"/>	<input type="checkbox"/>	<b>X</b>	<input type="checkbox"/>
Race/ Ethnicity	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>X</b>

## 4. Assessing impact

What does the evidence tell you about the impact your proposal may have on groups with protected characteristics <sup>19</sup>?

Protected characteristic	For each protected characteristic, explain in detail what the evidence is suggesting and the impact of your proposal (if any). Is there an impact on service deliver? Is there an impact on customer satisfaction? Click the appropriate box on the right to indicate the outcome of your analysis.	Positive impact	Negative impact		No impact
			Minor	Major	
Religion or belief	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Sex	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Sexual Orientation	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

## 5. Other key groups

Are there any other vulnerable groups that might be affected by the proposal?

*These could include carers, people in receipt of care, lone parents, people with low incomes or unemployed*

Positive impact	Negative impact		No impact
	Minor	Major	

Key groups	Unlikely to have an adverse disproportionate effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

## 6. Cumulative impact<sup>20</sup>

Considering what else is happening within the council and Barnet could your proposal contribute to a cumulative impact on groups with protected characteristics?

Yes      No     

If you clicked the Yes box, which groups with protected characteristics could be affected and what is the potential impact? Include details in the space below

## 7. Actions to mitigate or remove negative impact

Only complete this section if your proposals may have a negative impact on groups with protected characteristics. These need to be included in the relevant service plan for mainstreaming and performance management purposes.

Group affected	Potential negative impact	Mitigation measures <sup>21</sup> <i>If you are unable to identify measures to mitigate impact, please state so and provide a brief explanation.</i>	Monitoring <sup>22</sup> <i>How will you assess whether these measures are successfully mitigating the impact?</i>	Deadline date	Lead Officer
Disability	Service may not be useable for those who are physically unable to move large/heavy objects.	We will signpost customers who are affected, to third party organisations who may be able collect re-usable furniture from their homes.	The service is proposed to be rolled out as a pilot and therefore will be monitored as to its effectiveness. Feedback from residents during the pilot will inform potential adjustments to the future service.	From start of service	AB
Pregnancy/Maternity	Service may not be useable for those who are physically unable to move large/heavy objects.	We will signpost customers who are affected, to third party organisations who may be able collect re-usable furniture from their homes.	The service is proposed to be rolled out as a pilot and therefore will be monitored as to its effectiveness. Feedback from residents during the pilot will inform potential adjustments to the future service.	From start of service	AB

## 8. Outcome of the Equalities Impact Assessment (EqIA)<sup>23</sup>

Please select one of the following four outcomes

**Proceed with no changes**

The EqIA has not identified any potential for a disproportionate impact and all opportunities to advance equality of opportunity are being addressed

**Proceed with adjustments**

Adjustments are required to remove/mitigate negative impacts identified by the assessment

**Negative impact but proceed anyway**

This EqIA has identified negative impacts that are not possible to mitigate. However, it is still reasonable to continue with the activity. Outline the reasons for this and the information used to reach this decision in the space below

**Do not proceed**

This EqIA has identified negative impacts that cannot be mitigated and it is not possible to continue. Outline the reasons for this and the information used to reach this decision in the space below

**Reasons for decision**

## Sign-off

### 9. Sign off and approval by Head of Service / Strategic lead<sup>24</sup>

Name Amy Bridgford	Job title Head of Street Scene Operations
<input type="checkbox"/> Tick this box to indicate that you have approved this EqIA	Date of approval:
<input type="checkbox"/> Tick this box to indicate if EqIA has been published Date EqIA was published: ..... Embed link to published EqIA:	Date of next review:

## Footnotes: guidance for completing the EqIA template

<sup>1</sup> The following principles explain what we must do to fulfil our duties under the Equality Act when considering any new policy or change to services. They must all be met or the EqIA (and any decision based on it) may be open to challenge:

- **Knowledge:** everyone working for the council must be aware of our equality duties and apply them appropriately
- **Timeliness:** the duty applies at the time of considering proposals and before a final decision is taken
- **Real Consideration:** the duty must be an integral and rigorous part of your decision-making and must influence the process.
- **Sufficient Information:** you must assess what information you have and what is needed to give proper consideration.
- **No delegation:** the council is responsible for ensuring that anyone who provides services on our behalf complies with the equality duty.
- **Review:** the equality duty is a continuing duty – it continues after proposals are implemented/reviewed.
- **Proper Record Keeping:** we must keep records of the process and the impacts identified.

### <sup>2</sup> Our duties under the Equality Act 2010

The council has a legal duty under this Act to show that we have identified and considered the impact and potential impact of our activities on all people with ‘protected characteristics’ (see end notes 9-19 for details of the nine protected characteristics). This applies to policies, services (including commissioned services), and our employees.

We use this template to do this and evidence our consideration. You must give ‘due regard’ (pay conscious attention) to the need to:

- **Avoid, reduce or minimise negative impact:** if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately.
- **Promote equality of opportunity:** by
  - Removing or minimising disadvantages suffered by people with a protected characteristic
  - Taking steps to meet the needs of these groups
  - Encouraging people with protected characteristics to participate in public life or any other activity where participation is disproportionately low
  - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **Foster good relations between people who share a protected characteristic and those who don’t:** e.g. by promoting understanding.

<sup>3</sup> EqIAs should always be proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The size of the likely impact – e.g. the numbers of people affected and their vulnerability

The greater the potential adverse impact of the proposal on a protected group (e.g. disabled people) and the more vulnerable the group is, the more thorough and demanding the process required by the Act will be. Unless they contain sensitive data – EqIAs are public documents. They are published with Cabinet papers, Panel papers and public consultations. They are available on request.

<sup>4</sup> **When to complete an EqIA:**

- When developing a new policy, strategy, or service
- When reviewing an existing service, policy or strategy
- When making changes that will affect front-line services

- 
- When amending budgets which may affect front-line services
  - When changing the way services are funded and this may impact the quality of the service and who can access it
  - When making a decision that could have a different impact on different groups of people
  - When making staff redundant or changing their roles

Wherever possible, build the EqlA into your usual planning and review processes.

**Also consider:**

- Is the policy, decision or service likely to be relevant to any people because of their protected characteristics?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?
- How vulnerable are the people who will be affected?

If there are potential impacts on people but you decide not to complete an EqlA you should document your reasons why.

<sup>5</sup> **Title of EqlA:** This should clearly explain what service / policy / strategy / change you are assessing.

<sup>6</sup> **Focus of EqlA:** A member of the public should have a good understanding of the proposals being assessed by the EqlA after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Assessment (EqlA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the proposed change?
- Who implements, carries out or delivers the service or function in the proposal? Please state where this is more than one person or group, and where other organisations deliver it under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the service, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? E.g.: what do you want to provide, what changes or improvements, and what should the benefits be?
- What do existing or previous inspections of the service tell you?
- What is the reason for the proposed change (financial, service, legal etc)? The Act requires us to make these clear.

<sup>7</sup> **Data & Information:** Your EqlA needs to be informed by data. You should consider the following:

- What data is relevant to the impact on protected groups is available? (is there an existing EqlA?, local service data, national data, community data, similar proposal in another local authority).
- What further evidence is needed and how can you get it? (e.g. further research or engagement with the affected groups).
- What do you know from service/local data about needs, access and outcomes? Focus on each characteristic in turn.
- What might any local demographic changes or trends mean for the service or function? Also consider national data if appropriate.
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any group(s)?
- Is the service having a positive or negative effect on particular people or groups in the community?

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**<sup>8</sup> What have people told you about the service, function, area?**

- Use service user feedback, complaints, audits
- Conduct specific consultation or engagement and use the results
- Are there patterns or differences in what people from different groups tell you?
- Remember, you must consult appropriately and in an inclusive way with those likely to be affected to fulfil the equality duty.
- You can read LBB [Consultation and Engagement toolkit](#) for full advice or contact the Consultation and Research Manager, [rosie.evangelou@barnet.gov.uk](mailto:rosie.evangelou@barnet.gov.uk) for further advice

**<sup>9</sup> Age:** People of all ages, but consider in particular children and young people, older people and carers, looked after children and young people leaving care. Also consider working age people.

**<sup>10</sup> Disability:** When looking at disability, consideration should be given to people with different types of impairments: physical (including mobility), learning, aural or sensory (including hearing and vision impairment), visible and non-visible impairment. Consideration should also be given to: people with HIV, people with mental health needs and people with drug and alcohol problems. People with conditions such as diabetes and cancer and some other health conditions also have protection under the Equality Act 2010.

**<sup>11</sup> Gender Reassignment:** In the Act, a transgender person is someone who proposes to, starts or has completed a process to change their gender. A person does not need to be under medical supervision to be protected. Consider transgender people, transsexual people and transvestites.

**<sup>12</sup> Marriage and Civil Partnership:** consider married people and civil partners.

**<sup>13</sup> Pregnancy and Maternity:** When looking at pregnancy and maternity, give consideration to pregnant women, breastfeeding mothers, part-time workers, women with caring responsibilities, women who are lone parents and parents on low incomes, women on maternity leave and 'keeping in touch' days.

**<sup>14</sup> Race/Ethnicity:** Apart from the common ethnic groups, consideration should also be given to Traveller communities, people of other nationalities outside Britain who reside here, refugees and asylum seekers and speakers of other languages.

**<sup>15</sup> Religion and Belief:** Religion includes any religion with a clear structure and belief system. As a minimum you should consider the most common religious groups (Christian, Muslim, Hindu, Jews, Sikh, Buddhist) and people with no religion or philosophical beliefs.

**<sup>16</sup> Sex/Gender:** Consider girls and women, boys and men, married people, civil partners, part-time workers, carers (both of children with disabilities and older cares), parents (mothers and fathers), in particular lone parents and parents on low incomes.

**<sup>17</sup> Sexual Orientation:** The Act protects bisexual, heterosexual, gay and lesbian people.

**<sup>18</sup> Other relevant groups:** You should consider the impact on our service users in other related areas.

**<sup>19</sup> Impact:** Your EqIA must consider fully and properly actual and potential impacts against each protected characteristic:

- The equality duty does not stop changes, but means we must fully consider and address the anticipated impacts on people.
- Be accurate and transparent, but also realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific where you can so decision-makers have a concrete sense of potential effects.

- 
- Questions to ask when assessing whether and how the proposals impact on service users, staff and the wider community:
  - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
  - Is there evidence of higher/lower uptake of a service among different groups? Which, and to what extent?
  - Does the project relate to an area with known inequalities (where national evidence or previous research is available)?
  - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
  - If there is negative differential impact, how can you minimise that while taking into account your overall aims?
  - Do the effects amount to unlawful discrimination? If so the plan **must** be modified.
  - Does it relate to an area where equality objectives have been set by LBB in our [Barnet 2024 Plan](#) and our [Strategic Equality Objective](#)?

#### <sup>20</sup> **Cumulative Impact**

You will need to look at whether a single decision or series of decisions might have a greater negative impact on a specific group and at ways in which negative impacts across the council might be minimised or avoided.

#### <sup>21</sup> **Mitigating actions**

- Consider mitigating actions that specifically address the impacts you've identified and show how they will remove, reduce or avoid any negative impacts
- Explain clearly what any mitigating measures are, and the extent to which you think they will reduce or remove the adverse effect
- Will you need to communicate or provide services in different ways for different groups in order to create a 'level playing field'?
- State how you can maximise any positive impacts or advance equality of opportunity.
- If you do not have sufficient equality information, state how you can fill the gaps.

<sup>22</sup> **Monitoring:** The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further monitoring, equality assessment, and consultation are needed.

#### <sup>23</sup> **Outcome:**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Also explain what positive impacts will result from the actions and how you can make the most of these.
- Make it clear if a change is needed to the proposal itself. Is further engagement, research or monitoring needed?
- Make it clear if, as a result of the analysis, the policy/proposal should be stopped.

<sup>24</sup> **Sign off:** You will need to ensure the EqIA is signed off by your Head of Service, agree whether the EqIA will be published, and agree when the next review date for the EqIA will be.



## Environment and Climate Change Committee

6 September 2022

<b>Title</b>	<b>Q1 2022/23 Contracts Performance Report</b>
<b>Report of</b>	Chair of Environment and Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Tarmac Kier Joint Venture Performance
<b>Officer Contact Details</b>	<p>Tim Campbell, Head of Commercial Management  <a href="mailto:tim.campbell@barnet.gov.uk">tim.campbell@barnet.gov.uk</a></p> <p>Alaine Clarke, Head of Programmes, Performance &amp; Risk  <a href="mailto:alaine.clarke@barnet.gov.uk">alaine.clarke@barnet.gov.uk</a></p>

### Summary

This report provides an overview of Quarter 1 (Q1) 2022/23 performance for the contracted services delivered by Regional Enterprise (Capita) that fall under the remit of this committee.

Overall, performance is going well, with the vast majority of KPIs achieving their targets. The council continues to work with its contracted partners to address areas of concern, particularly on ensuring that progress is being made where backlogs have occurred due to the impact of the Covid-19 pandemic.

### Officers Recommendations

The Committee is asked to note the Quarter 1 (Q1) 2022/23 performance for the contracted services delivered by Regional Enterprise (Capita) that fall under the remit of this committee.

## 1. PURPOSE OF REPORT

### Introduction

1.1 This report provides an overview of Quarter 1 (Q1) 2022/23 performance for the contracted services delivered by Regional Enterprise (Capita) that fall under the remit of this committee (listed in alphabetical order):

- Food Hygiene/Standards Inspections
- Hendon Cemetery and Crematorium
- Highways
- Licensing and Trading Standards
- Scientific Services and Pest Control

1.2 The report does not include budget information, which is provided separately to Policy and Resources Committee.

### Overview

1.3 Food inspections backlog has reduced to 312 inspections from 1,121. The expected date of completion is likely to be September 2022.

1.4 Hendon Cemetery and Crematorium service has continued at normal levels following the peaks in demand from Covid-19.

1.5 Highways performance is positive with the majority of KPIs achieving target and good progress has been made with the 2022/23 programme of delivery of footway and carriageway schemes.

### Note on tables

1.6 The targets listed are both for the year 2022/23 and the current reporting period, Q1 2022/23.

### Food Hygiene/Standards Inspections

Indicator	Polarity	Unit	Target	Current Period Actual	Actual for Same Period Last Year	DoT on Last Year
Conducting Food Hygiene Inspections - Target A - Number of completed Food Hygiene Inspections due and overdue	Bigger is Better	%	100	86.4	54.2	Improved ▲
Conducting Food Hygiene Inspections - Target B - Number of completed Food Hygiene Interventions due and overdue	Bigger is Better	%	85	19.2	21.2	Worsened ▼
Conducting Food Hygiene Inspections - Target C - Number of completed Food Hygiene Inspections of new unrated premises within 28 days of discovery date	Bigger is Better	%	90	48.4	24.8	Improved ▲
Food & Drinking Water Sampling Inspections	Bigger is Better	%	100	133.3	152.9	Worsened ▼
Food Standards Inspections (Category A) - Number of A rated interventions completed within 28 days of due date	Bigger is Better	%	100	No Activity	No Activity	Same ◆
Food Standards Inspections (Category B) - Number of B rated interventions completed on or before the next due intervention	Bigger is Better	%	100	100	97.2	Improved ▲
Food Standards Inspections (unrated premises) - Unrated: Number of unrated premises inspected at the same time as the first food hygiene inspection	Bigger is Better	%	100	100	100	Same ◆

Implementing Health & Safety Inspection Programme - Compliance with legislation, departmental, statutory and service standards	Bigger is Better	%	100	No Activity	100	Not comparable —
Improvement in food hygiene in the highest risk premises	Bigger is Better	%	90	100	100	Same ♦
Safer workplaces – A higher level of compliance with health and safety legislation in the known most unsafe workplaces	Bigger is Better	%	75	100	100	Same ♦

- 1.7 There are ten KPIs for Food Hygiene/Standards Inspections. Five indicators achieved the Q1 target and two reported no activity. Three indicators did not meet target, all of which relate to the backlog of inspections caused by the Covid-19 restrictions.
- 1.8 The Food Hygiene Inspections (Target A, B and C) KPIs did not meet the Q1 targets due to the impact of previous Covid-19 restrictions on the hospitality sector that required the closure of restaurants. This has resulted in inspections not taking place as planned and generated a substantial backlog.
- 1.9 The initial backlog totalled 1,121. Of which, 305 inspections were completed in 2021/22 and 330 inspections were completed in Q1 2022/23. A recent review of the data for the backlog found an error where premises that had closed or changed hands had not been excluded. These 174 premises have been removed now, leaving 312 premises still to be inspected.
- 1.10 Additional funding of £260k has been agreed to clear the backlog; initially by July 2022, but now extended to September 2022. There is a possibility this might be delayed again due to the summer holiday period and difficulties accessing certain premises, for example due to late opening or home caterers. The position is being monitored closely

## Hendon Cemetery and Crematorium

Indicator	Polarity	Unit	Target	Current Period Actual	Actual for Same Period Last Year	DoT on Last Year
Meeting religious burial requests timescales	Bigger is Better	%	95	100	100	Same ♦

- 1.11 The service continued at normal levels following the impact of the pandemic peaks of 2020/21 and 2021/22 and a good level of performance has been maintained.
- 1.12 However, only one cremator is in operation at present due to the other requiring a new thermal lining. The work was planned for the end of July 2022 and the second cremator should be operational again in August 2022.

## Highways<sup>1</sup>

Indicator	Polarity	Unit	Target	Current Period Actual	Actual for Same Period Last Year	DoT on Last Year
Emergency Defects Rectification Timescales completed on time	Bigger is Better	%	100	100	Suspended	Not comparable —
Response to complaints relating to a drainage malfunction and/or flooding event	Bigger is Better	%	100	100	Suspended	Not comparable —
Response in dealing with Highway Licence applications	Bigger is Better	%	100	100	100	Same ◆
Processing of Vehicle Crossover Applications - timescale for providing quotes	Bigger is Better	%	100	100	100	Same ◆
Timely construction of Vehicle Crossovers following receipt of payment	Bigger is Better	%	100	100	Suspended	Not comparable —
Timely response to Permit requests (LoPS)	Bigger is Better	%	100	100	100	Same ◆
Appropriate conditions attached to Permits (LoPS)	Bigger is Better	%	100	100	100	Same ◆
Appropriateness of approved and rejected extension requests (Permit Extension Requests, LoPS)	Bigger is Better	%	100	100	100	Same ◆
Compliance with Sample Inspection regime (Compliance with chargeable inspection regime to quality-check works on highways (New Roads and Street Works Act))	Bigger is Better	Number	2040	351	0	Not comparable —
Level of Withdrawn Defects. Levels of passed and failed Highways works inspections	Smaller is better	%	15	0	4.6	Improved ▲
Activity in relation to dealing with Section 50 (S50) Requests (TMA)	Bigger is Better	%	100	100	100	Same ◆
Section 74 (S74) compliance and sanctions correctly imposed for failures (NRSWA)	Bigger is Better	%	100	99.1	100	Worsened ▼
Interventions (from DfT or similar agencies) regarding Traffic Manager Duties (TMA)	Smaller is better	%	0	0	0	Same ◆
Processing of Vehicle Crossover Appeals	Smaller is better	%	100	No Activity	No Activity	Not comparable —
Category 1 Defects Rectification Timescales completed on time	Bigger is Better	%	100	100	Suspended	Not comparable —
Category 2 Defects Rectification Timescales completed on time	Bigger is Better	%	100	100	Suspended	Not comparable —
Insurance Investigations completed on time (14 days)	Bigger is Better	%	100	100	100	Same ◆

- 1.13 There are 17 KPIs for Highways. 14 achieved the Q1 target, one reported no activity, one just missed the target and one did not achieve target.
- 1.14 The compliance with sample inspection regime KPI is dependent on a programme of utility works scheduled for the year. The target of 2,040 is for the full year 2022/23 and volumes achieved are monitored on a monthly basis; at this stage in the year the position is not a concern.
- 1.15 A number of KPIs were suspended in Q1 2021/22 to allow a review of KPIs for Re Highways and Tarmac Kier Joint Venture (TKJV) following the award of the new Term Maintenance Contractor. This was completed in Q2 2021/22 and the implementation of new KPIs commenced from July 2021.
- 1.16 The Highways service, except for the Local Implementation Plan (LIP) programme, is operating to 'normal' and continuing to progress well with the 2022/23 programme of delivery of footway and carriageway schemes.
- 1.17 A significant issue continues to be the recruitment of engineering and specialist services within a tough market. Currently, the service has approximately 12

<sup>1</sup> Level of Withdrawn Defects = any failed defects have been upheld.

vacancies out of an establishment of 109, which has increased during Q1. There are several offers out to individuals, which will bring this number down, and ongoing support from recruitment specialists who are advertising vacancies on industry trade websites and working to carefully define hard to fill roles. This is proving to be a positive approach.

- 1.18 The service has reviewed the LIP funding in light of the latest Transport for London (TfL) communication setting out partial funding extended through to 13 July 2022, subsequently extended to 3 August 2022. This funding is welcome as it ensures the sustainability of customer focused services; however, it only provides a time limited partial solution to the long-term delivery of LIP funded schemes.
- 1.19 The delivery of LIP schemes remains under review in the absence of TfL funding certainty, including dialogue with TfL. The Highways service is considering the reallocation of staff if there is any reduction in LIP funding. This will take into account the work needed to maintain delivery in School Travel planning and Sustainable Travel: Active, Responsible, Safe (STARS) accreditation, as well as the need to maintain the resources to deliver against the administration’s priorities in relation to active travel, and ongoing engagement with TfL. Current indications are that TfL and the Department for Transport (DfT) are close to reaching a financial arrangement that is expected to enable a longer-term planning approach to active travel to be developed and implemented by local authorities across London.
- 1.20 The service has implemented the 2022/23 Network Recovery Plan and aligned the Community Infrastructure Levy (CIL) programme with the council and lead members’ priorities. The programme continues to evolve collaboratively with TKJV and includes the introduction of an innovative materials matrix approach from April 2022. Otherwise known as a "Highway Material Palette", this approach supports the council in its sustainability objectives through utilising alternative materials for highways repair and maintenance, and drives efficiency in the operation, providing the council with ongoing value for money as well as reduction in CO2e carbon emissions and increasing the use of recycled materials. This approach was recognised as an exemplar at a recent sustainability event hosted by Tarmac and attended by Local Authority and Industry Leads across the country.
- 1.21 The service has supported the development of the future Highways Strategy post-September 2023 and the focus is now on the delivery of activities to support the service returning to the council's control.

## Licensing and Trading Standards

Indicator	Polarity	Unit	Target	Current Period Actual	Actual for Same Period Last Year	DoT on Last Year
Compliance with Licensing Requirements for Houses in Multiple Occupation (HMOs) - Licenced HMOs meeting legal standards	Bigger is Better	%	71	69.3	65.6	Improved ▲
Business license applications processed in a timely manner	Bigger is Better	%	95	100	100	Same ◆
Appropriate response to statutory deadlines. Ensuring that all statutory time scales are being adhered to. Within the Licensing and Gambling Act	Bigger is Better	%	100	100	100	Same ◆
Appropriate response to service requests Service requests dealt with to present standards to the satisfaction of customers	Bigger is Better	%	90	98.5	94.7	Improved ▲

- 1.22 There are four KPIs for Licensing and Trading Standards. Three achieved the Q1 target and one narrowly missed achieving the target but exceeded performance for the same period last year.
- 1.23 The Compliance with Licensing Requirements for Houses in Multiple Occupation (HMOs) KPI has been impacted by the Covid-19 backlog and all HMO Enforcement staff working on the Homes for Ukraine (HFU) project. An interim has been recently brought in to work on the HFU project, which should help to alleviate some pressure.
- 1.24 A ‘day of action’ was carried out by Trading Standards in High Barnet in June 2022, which resulted in the seizure of unsafe products, removing of non-conforming products from sale and provision of regulatory advice to traders.
- 1.25 On 16 June 2022, Licensing officers presented a licensing application to the Licensing Sub-Committee for the 51st State Festival held at Cophthall Playing Fields in August 2022. The committee were satisfied that the organisers had addressed concerns raised and granted a licence for the event.
- 1.26 Licensing and Trading Standards Officers also visited festivals held in the borough to ensure compliance with licensing conditions and product safety legislation; and supported the Jubilee weekend, with 158 known events taking place in the borough with 16 having Temporary Event Notices (TENs).

## Risks

- 1.27 There was one high-level (scoring 15+) joint risk for Licensing in Q1, which is being managed in accordance with the council’s risk management framework.

Title	Description	Score	Review Summary
<b>Unsafe/unhealthy living accommodation in private rented sector</b>	A backlog of HMO licensing casework built up during the pandemic and work on the Homes for Ukraine project could lead to identification of issues being slower and all proactive activity to search for unlicensed properties being delayed resulting in residents being exposed to unsafe/unhealthy living conditions.	16	The final draft SPIR has been submitted for internal governance approval prior to being signed by the client. A temporary Homes for Ukraine officer has been identified and the appointment is proceeding. Cost pressure submitted for required £200k cashflow needed to support first two years of Additional Licensing Scheme Implementation.

## Scientific Services and Pest Control

Indicator	Polarity	Unit	Target	Current Period Actual	Actual for Same Period Last Year	DoT on Last Year
LAPPC Part 2a and 2b processes intervention programme	Bigger is Better	%	100	No Activity	No Activity	Same ♦
Implementing the Animal Welfare Inspection Programme - Compliance with legislation, departmental, statutory and service standards	Bigger is Better	%	100	100	No Activity	Not comparable —

- 1.28 There are two KPIs for Scientific Services and Pest Control. One achieved the Q1 target and one reported no activity.

- 1.29 During Q1, the service marked National Clean Air Day on 16 June 2022 with a promotion at All Saints School, N20 with the Leader of the Council.
- 1.30 A high number of complaints were received about noise at the site of the National Institute of Medical Research redevelopment. Several weekend visits took place by officers (as the majority of complaints were received at weekends) but no significant noise was evidenced.
- 1.31 The Pest Control service has received an increase in demand in line with the expected seasonality of the business but has achieved all performance targets in Q1 and are on track for this to continue in Q2.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 This report provides an overview of Quarter 1 (Q1) 2022/23 performance for the contracted services delivered by Regional Enterprise (Capita) that fall under the remit of this committee.

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

- 3.1 None.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 None.

## **5. IMPLICATIONS OF DECISION**

### **6. Corporate Priorities and Performance**

- 6.1 Performance monitoring is essential to ensure robust management of the council's strategic contracts and supports commercial discussion and decision making. It also ensures resources are adequately and appropriately directed to support delivery and achievement of corporate priorities.
- 6.2 Relevant council strategies and policies include the following:

- Re Contract

### **7. Resources (Finance and Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 7.1 The report does not include budget information, which is provided separately to Policy and Resources Committee.

### **8. Legal and Constitutional References**

- 8.1 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 to take actions which are calculated to facilitate, or are conducive or incidental to, the discharge of any of their functions. Robust contract management assists with ensuring the proper administration of the council's financial affairs.

8.2 The council's Constitution, Article 7.5 Committees, Forums, Working Groups and Partnerships, sets out the functions of the Environment and Climate Change Committee.

(1) Responsibility for all borough-wide or cross-area matters relating to the local environment including:

- Air Quality
- Cycling, Walking and Healthy Streets
- Biodiversity
- Transport and Public Transport
- Grounds Maintenance
- Highways
- On-Street and Off-Street Parking
- Road Safety
- Lighting
- Street Cleaning
- Environmental Crime (including littering, fly-tipping fly-posting, and graffiti)
- The council's Fleet
- Waste and Recycling
- Waterways
- Parks and Open Spaces (including allotments and trees)
- Cemeteries, Crematoria and Mortuary
- Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety)

(2) Responsibility for the council's response to the climate emergency including:

- Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place
- Developing strategies to meet those carbon reduction targets
- Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place
- Implementing the elements of those strategies that relate to functions listed in (1) above.

(3) To submit to the Policy and Resources Committee proposals relating to the Committee's budget (including fees and charges) for the following year in accordance with the budget timetable.

(4) 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.

(5) To receive reports on relevant revenue and capital expenditure, contracts, performance information and risk on the services under the remit of the Committee.

## **9. Insight**

- 9.1 The report identifies performance information in relation to the council's strategic contracts for Quarter 1 (Q1) 2022/23. The report covers delivery from Regional Enterprise (Capita).

## **10. Social Value**

- 10.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders. As set out in the council's Contract Procedure Rules, commissioners should use the Procurement Toolkit, which includes Social Value guidance. The Contract Management Toolkit should also be used to help ensure that contracts deliver the expected services to the expected quality for the agreed cost. Requirements for a contractor to deliver activities in line with Social Value will be monitored through the contract management process.

## **11. Risk Management**

- 11.1 The council has an established approach to risk management, which is set out in the Risk Management Framework. Risks are reviewed quarterly (as a minimum) and any high-level (scoring 15+) joint risks with strategic partners are included in this report, as well as being reported to Policy and Resources Committee as part of a wider corporate risk report.

## **12. Equalities and Diversity**

- 12.1 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.

- 12.2 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; marriage and civil partnership.

- 12.3 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.

12.4 This is set out in the council's Equalities Policy, which can be found on the website at:

<https://www.barnet.gov.uk/your-council/policies-plans-and-performance/equality-and-diversity>

### **13. Corporate Parenting**

13.1 In line with Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no implications for Corporate Parenting in relation to this report.

### **14. Consultation and Engagement**

14.1 Obtaining customer feedback is part of the contract management process to inform service delivery, service development and service improvement.

### **15. Environmental Impact**

15.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact, or at least it is neutral.

### **16. BACKGROUND PAPERS**

16.1 None

## Appendix A – Tarmac Kier Joint Venture Performance

- 1.1 The Tarmac Kier Joint Venture (TKJV) is the operational delivery partner contracted to deliver the council's Highways Term Maintenance activities, including the operational delivery of reactive and planned maintenance across the council's 700km of highway network. The Term Maintenance Contract with TKJV commenced on 1 April 2021. Following committee approval in January 2022, work has started to commence negotiations with TKJV to develop the terms of a potential future service provision post September 2023.
- 1.2 The contract has defined performance and defects schedules, with a range of KPIs covering Health and Safety, Financial Management, Planned and Reactive Maintenance and Emergency Response.
- 1.3 The performance of the TKJV contract is set out in the table below. The service has achieved target for 15 out of 19 key performance indicators. However, there is an identified trend regarding contract performance on gully emptying, category 4 planned defects, category 1 reactive defects, category 2 reactive defects, and project planned task orders not achieving target. In addition, accident frequency rates and utility strike rates are showing the wrong direction of travel.

Indicator	Polarity	Target	Q2 2021 – Q1 2022				Direction of Travel (Q4 to Q1)	YTD Jun 21-Jun 22
			Q2 2021 Result	Q3 2021 Result	Q4 2021 Result	Q1 2022 Result		
Cl 1.1 Pre-Construction Information Plan and Construction Phase Plan (r) <sup>1</sup>	Bigger is Better	90%	100%	100%	100%	100%	Same	100%
Cl 1.2 Timely Reporting of Incident Investigation Reports (r)	Bigger is Better	90%	No Activity	100%	100%	100%	Same	100%
Cl 1.3 All Accident Frequency Rate (r)	Smaller is Better	1	0	0	0	0.54	Worsened	0.14
Cl 1.4 Utility Strike Rate (r)	Smaller is Better	6	0	0	0.67	1.3	Worsened	0.5
Cl 1.5 Submission of Accurate Pricing Information (r)	Bigger is Better	90%	100%	100%	100%	100%	Same	100%
Cl 1.6 Effective Risk Management (r)	Bigger is Better	90%	100%	100%	100%	100%	Same	100%
Cl 1.7 Defects Rate (r)	Bigger is Better	90%	99.8%	99.9%	99.9%	99.7%	Worsened	99.8%
Cl 1.8 Correction of Scope Defects (r)	Bigger is Better	90%	100%	100%	100%	100%	Same	100%
2.1 Cleaning (Gully, Catchpit, Soakaway) – Annual (r)	Bigger is Better	90%	84%	117%	115%	81%	Worsened	99.4%
2.4 - Emergency Defects Rectification Timescales completed on time (r)	Bigger is Better	90%	100%	100%	100%	98%	Worsened	99.4%
2.5 Category 1 Defects Rectification Timescales completed on time (r)	Bigger is Better	90%	83%	97%	96%	93%	Worsened	92.2%
2.6 Category 2 & 3 Defects Rectification Timescales completed on time (r)	Bigger is Better	90%	78%	96%	91%	91%	Same	88.9%
2.8 Category 4 Planned Defects Rectification Timescales completed on time (r)	Bigger is Better	90%	93%	100%	96%	81%	Worsened	92.5%
Sl.3.1 Emergency Call Outs (r)	Bigger is Better	93%	100%	100%	100%	100%	Same	100%
Sl.3.2 Category 1 Defects (r)	Bigger is Better	92%	83%	97%	95%	94%	Worsened	92.3%
Sl.3.3 Category 2 Defects (r)	Bigger is Better	92%	72%	94%	87%	83%	Worsened	84.3%
Sl.3.4 Activity Task Orders - On-Time Completion (r)	Bigger is Better	90%	35%	97%	100%	100%	Same	83.2%

Indicator	Polarity	Target	Q2 2021 – Q1 2022				Direction of Travel (Q4 to Q1)	YTD Jun 21-Jun 22
			Q2 2021 Result	Q3 2021 Result	Q4 2021 Result	Q1 2022 Result		
SI.3.5 Project Tasks Orders - On-time Completion (r)	Bigger is Better	85%	100%	100%	99%	81%	Worsened	95.0%
SI3.6 Quality of the Contractor's Programme Submission (r)	Bigger is Better	93%	100%	100%	100%	100%	Same	100%

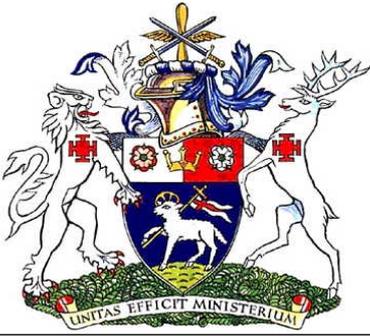
1.4 The contract performance has been formally raised with the TKJV Managing Director, and as a result of this TKJV have committed to the implementation of a Service Improvement Plan including the following:

- Refreshed commitment to Health and Safety training
- Increased management site audits to ensure compliance
- Increased felt 'visible' leadership through TKJV Senior Managers
- Review of approach to utility strikes including training and lessons learnt
- Review and implement necessary resource provision aligned to the level of reactive maintenance (Cat1 to Cat3) works being submitted
- Implement joint best practice review between the council's highways engineer and TKJV Senior Highways Inspectors in relation to the future management of reactive maintenance works
- Weekly review by senior management from the council and TKJV weekly review to maintain the focus on contract performance to ensure the service returns to compliant levels.

1.5 Performance of the TKJV contract will continue to be reported to the Environment and Climate Change Committee to ensure the necessary focus is maintained.

## Environment and Climate Change Committee

6<sup>th</sup> Sept 2022



<b>Title</b>	<b>Review of the Adopted Domestic Vehicle Crossover Policy</b>
<b>Report of</b>	Chair of Environment and Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<i>Appendix 1 – Proposed amendments to the current adopted Domestic Vehicle Crossover Policy</i>
<b>Officer Contact Details</b>	<p>Ian Edser, Director of Highways and Transportation, Customer and Place</p> <p><a href="mailto:ian.edser@barnet.gov.uk">ian.edser@barnet.gov.uk</a></p> <p>Alice Nugent, Innovation and Behavioural Change Manager, Re Highways Service</p> <p><a href="mailto:alice.nugent@capita.com">alice.nugent@capita.com</a></p>

### Summary

The Council has in place a formal Domestic Vehicle Crossover Policy, adopted on 1 April 2019. The adopted policy enables residents to apply to have a vehicle crossover constructed to gain access to park on their property. Where approved the constructed crossover includes the strengthening of the footway and the kerb dropped to form a ramp.

The current adopted Domestic Vehicle Crossover Policy has been reviewed and proposed amendments are detailed in Appendix 1 of this report to ensure that the policy is aligned with the new administration's commitments to sustainability, active travel and biodiversity.

The Committee is asked to agree to the proposed amendments to enable a new Domestic Vehicle Crossover Policy to be adopted and implemented for the Council.

## Officers Recommendations

- 1. That the Committee agrees to the proposed amendments to the Barnet Domestic Vehicle Crossover Policy, as set out in this report, and authorises the Director of Highways and Transportation to make the necessary amendments and publish a new adopted policy to include any decision made by this committee.**

### 1. WHY THIS REPORT IS NEEDED

- 1.1 The Council has in place a formal Domestic Vehicle Crossover Policy, adopted on 1 April 2019. The approach to the development and implementation of the policy having been endorsed at the Environment Committee at the meeting of 13 September 2018. A link to the adopted Domestic Vehicle Crossover Policy is set out in Section 7, Background Papers, of this report.
- 1.2 The adopted policy enables residents to apply under Section 184 of the Highways Act to have a vehicle crossover constructed to gain access to park on their property. Where approved the constructed crossover includes the strengthening of the footway to take the weight of a maximum 3500kg vehicle and the kerb dropped to form a ramp.
- 1.3 The adopted policy is for domestic (light duty) crossovers (up to a maximum weight of 3500kgs). Regarding heavy duty crossovers for commercial and residential developments where access is required for more than one vehicle serving a new development these are handled in line with the existing Development Control requirements and as such sit outside the Councils adopted Domestic Vehicle Crossover Policy.
- 1.4 The adopted policy includes the following criteria which are currently used to assess the eligibility of the resident's application:
  - Permitted types of vehicle crossovers
  - Road safety
  - Overhanging vehicles
  - Illegal crossovers
  - Crossover placement, forecourt dimensions, width of crossovers, distance between crossovers, surfacing and drainage of hardstanding and redundant crossovers
  - Second crossovers and shared access driveways

- Surfacing and Drainage of Hardstandings and Redundant Crossovers and the Removal of Crossovers
  - Existing highway amenity, including Street Furniture (e.g., lamp column, traffic sign etc), Green amenities (e.g., grass verges and flower beds), Street Tree and Parking
  - Application processes including timescales and fees
- 1.5 In addition, the Council within the adopted policy addresses the need to prevent damage to the footway / verge / services ensuring due regard is paid to:
- The ability of vehicles to enter and leave safely from the premises
  - The safe passage of vehicles and pedestrians in the road
  - The provision of a suitable parking area on the property to enable vehicles to enter and leave the space at right angles in one movement from the road
  - The need for strengthening of the footway / verge to withstand the weight of vehicles to ensure the protection of statutory services
  - The vehicle being parked wholly within the property. Any vehicle overhanging the footway would be committing an offence under the Highways Act 1980, Section 137
  - The potential requirement for planning permission in relation to the provision of a permeable hardstanding and access
  - Applications that require the removal of CPZ bay being the subject of a review of the parking availability with associated statutory consultation and advertising.
- 1.6 The adopted policy has been effective in the management of domestic crossover applications with on average 384 domestic vehicle crossovers constructed per annum.
- 1.7 Over the last few years, the highway network has seen major changes in the way it is functions and operates as such there is a need to ensure that policies are reflective of the challenges and opportunities presented through the adaptation of new technologies, innovation and best practice, improved collaboration and consultation and embracing new activities e.g., Electric Vehicles, and clear alignment with other Council policy and strategy. Ultimately the aim being to optimise the highway network to deliver against transport, sustainability and biodiversity agendas.

## Sustainability

- 1.8 The council has a new Labour administration who have set out a commitment to sustainability and a series of planned actions to mitigate the effects of climate change and encourage sustainable behaviours. This includes a manifesto commitment to set up a citizen's assembly on climate change and biodiversity, declaring a climate and biodiversity emergency, and taking forward the sustainability strategy. The new domestic crossover policy includes the following actions:
- Strengthening the protection for healthy trees
  - Protecting on street electric vehicle charging points
  - Areas of hard standing for parking in front gardens must be constructed using permeable materials with proof of this provided to the council
  - Protecting the council's grass verges, shrubs and flower beds
  - Preventing damage to footways

1.9 In line with the approach set out in paragraphs 1.7 and 1.8 of this report the Domestic Vehicle Crossover Policy has been reviewed, with the following proposed amendments being incorporated into a revised policy, subject to approval by this committee, table 1 summarises the proposed amendments which are set out in more detail in Appendix 1 of this report:

Item	Para	Heading	Proposed change or addition
1	Introduction	Domestic Crossover definition	Recommend replace with new wording for clearer distinction between types of crossovers
2	2.1	Permitted Types of vehicle crossovers	Recommend replace with new wording for three types of crossovers a) Light duty, b) Heavy duty, c) Developer
3	2.1	Damage to Highway	Recommend strengthening wording around prevention of Damage to Highway, aligned to adopted Damage to Highway policy
4	2.3	Illegal Crossovers	Recommend strengthening new wording for Illegal crossovers, aligned to Council adoption of section 16 London Local Authorities and Transport Act 2003 in 2027
5	2.10	Existing Highway Amenity	Recommend retain this policy as it is but add narrative in relation to all electric vehicle charging points (EVCP), signage and associated EV marked bays to the list of examples.
6	2.10.1	Street Furniture	Recommend adding clear statement about including all electric vehicle charging points (EVCP), signage and associated EV marked bays
7	2.10.2	Green Amenities - flowerbeds and shrubs	Recommended to Retain, supports commitments to sustainability and biodiversity
8	2.10.2	Green Amenities – grass verges	Recommended to Retain, supports commitments to sustainability and biodiversity
9	2.10.2	Front Gardens	Recommended to Retain, supports commitments to sustainability and biodiversity
10	2.10.3	Trees	Recommended to Retain, maintain amenity value and associated sustainability with some additional wording
11	2.10.4	Controlled Parking Zones (“CPZ”), Pay & Display Bays	Recommend strengthen wording to clarify the addition approval / consultation required due to Traffic Management Orders
12	New	Electric Vehicle Charging bays	Recommend inclusion of additional wording (as for CPZ/Parking Bays) to bring in EV Charging Bays
13	2.12	Surfacing and Drainage of Hardstandings	Recommended to Retain, supports commitments to sustainability and biodiversity
14	3.6	Refusals	Recommend remove the right to appeal for removal of a healthy tree from this policy

Table 1: Summary of Proposed Policy Amendments

## 2. REASONS FOR RECOMMENDATIONS

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

- 2.2 The Highways Act 1980 (“HA 1980”) sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 There is a need to ensure that policies are reflective of the challenges and opportunities presented through the adaptation of new technologies, innovation and best practice, improved collaboration and consultation and embracing new activities e.g., Electric Vehicles, and clear alignment with other Council policy and strategy.
- 2.4 Officers have identified that the Councils Domestic Vehicle Crossover Policy would benefit from a review some three years post adoption to ensure that it is reflective of the increase in Electric Vehicles and associated on-street and off-street charging points, required consultation on Controlled Parking Zones (CPZ), Parking Bays and Charging Bays as well as an opportunity to ensure that the green infrastructure is protected through the application of the policy.
- 2.5 In addition, ensure the policy has effective alignment with the Councils adopted approach to Damage to Highways and Illegal Crossover Enforcement.

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

The alternative option is to continue with the current 1 April 2019 adopted policy unaltered, however this misses the opportunity to update the policy to reflect changes in the increased usage of electric vehicles, refinement of consultation arrangements and closer alignment with existing Council policy e.g., in relation to Damage to Highways and Illegal Crossovers.

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

- 4.1 Subject to approval by the Committee the Domestic Vehicle Crossover Policy will be revised reflective of the changes set out in Appendix 1 of this report, finalised and published online. In addition, the website and associated application process will be updated with a go live of the revised policy anticipated for 1 August 2022.

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

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

The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. The refresh of the Domestic Vehicle Crossover Policy will support the delivery of transport, active travel, biodiversity and sustainability manifesto commitments.

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

- There are no additional costs to the Council because of adopting the revisions to the

existing Domestic Vehicle Crossover Policy. All current fees for vehicle crossovers are included in the Councils schedule of fees and charges which are reviewed annually through this Committee.

- There are no Procurement, Staffing, IT or Property implications because of this report.

### 5.3 **Legal and Constitutional References**

- The provision of domestic vehicle crossovers is not a statutory requirement.
- For residents to drive across the footway to gain access to their property they are required under Section 184 of the Highways Act 1980 to have a vehicle crossover constructed. The Council as Highway Authority must ensure due regard to the requirements of the Act in relation to preventing damage to the footway / verge / services. In addition to the requirements of the Highways Act 1980 residents may also need to have in place planning permission under the Town and Country Planning Act 1990 to create a 'vehicular access'.
- The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment and Climate Change Committee responsibility for all borough-wide or cross-area matters relating to the local environment.

### 5.4 **Insight**

- The service delivery will be informed by insight data provided through the Councils asset management systems and other sources.

### 5.5 **Social Value**

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

### 5.6 **Risk Management**

- Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.
- The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the review of the Domestic Vehicle Crossover Policy has been developed in accordance with this.

### 5.7 **Equalities and Diversity**

- Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and

responding to those concerns through the management of an effective highway network.

- The physical appearance and the condition of the roads, pavements and highway infrastructure have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
  - Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
  - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
  - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

## 5.8 Corporate Parenting

- No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

## 5.9 Consultation and Engagement

- Engagement with key stakeholders within the council and partner organisations has been undertaken

## 6. ENVIRONMENTAL IMPACT

6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology, aligned to the council's emerging Sustainability Strategy and commitment to biodiversity in relation to the quality of the green infrastructure, operational delivery and material selection including use of low carbon and recycled materials.

- 6.2 In particular, the following requirements are contained within the crossover policy
- where there is impact on flowerbeds or shrubs, applications **will not be considered**
  - where a grass verge is 2 metres deep or more, applications **will not be considered**
  - All crossovers near a tree will be referred to the council's Tree Team who will refer to criteria as detailed in the council's Tree Policy **before** an application is considered.

- Crossovers will **not be constructed** unless there is a suitable hardstanding in place. The hard standing / parking area must be constructed using permeable material such as gravel, permeable block paving or porous asphalt.
  - Proof must be provided to the Council to show that permeable material has been used
- 6.3 This review includes a recommendation to remove from this policy the right of appeal for the removal of a healthy tree. This right may still apply until such time as the Tree Policy is reviewed (due for review 2022).

## 7. BACKGROUND PAPERS

- 7.1 London Borough of Barnet Domestic Vehicle Crossover Policy, Adopted 1 April 2019  
[https://www.barnet.gov.uk/sites/default/files/barnet\\_crossover\\_policy\\_-\\_1st\\_april\\_2019.pdf](https://www.barnet.gov.uk/sites/default/files/barnet_crossover_policy_-_1st_april_2019.pdf)
- 7.2 Environment Committee, 13 September 2018, Draft Barnet Domestic Crossover Policy  
<https://barnet.moderngov.co.uk/documents/s48395/Draft%20Barnet%20Domestic%20Crossover%20Policy.pdf>
- 7.3 Environment Committee, 11 May 2017, Footway Damage (Damage to Highways)  
<https://barnet.moderngov.co.uk/documents/b29462/Addendum%20-%20Items%208%20and%2010%2011th-May-2017%2018.30%20Environment%20Committee.pdf?T=9>
- 7.4 Environment Committee, 15 March 2017, Adoption of Section 16 of the London Local Authorities and Transport for London Act 2003 providing enforcement powers concerning unauthorised vehicle crossings over footway and verges for the benefit of public safety  
<https://barnet.moderngov.co.uk/documents/s38596/Adoption%20of%20Section%2016%200London%20Local%20Authorities%20and%20Transport%20for%20London%20Act%202003.pdf>
- 7.5 Council, 4 April 2017, Report of the Environment Committee – Adoption of Section 16 of London Local Authorities and Transport for London Act 2003 in relation to Illegal Crossovers  
<https://barnet.moderngov.co.uk/documents/g8820/Public%20reports%20pack%2004th-Apr-2017%2019.00%20Council.pdf?T=10>

## Appendix 1:

### Proposed amendments to the current adopted Domestic Vehicle Crossover Policy

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
1	Introduction	Domestic Crossover definition	This policy is for domestic (light duty) crossovers (up to a maximum weight of 3500 kgs). Heavy duty crossovers are required for commercial and residential developments where access is required for more than one vehicle serving new developments in the borough. Existing Development Control requirements shall apply until such time a new policy is produced	<p>Recommend replace with new wording for clearer distinction between light and heavy-duty crossovers</p> <p><i>This policy is for domestic (light duty) crossovers. Domestic (light vehicle) crossovers are applicable for single residential premises or a shared access between two adjoining residential premises (for vehicles up to a maximum of 3,500kgs) only. In all other cases heavy duty crossovers are required e.g., for single points of access to more than one dwelling or more than one parking space for flats or private drives to more than one property or where there is an expectation that vehicles over 3,500kgs are to use the access such as refuse freighters or access to commercial premises.</i></p>
2	2.1	Permitted Types of vehicle crossovers	<p>There are two types of crossover:</p> <p>a) Light duty domestic crossovers are only suitable for laden vehicles up to a maximum weight of 3500 kgs. They are not designed to be driven over by heavy goods vehicles or mechanical equipment.</p> <p>b) Heavy duty crossovers will be required for vehicles with a laden weight over 3500 kgs and this will apply for new developments and commercial properties where access for several vehicles are required</p>	<p>Recommend replace with new wording for three types of crossover</p> <p><i>There are three types of crossover</i></p> <p><i>a) Light duty domestic crossovers are only suitable for laden vehicles up to a maximum weight of 3500 kgs. They are not designed to be driven over by heavy goods vehicles or mechanical equipment.</i></p> <p><i>b) Heavy duty crossovers will be required for vehicles with a laden weight over 3500 kgs and this will apply for new developments and commercial properties where access for several vehicles is required</i></p> <p><i>c) Developer crossovers are to be used where the works to a site require, or required, planning permission and the need for this type of crossover overrides the need for both domestic and/or heavy-duty crossovers.</i></p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
3	2.1	Damage to Highway	Light duty domestic crossovers are not designed for vehicles over 3500kgs in weight to prevent damage to the footway.	<p>Recommend replace with new wording around prevention of damage to Highway</p> <p><i>If permitted, the use of a domestic crossover is limited to vehicles up to 3,500kg only. Domestic crossovers are not suitable for heavy goods vehicles or skip lorry deliveries/collections. The Council will charge for repairs to the Highway if the Highway is damaged by unsuitable vehicles using domestic crossovers.</i></p>
4	2.3	Illegal Crossovers	<p>The council will check and monitor any instances of, or complaints about the unauthorised crossing of the public footway or overhanging of vehicles. This will involve an initial warning letter and issuing a penalty notice or fine where appropriate. Unauthorised crossing of the footway or overhanging vehicles can be reported to 020 8359 3555. Under the London Local Authorities and Transport for London Act 2003, the council may execute works to prevent vehicles from being taken over a footway or verge and recover expenses incurred in doing so from the owner or occupier. These works can include the installation of bollards for which the cost of their removal would be borne by any future applicant.</p> <p>To report an illegal crossover please contact the council on 020 8359 3555. To report footway parking, please contact the council on 020 8359 7446.</p>	<p>Recommend replace with new wording for Illegal crossovers</p> <p><i>Enforcement action can be taken for instances whereby unauthorised crossing of the footway is taking place without a domestic vehicle crossover in place or where the kerb has been dropped without authority from the Council. This unauthorised use of the highway presents problems with regards to potential damage to the footway and verge including any underground services placed beneath the highway, as well as creating risk to pedestrians and other road users. The council may execute works to prevent vehicles from being taken over a footway or verge and recover expenses incurred in doing so from the owner or occupier. These works can include the installation of bollards for which the cost of their removal would be borne by any future applicant (for a domestic crossover).</i></p> <p><i>Unauthorised crossing of the footway or overhanging vehicles can be reported to 020 8359 3555</i></p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
5	2.10	Existing Highway Amenity	Where possible, the crossover should be located so that it does not affect the existing highway amenities, including street furniture such as a lamp column, green amenities such as trees and parking. Any existing highway amenity requiring a specialist officer's visit will attract an additional fee. In any case, where works may be approved or proposed by the council which require removal and/or replacement of highway amenity, the cost of such works will be borne by the applicant. For any highway amenity/equipment which does not belong to the council (such as utility equipment e.g. British Telecom Cabinet or a shallow cable) and is in the location of the proposed crossover, it is the applicant's responsibility contact the relevant provider and pay any charges. The applicant must provide confirmation of removal of any items as part of application form.	Recommend retain this policy as it is but add <i>including all electric vehicle charging points (EVCP), signage and associated EV marked bays</i> to the list of examples.
6	2.10.1	Street Furniture	Existing street furniture e.g. lamp column, traffic sign, some gullies etc. A minimum distance of 1.2 metres is generally required between a proposed crossover and any existing street furniture. If this is not feasible, a decision will be made by the relevant council department to determine whether the item can be removed or relocated, although there may be limited scope to do this. In cases where works may be approved or proposed by the council and require removal, relocation and/or replacement of street furniture, the cost of such works will be borne by the applicant.	Recommend retain this policy as it is but add <i>including all electric vehicle charging points (EVCP), signage and associated EV marked bays</i> to the list of examples.
7	2.10.2	Green Amenities - flowerbeds and shrubs	When considering the layout of a hard standing and the position of a proposed crossover, applicants should consider any existing green amenities such as a grass verge, hedgerow, flowerbeds. Any applications for crossovers where there is impact on flowerbeds or shrubs will not be considered.	Recommended to Retain, supports commitments to sustainability and biodiversity

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
8	2.10.2	Green Amenities – grass verges	When considering the layout of a hard standing and the position of a proposed crossover, applicants should consider any existing green amenities such as a grass verge, hedgerow, flowerbeds.... if a grass verge is 2 metres deep or more, the application will not be considered.	Recommended to Retain, supports commitments to sustainability and biodiversity
9	2.10.2	Front Gardens	The space between the road and the buildings frontage is an important part of the environment which can change significantly by the increase in front garden parking area. As traditional front gardens are replaced by hard surfaces and vehicles, the harmony and continuity of the street scene is interrupted and enjoyment of the buildings themselves, especially if listed or in a conservation area may suffer. This may also lead to a reduction in wildlife through lost habitats and permeable surfaces. It is therefore important that front garden parking, where permissible, should be constructed to cause minimum intrusion and harm. With care and attention, any visual impact of a parking space together with the adverse effect on wildlife can be reduced, whilst blending in with the neighbourhood.	Recommended to Retain, supports commitments to sustainability and biodiversity
10	2.10.3	Trees	All crossovers near a tree will be referred to the councils Tree Team who will refer to criteria as detailed in the council's Tree Policy before an application is considered.  There are three scenarios' possible with crossovers close to trees: <ul style="list-style-type: none"> <li>• The tree is considered an amenity and is to be retained and the crossover refused.</li> </ul>	Recommended to Retain, maintain amenity value and associated sustainability but amend final paragraph slightly to include wording around compensation  <i>In all cases where it is agreed to remove a street tree, the applicant will be required to pay for the cost of its removal and replacement</i>  <i>The Barnet Tree Policy states where trees are removed in any development, Capital Asset Value of Amenity</i>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
			<ul style="list-style-type: none"> <li>• Engineering alternatives will be considered which would allow the tree to remain and the crossover installed. In this situation, a trial excavation may be required.</li> <li>• The tree is found to be in poor health or deemed to be of low amenity and in the interest of sustainability, the tree can be removed and replaced.</li> </ul> <p>If the tree removal is refused and there are no suitable alternatives to protect the tree, then the crossover application will be refused.</p> <p>In all cases where it is agreed to remove a street tree, the applicant will be required to pay for the cost of its removal and replacement to be located, wherever possible, elsewhere outside their frontage. If engineering alternatives and/or a trial excavation is required, the applicant will be required to pay the cost.</p>	<p><i>Trees, (CAVAT) compensation will be required to mitigate any loss.</i></p> <p>Further information on CAVAT can be found online at <a href="https://ltoa.org.uk/resources/cavat">https://ltoa.org.uk/resources/cavat</a></p> <p>If engineering alternatives and/or a trial excavation is required, the applicant will be required to pay the cost</p>
11	2.10.4	Controlled Parking Zones (“CPZ”) and Pay and Display Bays	<p>Where the location of the proposed crossover is affected by a parking bay then a separate approval from the council will be required before the parking bay can be removed or altered to allow the construction of the crossover. This approval will involve changes to the legal documents governing the parking bay, called Traffic Management Orders. The process involves a statutory consultation which includes public consultation and advertising which may result in objections to crossover which will need to be considered by the council.</p>	<p>Recommend slight change to wording</p> <p><i>Where the location of the proposed crossover affects a parking bay then a separate approval from the council will be required before the parking bay and signage can be removed or altered to allow the construction of the crossover. This separate approval cannot be avoided as it requires changes to the legal documents governing the parking bay, called Traffic Management Orders. The process involves a statutory consultation which includes consultation and advertising which may result in objections to crossover which will need to be considered by the council.</i></p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
12	New	Electric Vehicle Charging bays		<p>Recommend additional wording for EV Charging Bays as there is for CPZ/Parking Bays</p> <p><i>Where the location of the proposed crossover affects an EV Charging Bay and signage then a separate approval from the council will be required before the EV Charging Bay and signage can be removed or altered to allow the construction of the crossover. This separate approval cannot be avoided as it requires changes to the legal documents governing the EV Charging Bay and signage, called Traffic Management Orders. The process involves a statutory consultation which includes consultation and advertising which may result in objections to crossover which will need to be considered by the council.</i></p>
13	2.12	Surfacing and Drainage of Hard-standings	<p>Crossovers will not be constructed unless there is a suitable hardstanding in place.</p> <p>The hard standing / parking area must be constructed;</p> <ul style="list-style-type: none"> <li>•using permeable material such as gravel, permeable block paving or porous asphalt. Otherwise rainwater should be directed to a lawn or border to drain naturally.</li> <li>•water must not drain onto the highway.</li> <li>•It is recommended that the hardstanding area is restricted to a suitable space to accommodate a vehicle and that the remaining frontage is retained as a green space</li> </ul> <p>Paving front gardens changes the greenness, attractiveness and character of whole streets and as such it is recommended that the hardstanding area is restricted to a suitable space to accommodate a</p>	<p>Recommended to Retain, maintain amenity value and associated sustainability</p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
			<p>vehicle and that the remaining frontage is retained as a green space to minimise the environmental impact on the neighbourhood and to promote wildlife such as bees, butterflies and other pollinators. Also hard paved areas contribute to rapid run-off of rainfall, which contributes to the pollution of waterways and flooding. Therefore, all hard standing must be constructed with a permeable material. Proof must be provided to the council to show that permeable material has been used</p>	
14	3.6	Crossover refusal	<p>If the application does not meet the criteria noted in this policy the domestic crossover application will be refused. The reasons for refusal can be very specific to a location.</p> <p>Where applications do not conform to the criteria set out in this policy, applicants will be informed in writing and will be provided with details of the reasons for the refusal.</p> <p>The appeal process is only limited to considering the removal of a healthy tree to accommodate the crossover when this has been the reason for the refusal of a domestic crossover application.</p> <p>The appeal process for domestic crossovers follows the appeal process outlined within the Barnet Tree Policy which can be found on the council's website.</p> <p>Appeal Process;</p> <p>Where tree removal has been requested by a resident in order for a crossover to be constructed and this removal is assessed as unjustified by Officers, the first stage would be for the Trees and Woodlands</p>	<p>Recommend change to remove the appeal process from this policy for the removal of healthy trees.</p> <p>If the application does not meet the criteria noted in this policy the domestic crossover application will be refused. The reasons for refusal can be very specific to a location.</p> <p>Where applications do not conform to the criteria set out in this policy, applicants will be informed in writing and will be provided with details of the reasons for the refusal.</p> <p><i>If the reason for refusal is due to the existence of a healthy tree then there may be a right to appeal (if applicable) against the decision via the process outlined within the Barnet Tree Policy which can be found on the council's website.</i></p> <p>NOTE: The Council's Tree Policy is due to be reviewed this year 2022, when the right of appeal for the removal of a healthy tree will be reviewed.</p>

Item	Para	Heading	Existing 2019 Policy wording	Proposed change or addition
			<p>Manager to review the decision. If the resident is not satisfied with the decision by the Trees and Woodlands Manager then this is escalated to the Chief Officer in consultation with Ward Members.</p> <p>If the resident is not satisfied this would then be a complaint and dealt with as outlined in the council's Corporate Complaints Policy.</p>	<p><i>Regardless of the reason for refusal, if the resident is not satisfied with the outcome of their crossover application this would then be a complaint and dealt with as outlined in the council's Corporate Complaints Policy</i></p>

AGENDA ITEM 10

## Environment and Climate Change Committee

**06 September 2022**



<b>Title</b>	<b>Highway Infrastructure Asset Management Plan (HIAMP) 2022</b>
<b>Report of</b>	Chair of Environment and Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Highway Infrastructure Asset Management Plan (HIAMP) 2022 Appendix 2 – Well Managed Highway Infrastructure-Recommendations
<b>Officer Contact Details</b>	Ian Edser, Director of Highways and Transportation <a href="mailto:ian.edser@barnet.gov.uk">ian.edser@barnet.gov.uk</a>  Ali Ataie, Interim Strategic Lead Commissioner, Highways <a href="mailto:ali.ataie@barnet.gov.uk">ali.ataie@barnet.gov.uk</a>

### Summary

This report seeks the Committee’s approval, of the **Highway Infrastructure Asset Management Plan (HIAMP) 2022**. This document updates and supersedes the LBB Highway Asset Management Plan (HAMP) 2012.

The updated plan support’s the new administration’s commitment to sustainability and the better repairs of roads and pavements.

The HIAMP is a policy document required by all Highway Authorities (HA) to support best practice asset management. The primary objective and outcome of the HIAMP is to ensure a safe and strategically well managed highway infrastructure network (long term). The

HIAMP sets out the HA's approach to effective management and maintenance of highway assets based on best practice technical guidance applying needs-based value for money asset life cycle prioritisation.

Best practice guidance is the latest 2016 Well-Managed Highway Infrastructure A Code of Practice and detailed asset management guidance in the UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Document.

The 2022 HIAMP incorporates this guidance which has developed to be fully integrated across all asset types and applies risk-based standards of local service delivery determined by each Highway Authority and approved through authorities' executive processes.

The HIAMP requires a planned maintenance works delivery programme for the Authority's highway infrastructure assets. This includes footways (pavements) and all cycling infrastructure. The LBB planned maintenance programme is the Network Recovery Plan (NRP) – Approved by the Environment Committee on 13 January 2022.

## **Officer's Recommendations**

- 1. That the Committee approves the updated 2022 LBB Highway Infrastructure Asset Management Plan (HIAMP) as part of the Authority's overall Highway Infrastructure Asset Management system.**
- 2. That the Committee delegate authority to the Director of Highways and Transportation, Customer and Place to finalise the Plan as required and publish on council's website.**

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

- 1.1 This report is needed to evidence that the London Borough of Barnet (LBB)(as Highway Authority-HA) has in place a reviewed, approved, and published **Highway Infrastructure Asset Management Plan (HIAMP)**.

#### Sustainability

- 1.2 The update of the HIAMP ensures that important environmental and sustainability aims are embedded in the long-term management of LBB highway infrastructure assets. This includes:
- Adapting to climate change by risk assessing the effects of extreme weather on highways and identifying ways to mitigate the highest risks.
  - Considering the impact of highway infrastructure maintenance on whole life carbon costs when determining appropriate interventions, materials and treatments.
  - Appraising materials, products and treatments for highway infrastructure maintenance for their impact on the environment and sustainability.

- Managing highway verges, trees and landscaped areas with regard to their nature conservation value and biodiversity principles.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 Barnet's highway network is our largest, most valuable and most visible community asset and is probably the most used of all our services, by nearly all residents daily. It is vital to the economic, social and environmental well-being of our community.
- 2.2 The Highways Act 1980 ("**HA 1980**") sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Council also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980 and, in particular, Section 41 of the HA 1980 (noted above).
- 2.4 The current best practice guidance is the **2016 Well-Managed Highway Infrastructure A Code of Practice (COP)** and the integrated **UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Document**. They provide comprehensive information and directives for highway asset management. Best practice is summarised through 36 recommendations (as set out in Appendix 2 of this report) in the Code itself (which cross reference to 14 recommendations in the detailed asset management guidance).
- 2.5 The foundation for asset management best practice is the COP Recommendation No.3 (Asset Management Policy & Strategy):- *An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision*
- 2.6 LBB Strategic Asset Management Plan (2014) incorporates Highways and Parks Estates (Part 2 Section 5.1) within the overall approach to LBB's management of assets. It supports the implementation of the HIAMP and other supporting asset management documentation such as the Streetscape Design Guide (Developers Design Guide) to manage best practice for new highway infrastructure and public realm.
- 2.7 Code of Practice section A.2.1.2 summarises the role of asset management as follows:

*“Asset management is widely accepted as a means to deliver a more efficient and effective approach to management of highway infrastructure assets through longer term planning and ensuring that levels of service are defined and achievable for available budgets. It supports making the case for funding, for better communication with stakeholders, and facilitates a greater understanding of the contribution highway infrastructure assets make to economic growth and social well-being of local communities.”*

2.8 LBB has a Highway Asset Management Plan (HAMP) produced in 2012. The HAMP met the requirements at that point in time and the indexed elements of the Plan (as re-produced in Appendix 1 of this Report) remain largely relevant in terms of contents coverage but will be adapted in the 2022 update. Since 2012 new updated best practice guidance has been introduced. The 2022 HIAMP adopts a contemporary format approach to document electronic links to key information contained elsewhere in other strategic documents. This avoids replicating the information in the HIAMP.

2.9 The Asset Management Policy Statement proposed is:

*“In the management and maintenance of the roads and footways, bridges, lighting, drainage and other assets that form the London Borough of Barnet highway network, we aim to provide a high quality service. This includes an emphasis on sustainability and a better environment, while meeting the needs of residents, businesses and other stakeholders. By adopting a sustainable strategic approach and good asset management techniques, we evaluate all costs over the whole service life of our roads, footways, bridges, lighting and other assets. Through the use of a preventative approach to maintenance treatments, we aim to minimise impact on the environment, and to maximise value and ensure a sustainable future, whilst providing a high quality cost effective service.”*

2.10 Since 2012 the most significant change has been the establishment of the **LBB Network Recovery Plan (NRP)** which is an operational document supplement to the HIAMP and separately considered and approved by this Committee. The NRP addresses the key best practice recommendation for a systematic approach to forward planning and long term planned works programmes. LBB has an effective planned programme managed through the NRP. The works programme has been primarily developed based on a visual condition assessment survey and deterioration modelling. Schemes have been identified and prioritised using an asset management approach across the borough, using whole life costing and good asset management principles to ensure that investment is focussed in a timely manner where it is most needed.

2.11 Most recently LBB has changed the operational electronic Maintenance Management System (MMS) to the CONFIRM system. The MMS is a key part of the implementation of the HIAMP. The MMS manages the whole asset inventory information system. The 2022 HIAMP will address this change.

- 2.12 Operational implementation and delivery of the HIAMP is through a suite of documentation including the Highway Infrastructure Safety Inspection Manual (HISIM) which defines the LBB standards for safety defect intervention action thresholds for carriageway and footway trips and potholes. HISIM was approved by the Environment Committee on 8 March 2022. HIAMP also takes into account the climate change agenda and sustainability. The Environment Committee on 8 March 2022 approved a report on Highway Material Palette, which takes into account the sustainability strategy in asset management.
- 2.13 Council's 2022/23 annual revenue maintenance budget to achieve the reactive safety defect policy standards is complemented by other revenue and HIAMP capital funds to maintain, improve and develop highway assets. The planned improvements are in line with the Council's long term transport strategy in support of walking and cycling within the borough as well as ensuring expeditious movement of traffic. A budget allocation of £13.1m (2022/23) supports the delivery of HIAMP Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme, both of which are aligned with CO2 reduction and efficiency.
- 2.14 The 2022 HIAMP follows all best practice recommendations with no express or considered deviations from best practice guidance. LBB has in place all key operational components:
- *Electronic Maintenance Management system (CONFIRM)*
  - *Appropriately trained and competent delivery teams*
  - *Systems to collect asset condition data and report performance*
  - *A planned multi-year forward asset maintenance programme (NRP) and budget commitment*
  - *Key supporting documentation – Operational Network Hierarchy, Highway Infrastructure Safety Inspection Manual, Streetworks Manual and Winter Maintenance Plan*
- 2.15 The LBB Operational Network Hierarchy (ONH) is an integral part of whole approach to asset management. The ONH was approved by the Environment Committee on 8 March 2022. The ONH maintains a risk category for all parts of the network from which scheduled safety inspections are planned and undertaken to appropriate frequencies and planned asset maintenance is considered. ONH is regularly reviewed by officers to ensure compliance with national guidelines and updated accordingly to maintain a risk-based approach to highway inspections.

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

- 3.1 The development and publication of a Highway Infrastructure Asset Management Plan (HIAMP) by a Highway Authority is the foundation of best

practice management of the highway assets. No alternatives have been identified.

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

- 4.1 Once the Committee approves the recommendations, the authority's managing agents (Re) will finalise and apply the HIAMP as a strategic document to support highway maintenance and improvement programmes. The Plan will be published on Council's website for public viewing.

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

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

- 5.1.1 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. It is a key element in the LBB Strategic Asset Management Plan. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in the need for reactive and emergency repairs such as potholes, for example, to ensure the infrastructure is safe for users and for planned maintenance and improvements to highway assets.
- 5.1.2 The Council's Corporate Plan – The Barnet Plan 2021-25 contains the strategic priority "Clean, Safe and Well Run". There is a commitment to invest in planned maintenance through the Network Recovery Programme to ensure roads and pavements can be used for safe, reliable travel in the long term. It is expected that the new Administration will develop a new corporate plan, consistent with the new administration's priorities.

The Highway Infrastructure Asset Management Plan does also contribute to the Council's Health and Wellbeing Strategy by making Barnet a safe and great place to live and enable the residents to keep well and independent.

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

- 5.2.1 The HIAMP will ensure the effective financial management of the highways network within approved financial envelope through the implementation of a clear policy framework, optimising resources deployed and budget availability.
- 5.2.2 There are no additional staffing ICT or property implications. Existing organisational and system arrangements will continue.

##### **5.3 Social Value**

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

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

- 5.4.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment and Climate Change Committee responsibility for all borough-wide or cross-area matters relating to the local environment.

Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

#### **5.5 Risk Management**

- 5.5.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

#### **5.6 Equalities and Diversity**

- 5.6.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.

- 5.6.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

- 5.6.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Area Committees. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.

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

a) Eliminate discrimination, harassment and victimisation and other contact

prohibited by the Equality Act 2010.

b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-cluttering of street furniture and an updating of highway features to meet the latest statutory and technical expectations.

## **5.7 Corporate Parenting**

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

## **5.8 Consultation and Engagement**

5.8.1 No public consultation was undertaken as this is a statutory duty and the proposed changes do not have a significant impact on public expectations.

5.8.2 Council's Organisational Resilience, Assurance Group has been engaged in reviewing of the highway inspection manual and the risk assessment process.

## **5.9 Environmental Impact**

5.9.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.

## **5.10 Insight**

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

## **6. BACKGROUND PAPERS**

6.1 LBB Highway Asset Management Plan (HAMP) 2012

6.2 LBB Strategic Asset Management Plan- September 2014. Highways (para 5.1, p20).

6.3 Environment Committee Report, Highway Network Recovery and Community Infrastructure Levy Programme 2022/23 – 13 January 2022

[https://barnet.moderngov.co.uk/documents/s69487/Environment%20Committee%20Report%20NRP%20CIL%20Year%208%20040122%20Final\\_.pdf](https://barnet.moderngov.co.uk/documents/s69487/Environment%20Committee%20Report%20NRP%20CIL%20Year%208%20040122%20Final_.pdf)

**Appendix 1:**

LBB Highway Infrastructure Asset Management Plan (HIAMP)- June 2022

**Appendix 2:**

Well Managed Highway Infrastructure- Recommendations

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# Highway Infrastructure Asset Management Plan

## London Borough of Barnet

Version 4: July 2022 DRAFT under Preparation



## Document History

Version	Date	Status	Author	Reviewer	Comments
1.0	March 2011	Initial Draft	Andy Pickett		Initial draft
2.0	August 2012	Final Draft	Andy Pickett		Incorporating LB Barnet comments
2.2	November	Final	Andy Pickett		Incorporating further LBB Comments
3	June 2022	Draft	Mark Rees-Williams	Ali Ataie/Ian Edser	Major review to align with contemporary best practice guidance and LBB Network Recovery Plan initiative.
4	July 2022	Draft	Mark Rees-Williams	Andy Tipping/A li Ataie	Review comments 4.13,4.24, 5.13, 7.16, 7.17. Accepted and incorporated

## **Contents**

### **1 Forward/Executive Summary**

- 1.1 Context and Background
- 1.2 What is Asset Management?
- 1.3 Role & Purpose of Highway Infrastructure Asset Management Plan
- 1.4 Asset Management Policy Statement

### **2 Highways Infrastructure Asset Management Plan(HIAMP)**

- 2.1 Asset Management Guidance & Best Practice
- 2.2 Scope
- 2.3 The Benefits of Asset Management

### **3 Review and Development**

- 3.1 Processes for Updating and Review of the LBB HIAMP

### **4 Asset Information Systems & Data Management**

- 4.1 Asset Inventory/Current Data
- 4.2 Asset Maintenance Management Systems (software)
- 4.3 Highway Asset Condition Inspections, Works Ordering and Streetworks
- 4.4 Data management regime

### **5 Asset Valuation & Depreciation**

### **6 Levels of Service**

- 6.1 Levels of Service
- 6.2 Stakeholder/Residents' Perception and Satisfaction

### **7 Lifecycle Planning - Carriageways and Footways**

- 7.1 Lifecycle Planning
- 7.2 Forward Works Programming (Network Recovery Plan/Backlog Management)
- 7.4 Maintenance Treatment Options
- 7.5 Annual Depreciation

### **8 Improvement Plan**

8.1 Progress against COP Key Recommendations

8.2 Improvement Plan

## **9 Conclusions**

## **10 Schedules to HIAMP**

Schedule 1. Well-Managed Infrastructure COP 2016 -Key Recommendations (36 No.)

Schedule 2. LBB Asset Management Suite of Documentation

Schedule 3. Forward Work Programmes (Network Recovery Plan link)

Schedule 3a NRP Materials Palette (sustainability)

Schedule 4: Condition of Carriageway & Footways (link to latest surveys XAIS)

Schedule 5. Carriageway and Footway GRC and DRC Calculation (XAIS)

Schedule 6. Asset Inventories

Schedule 7. Key Documents References

Schedule 8. Abbreviations

# 1 Forward/Executive Summary

## 1.1 Context and Background

- 1.1.1 The London Borough of Barnet's (LBB) highway network is our largest, most valuable and most visible community asset and is probably the most-used of all of our services, by nearly all residents on a daily basis. It is vital to the economic, social and environmental well-being of our community.
- 1.1.2 Highway Infrastructure networks through their management and use as *transport assets* promote and support connectivity, accessibility and inclusion, and can positively support air pollution improvements, carbon zero and CO2 reduction as part of the climate change imperative. Managed well the network can support sustainability and health and wellbeing through active travel.
- 1.1.3 The Highways Act 1980 ("HA 1980") sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 1.1.4 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Council also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980 and, in particular, Section 41 of the HA 1980 (noted above).
- 1.1.5 The current best practice guidance is **Well-Managed Highway Infrastructure A Code of Practice (COP) 2016** and the integrated UK Roads Liaison Group (UKRLG) **Highway Infrastructure Asset Management Guidance Document**. They provide comprehensive information and directives for highway asset management. Best practice is summarised through 36 recommendations (as set out in Schedule 1) in the Code itself (which cross reference to 14 recommendations in the detailed asset management guidance).
- 1.1.6 The foundation for asset management best practice is the COP Recommendation No.3 (Asset Management Policy & Strategy):- **An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision**
- 1.1.7 The corporate vision is set out in the **LBB Strategic Asset Management Plan (2014)** which incorporates Highways and Parks Estates (Part 2 Section 5.1) within the overall approach to LBB's management of assets and in the **LBB Sustainability Framework** (approved by Policy & Resources Committee 9<sup>th</sup> December 2021) The Vision supports the implementation of the **Highway Infrastructure Asset Management Plan (HIAMP)** and other supporting asset management documentation such as the Streetscape

Design Guide (Developers Design Guide), being prepared, to manage best practice for new highway infrastructure and public realm.

1.1.8 This HIAMP sets out our strategy for the financially sustainable maintenance of our road network to best meet the needs of our community in line with best practice guidance. The 2022 HIAMP follows all best practice recommendations with no express or considered deviations from best practice guidance. LBB has in place all key operational components:

- *Electronic Maintenance Management system (CONFIRM)*
- *Appropriately trained and competent delivery teams*
- *Systems to collect asset condition data and report performance*
- *A planned multi-year forward asset maintenance programme (NRP) and budget commitment*
- *Key supporting documentation – Operational Network Hierarchy, Highway Infrastructure Safety Inspection Manual, Streetworks Manual and Winter Maintenance Plan*

1.1.9 Implementation of the HIAMP is supported by the Council’s 2022/23 annual revenue maintenance budget to achieve the reactive safety defect policy standards is complemented by other revenue and HIAMP capital funds to maintain, improve and develop highway assets. The planned improvements are in line with the Council’s long term transport strategy in support of walking and cycling within the borough as well as ensuring expeditious movement of traffic. A budget allocation of £13.106m (2022/23) supports the delivery of HIAMP Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme, both of which are aligned with CO2 reduction and efficiency.

1.1.10 The LBB Network Recovery Plan (NRP) which is an operational document supplement to the HIAMP and separately considered and approved annually by the Environment & Climate Change Committee addresses the **key best practice recommendation for a systematic approach to forward planning and long term planned works programmes** (recommendations 13 & 31). LBB has an effective planned programme managed through the NRP. The works programme has been primarily developed based on a visual condition assessment survey and deterioration modelling. Schemes have been identified and prioritised using an asset management approach across the borough, using whole life costing and good asset management principles to ensure that investment is focussed in a timely manner where it is most needed.

## **1.2 What is Asset Management?**

1.2.1 2016 Well-Managed Highway Infrastructure A Code of Practice (COP) Section A.2.1.2 summarises the role of asset management as follows:

***“Asset management is widely accepted as a means to deliver a more efficient and effective approach to management of highway infrastructure assets through longer term planning and ensuring that levels of service are defined and achievable for available budgets. It supports making the case for funding, for better communication with stakeholders, and facilitates a greater understanding***

*of the contribution highway infrastructure assets make to economic growth and social well-being of local communities.”*

- 1.2.2 2016 Well-Managed Highway Infrastructure A Code of Practice (COP) recommends (Recommendation 12 – Network Hierarchy) that a network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling.
- 1.2.3 The LBB Operational Network Hierarchy (ONH) is an integral part of asset management. The ONH was approved by the Environment Committee on 8 March 2022. The ONH maintains a risk category for all parts of the network from which scheduled safety inspections are planned and undertaken to appropriate frequencies and planned asset maintenance is considered. The ONH is regularly reviewed by officers to ensure compliance with national guidelines and updated accordingly to maintain a risk-based approach to highway inspections.

### **1.3 Role & Purpose of the Highway Infrastructure Asset Management Plan**

- 1.3.1 This HIAMP sets out LBB’s current approach to the asset management of the highway infrastructure assets with the Borough and is the basis for periodic strategic review and the identification and management of priorities for further development. These actions are set out in the improvement plan which prioritises actions on the basis of risk and potential for benefits in costs savings and/or improvements in service delivery.
- 1.3.2 Operational implementation and delivery of the HIAMP is through a suite of documentation including the Highway Infrastructure Safety Inspection Manual (HISIM) which defines the LBB standards for safety defect intervention action thresholds for carriageway and footway trips and potholes. HISIM was approved by the Environment Committee on 8 March 2022. HIAMP also takes into account the climate change agenda and sustainability. The Environment Committee on 8 March 2022 approved a report on Highway Material Palette, which takes into account the sustainability strategy in asset management.
- 1.3.3 The HIAMP requires a planned maintenance works delivery programme for the Authority’s highway infrastructure assets. This includes footways (pavements) and all cycling infrastructure. The LBB planned maintenance programme is the **Network Recovery Plan (NRP)** – most recently Approved by the Environment Committee on 13 January 2022.

## **1.4 Asset Management Policy Statement**

*“In the management and maintenance of the roads and footways, bridges, lighting, drainage and other assets that form the London Borough of Barnet highway network, we aim to provide a high quality service with emphasis on sustainability and better environment, which also meets the needs of residents, businesses and other stakeholders. By adopting a sustainable strategic approach and good asset management techniques, we evaluate all costs over the whole service life of our roads, footways, bridges, lighting and other assets, and through the use of a preventative (“stitch in time”) approach to maintenance treatments, aim to minimise impact on the environment , and to maximise value, ensure sustainable future, improve environment whilst providing a high quality cost effective service.”*

## 2 Highway Infrastructure Asset Management Plan

### 2.1 Asset Management Guidance & Best Practice

- 2.1.1 The current best practice guidance is the 2016 Well-Managed Highway Infrastructure A Code of Practice (COP) and the integrated UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Document. They provide comprehensive information and directives for highway asset management. Best practice is summarised through 36 recommendations (as set out in Schedule 1) in the Code itself (which cross reference to 14 recommendations in the detailed asset management guidance).
- 2.1.2 Underpinning and fundamental to the whole process of highways asset management is an appreciation of what the network comprises (inventory) and its present condition. Armed with this base knowledge it is then possible consider the current position with respect to service delivery and the focus for improvement reflective of “Levels of Service”.
- 2.1.3 The HIAMP is primarily concerned with ensuring a joined up management system to maintain the existing highway network and support the desired Levels of Service that its assets offer. These capital and operational maintenance activities can extend in a limited way to “asset improvements” but only in so far as:-
- (1) Activities taken to extend the life of the asset may by definition also improve it somewhat, or
  - (2) New standards can lead to a limited rise in Level of Service expected of the asset itself, and subsequent capital renewal initiatives may include asset upgrades to meet this standard.
- 2.1.4 In this way, the HIAMP serves to draw on the linkages between national legislative and strategic initiatives at one end of the scale, and at the opposite end it brings in the everyday maintenance, management and operational issues reflective of local decision making in Barnet.

### 2.2 Scope

- 2.2.1 Whilst the main focus of the HIAMP is the carriageways and footways and cycleways in the borough, as the highest value assets, it covers all of the council-owned assets within Barnet’s highway network together with associated services, including;
1. Carriageways and footways.
  2. Highway structures, including bridges, footbridges, retaining walls, subways and culverts.
  3. Lighting and lighting columns and illuminated signs (PFI Contract)
  4. Other assets, including traffic signs, road markings and studs, drainage, street furniture, and the green estate.

5. Highway Drainage
6. Trees and Verges
7. Street Furniture, markings and studs.

Traffic signals and other traffic control systems across the borough are maintained by Transport for London and are outside of the scope of this HIAMP.

## **2.3 The Benefits of Asset Management**

2.3.1 The decision making benefits from the implementation of effective highway infrastructure asset management include;

- whole life cost-based modelling, to understand and minimise costs, maximising value over the long term
- scenario planning and option appraisal to model and understand the cost consequences of different maintenance strategies
- prioritising work programmes to maximise the return on a given level of investment
- reducing the amount of unplanned, reactive maintenance
- reducing the number and value of successful third-party claims
- understanding and adjusting trade-offs between capital and revenue spend to achieve the best balance
- using the detailed information that the system will provide about the cost of individual maintenance activities to drive down the cost base, and to monitor whether treatments deliver the expected performance including sustainability and CO2 reductions
- informing better procurement
- monitoring performance trends over time
- benchmarking.

2.3.2 Implementation of highways asset management further supports the achievement of better value to balance the cost of maintaining the asset to the performance and quality of service delivery provided by the asset eg. a footway or street light

- Reduced life-cycle costs
- Defined levels of service
- The ability to track performance
- Improved transparency in decision making
- The ability to predict the consequences of funding decisions
- Decreased financial, operational and legal risk and
- Ability to discharge valuation and financial reporting responsibilities

2.3.3 Asset management supplements engineering needs and judgement with ancillary financial, economic and socio-analysis modelling, thus enabling the understanding and

the management of relationships between cost and performance, and thereby bringing about improved decision-making.

- Demonstrate the implementation of proactive risk management processes.
- Document “Levels of Service” and the ability to audit asset performance against these.
- Arrive at the best whole life cost solutions for asset maintenance based on predictive modelling techniques.
- Predict the consequences of funding decisions relating to the effect on the asset condition, Levels of Service and the impacts on longer-term costs.

## 3 Review and Development

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### 3.1 Processes for Updating and Review of the HIAMP

- 3.1.1 The highways Asset Management business planning cycle will include an annual review, both of individual investment schemes (Network Recovery Plan) and of the operation of the HIAMP as a whole, as part of a process of continuous improvement to consider whether:
- Desired levels of service are being achieved
  - Anticipated costs are accurate
  - The value of the asset is being maintained
  - Option appraisal is being meaningfully applied
  - Future projections are realistic
  - Service level standards are appropriate

## 4 Asset Information Systems and Data Management

### 4.1 Asset Inventory/Current Data

- 4.1.1 Asset inventory information is for the most part held in the LBB Maintenance Management software system - CONFIRM. Structures asset information is managed via the Bridgestation software in conjunction with LoBEG. Street lighting asset information is managed via the Service Provider and their Contractor
- 4.1.2 Asset condition data is recorded for carriageways and footways, using UKPMS specification surveys, and other specialist surveys for trees, street lighting and structures.
- 4.1.3 Table 3, below, gives the current best information on the significant assets for which LBB are responsible;

Item	Quantity
Carriageways	6 million square metres
Footways	1.5 million square metres
Street Lighting	33,466 assets all types. [30,466 lit – 27,504 street lights]
Structures	74 no
Street Trees	29,154

Table 4; Asset Quantities

- 4.1.4 London Borough of Barnet, as Lead Local Flood Authority (LLFA) has a statutory duty under Section 21 of the Flood and Water Management Act 2010 to produce a register of all structures or features, including third party assets, which are likely to have a significant effect on flood risk. This register holds a record of information about each of those structures or features. Work is ongoing to achieve a full register that incorporates third party assets, such as those of the Environment Agency. A focus area is to survey the Council's ordinary watercourses.

### 4.2 Asset Maintenance Management Systems(software)

- 4.2.1 LBB operate the CONFIRM electronic maintenance management system as the single system for all requirements. (recently replacing the EXOR Atlas system which functioned for many years).

- 4.2.2 Street Lighting information is held by the PFI Service Provider and the Contractor Bouygues. It is managed in the software system MUSE (used worldwide). Each street lighting asset contains 144 attributes of detail and through the PFI Contract performance standards cover all aspects of service including the Management Information Systems and related asset Inventories. A full audit record of all works carried out on all assets is recorded and maintained throughout the 25 year contract term.
- 4.2.3 For bridges and structures the web-based BridgeStation system is used in conjunction with the London Bridge Engineering Group (LoBEG) is used. Bridge Station holds the structures inventory, with design information, maintenance and inspection history and cost information. Photos, drawings and other documents are also stored. The system is used for the bidding of structures funding through TfL, and is mandated by LoBEG. BridgeStation also supports the calculation of the Bridge Condition Index (BCI).
- 4.2.4 Comprehensive inventory and condition data is held for street trees in the Ezytreev system, supplied by R&A software. A complete inventory of street trees has been held on a database since 1996 and informed the content of the Tree Policy 2017.

### **4.3 Highway Asset Condition Inspections, Works Ordering and Streetworks**

- 4.3.1 LBB operates a comprehensive and fully integrated condition inspections system using the CONFIRM system. Details are set out in the **Highway Infrastructure Safety Inspection Manual (HISIM) 2022** and the **Streetworks Manual**. The system integrates front end public enquiry service requests with inspections, works ordering to contractor and performance monitoring.

### **4.4 Data management regime**

- 4.4.1 In the context of highway Asset Management, best practice in data management requires an organisation to:
- recognise data as an asset that is vital to the effective management of highway assets
  - be clear on what data is needed to manage its highway assets including required levels of quality and update
  - define responsibilities for collecting and maintaining data
  - have clear processes and arrangements for the collection or creation; storage and retrieval; and archiving or deletion of data
  - apply a service-wide view to ensure that data can be shared and used by different parts of the organisation
  - minimise the collection and storage of redundant and duplicate data
- 4.4.2 The main benefits to an organisation of effective data management are:
- better data quality that enables more effective decision making
  - improved service delivery based on better and more timely information
  - a better understanding of the data needs of the organisation makes it more responsive to change

- cost savings through more efficient use of data and reduce the amount of duplicate or redundant data that are collected and stored
- sharing of data and information will improve co-operative working and lead to more co-ordinated service provision and alignment with key strategic policies
- employees will be better equipped to take decisions

4.4.3 A combination of operational guidance documents and industry standard asset management systems ensures that the above factors are achieved.

## 5 Asset Valuation & Depreciation

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- 5.1.1 Asset Management systems provide calculated information on the value of assets. The estimated valuation being a tool to help compare the value of different corporate assets in the context of Whole of Government Accounting (WGA) and support strategic budget allocation decisions. Schedule 4 directs to the latest available calculation of Gross Replacement Cost (GRC) and Depreciated Replacement Cost (DRC) and highway asset valuation for the Carriageways and Footways within LB Barnet. This is via external services provided currently by XAIS.
- 5.1.2 A GRC value is available for Structures using the LoBEG BridgeStation approach, using standard London Rates.
- 5.1.3 The London Tree Officers Association developed a method (CAVAT) for valuing the amenity value of trees. Unlike most capital assets, trees actually appreciate in value the larger they become due to replacement costs and ecosystem service benefits (shade, air quality, amenity, flood alleviation etc). This has been applied to the LBB tree stock. The CAVAT valuation does not include the valuation of land.. Refer LBB Tree Policy 2017.

## 6 Levels of Service

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### 6.1 Levels of Service

- 6.1.1 Levels of Service provide the mechanism for achieving service quality from the Highways Asset. The Level of Service therefore reflects the way our service is delivered and how it is perceived by our customers. Levels of Service include the performance and condition of the asset itself, the quality of the service that the asset provides and the performance of the Council in delivering that service.
- 6.1.2 This Highways Asset Management Plan describes the mechanisms that we will put in place to monitor and improve the quality of the services provided by the highways asset, whilst at the same time ensuring that the long-term integrity and cost-effectiveness of the asset is provided for.
- 6.1.3 The Service is subject to contractual KPIs relating to elements of asset management, particularly reactive maintenance. Annual indicators are produced which examine network performance and consider future trajectory figures to reflect of financial investment levels and associated need for maintenance.

### 6.2 Stakeholder/Residents' Perception and Satisfaction

- 6.2.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the planned highways maintenance programme.
- 6.2.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- 6.2.3 On-going assessments are carried out on the conditions of the roads and pavements in the borough responding to requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Area Committees. The improvements and repairs aim to ensure that all users have equal and safe access across the borough

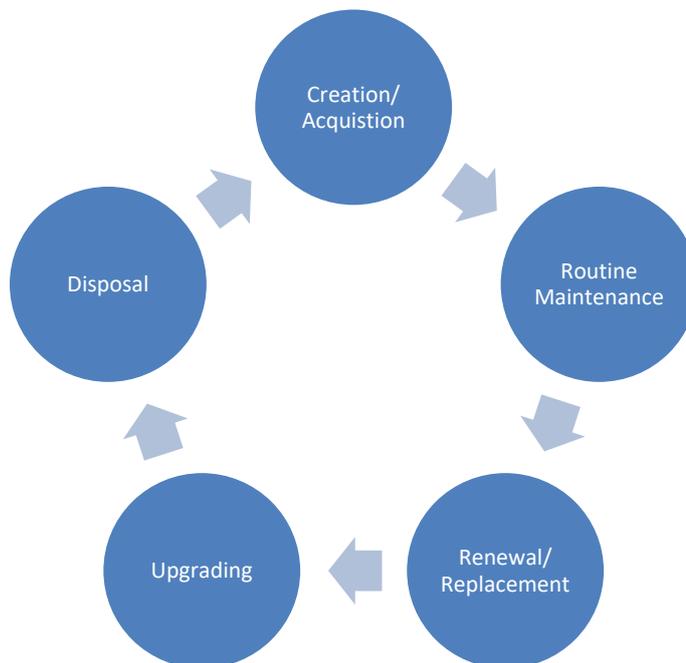
regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.

- 6.2.4 Customer surveys and analysis of customer enquiries and service requests contribute valuable information and insight on residents' priorities and satisfaction with the services provided by the council, including the streets in the borough.
- 6.2.5 The condition of roads and pavements (footways) has historically tended to be identified as an important issue of concern to residents regarding expectations for the standard of service for maintenance repairs and planned maintenance.
- 6.2.6 The HIAMP monitoring and review process will use all available information working in conjunction with locally elected Members and the Environment and Climate Change Committee to improve user satisfaction.

## 7 Lifecycle Planning - Carriageways & Footways

### 7.1 Lifecycle Planning

- 7.1.1 Lifecycle Planning recognises that there are key stages in the life cycle of each asset component and that there are options at each of these stages for the investment required and an optimum timing for the investment. The overarching objective is to ensure that each part of the asset (carriageway, footway, bridge) achieves its full expected design life, at minimum cost over its' lifetime. The analysis of options using these criteria is what is generally known as 'Life Cycle Costing' or 'Whole Life Costing'.
- 7.1.2 The latest best practice guidance provides comprehensive guidance on the use of asset lifecycle planning to optimise whole like costing principles.



*Figure 7. The Asset Lifecycle*

- 7.1.3 The Network Recovery Plan draws upon lifecycle principles to achieve annual percentage (by area) replacement of carriageways aligned with reasonable design life criteria of 20-25 years for carriageways (e.g. circa 5% annual replacement) and 40-50 years for footways. The Operational Network Hierarchy (ONH) helps to factor in different levels of usage to lifecycle planning and prioritisation.
- 7.1.4 Lifecycle planning for LBB's 74 structures is managed for London as a whole, through a LoBEG Asset Management Working Group and using BridgeStation specialist asset

management software and is driven by inspection data prioritisation and on the Bridge Condition Index (BCI). Higher-risk structures are also subject to additional inspections.

- 7.1.5 Lifecycle planning for the street lighting assets is applied through a detailed and contractual performance specification.
- 7.1.6 For tree management asset management is well advanced. It is worth acknowledging that street trees are planted to have a minimal life expectancy of 50 years and for existing mature trees of certain species, i.e. Oak, London Plane, this would be well in excess of 100 years.
- 7.1.7 Life cycle planning is adopted to ensure an evenly aged tree stock, comprehensive data on the extent, specification and condition of trees is held, and is used to inform decisions on maintenance and investment in conjunction with assessments of risk. The London Borough of Barnet Tree Policy was adopted in October 2017 and documents all key elements of tree asset management.

## **7.2 Forward Works Programming (Network Recovery/Backlog Management)**

- 7.2.1 ‘Maintenance Backlog’ in asset management terms is an assessment of the total work required to bring the network to “steady state” condition; that is, where the network is in an acceptable condition, in accordance with standard good practice and with LB Barnet’s priorities and aspirations, and where the annual calculated financial deterioration can be matched by annual expenditure.
- 7.2.2 LBB has an established forward planning system to replace carriageway and footway surfacing assets. The Network Recovery Plan works programme, now in its’ 8<sup>th</sup> year of operation, is addressing the assessed backlog. The system is set out and approved annually in the **Network Recovery Plan** and links to available CVI and FNS condition surveys and projections and all available information.

Survey	Coverage
UKPMS Coarse Visual Inspections (CVI)	All Local Road Carriageways
UKPMS Footways Network Survey (FNS)	All Footways
SCANNER Machine Survey	Principal and Classified Roads
DVI	Principal Road Carriageways
SCRIM	Principal Road Carriageways
Patching (Bespoke Survey)	Principal, Classified and Local Roads

- 7.2.3 The current asset works programme and funding to support is set out in the Environment Committee Report 13<sup>th</sup> January 2022
- 7.2.4 LBB has a defined Network Hierarchy – the Operational Network Hierarchy (ONH) which is used to assist with prioritisation based on need and relative risk.
- 7.2.5 The Work Programme is developed from the foundation of an independent condition assessment survey company, Xais, who undertake a visual survey of every public highway footway and carriageway in the borough and record the data to a defined national standard. This data is added to that of the defects scores, scoring to indicate the relative position on the operational network hierarchy and location in relation to places of education and worship. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. These principles and guidelines are documented in ‘Well Managed Highway Infrastructure’ A Code of Practice 2016.
- 7.2.6 A risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. Advancement in data capture and analysis technology has enabled more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. Latest (2022) scheme selection has included the introduction of Artificial Intelligence (AI) technology and imagery for the validation of asset condition. Continuous improvements enhance confidence in the data provided and improve the analysis of network condition data.
- 7.2.7 Engagement with ward councillors is undertaken on the NRP Work Programme. The final programme can necessarily be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict and result in abortive works, or where engineering practicalities mean that the proposed treatment type is no longer suitable. Any schemes which are unable to be progressed or delayed due to such circumstances are replaced in the programme with those next on the priority list.

### **7.3 Maintenance Treatment Options**

- 7.3.1 The Network Recovery Plan incorporates a standardised set of carriageway and footway design treatments to optimise maintenance expenditure and value for money.
- 7.3.2 The Council’s **Sustainability Strategy Framework** (as approved by the Policy & Resources Committee on 9 December 2021) identified that the Council’s supply chain makes up the largest contribution to the Council’s carbon emissions, in particular the construction supply chain is a significant contributor. The baseline data assessed that 37% of the Council’s supply chain emissions related to construction. The Highways Service forms part of this supply chain. The Council’s Highways Service uses on average 15,000 tonnes of asphalt-based products in a typical year, with the approved

NRP and CIL work programme likely to increase this to 25,000 tonnes in 2022/23 financial year.

- 7.3.3 The Council has introduced an innovative Highway Material Palette for use in the delivery of the Councils reactive and planned maintenance programmes from 1 April 2022.
- 7.3.4 In collaboration with Tarmac Kier Joint Venture (LBB's current term maintenance contractors) the implementation of a coherent and consistent Highway Material Palette will support the Council in its sustainability objectives through a 'whole life' approach drive efficiency in the operation, providing the Council with ongoing value for money as well as reduction in CO2e carbon emissions and increasing the use of recycled materials.

## ***7.4 Annual Depreciation***

- 7.4.1 Annual Depreciation provides an indication of the level of funding required to maintain the network in "steady state" condition once backlog has been eliminated. For carriageways, annual depreciation, calculated using the standard CIPFA/UKPMS method.

## 8 Improvement Plan

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### 8.1 Improvement Plan

8.1.1 LBB is currently assessing priority focus areas. An overview report RAG rated the status of best practice systems and documentation to inform a prioritised improvement plan. A review and 2022 update of the Highway Infrastructure Safety Inspection Manual and Operational Network Hierarchy has been completed. The Streetworks Manual has been completed. A new asset management **Streetscape Design Guide** is being developed which will help direct best practice when new assets are being considered planned and developed.

### 8.2 Progress against COP Recommendations

8.2.1 Schedule 1 reproduces the COP key 36 recommendations. LBB can evidence a high level of compliance with the key recommendations as set out in this HIAMP.

## 9 Conclusions

- 9.1.1 This 2022 HIAMP provides a strategic overview of LBB's Highway Infrastructure Asset Management approach and systems and identifies a programme of works and planned developments to further ensure good asset management practices. The documentation system is illustrated at Schedule 2 of this HIAMP.
- 9.1.2 The HIAMP and systems are based, as recommended, on current best practice guidance -Well-Managed Highway Infrastructure A Code of Practice (COP) and the integrated UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Document. Collectively they provide comprehensive information and directives for highway asset management. Best practice is summarised through 36 recommendations (as set out in Schedule 1) in the Code itself (which cross reference to 14 recommendations in the detailed asset management guidance).
- 9.1.3 This LBB Highway Infrastructure Asset Management Plan (HIAMP) sets out the strategy for the financially sustainable maintenance of the LBB road network to best meet the needs of the community in line with best practice guidance. The 2022 HIAMP follows all best practice recommendations with no express or considered deviations from best practice guidance.
- 9.1.4 The HIAMP is not a static document and will require review and updating (as necessary) on an annual basis, to reflect:
- Any changes to national guidance and good practice recommendations
  - progress in the development of the HIAMP and of asset management practices
  - updated forward work programmes
  - updated asset data and statistics
  - changes to priorities and policies in LBB, in London and nationally
  - changes to reporting requirements
- 9.1.5 The HIAMP confirms LBB's intention and commitment to improve the quality of service, sustainability and the value for money realised from its' highway maintenance expenditure and positive support for key environmental policies. Key initiatives including:-
- The forward planned maintenance programme – The Network Recovery Plan
  - Adoption of sustainability supporting Materials Palette
  - Annual condition surveys and performance measurement (XAIS)
  - A clear Highway Infrastructure Safety Inspection Manual HISIM
  - A well defined Network Hierarchy (LBB Operational Network Hierarchy)
  - LoBEG Structures Asset Management with BMS Condition Assessment

## 10 Schedules

### **Schedule 1. Well-Managed Infrastructure COP 2016 -36 Recommendations**

#### **RECOMMENDATION 1 – USE OF THE CODE**

This Code, in conjunction with the UKRLG Highway Infrastructure Asset Management Guidance, should be used as the starting point against which to develop, review and formally approve highway infrastructure maintenance policy and to identify and formally approve the nature and extent of any variations.

#### **RECOMMENDATION 2 – ASSET MANAGEMENT FRAMEWORK**

An Asset Management Framework should be developed and endorsed by senior decision makers. All activities outlined in the Framework should be documented.

#### **RECOMMENDATION 3 – ASSET MANAGEMENT POLICY AND STRATEGY**

An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision.

#### **RECOMMENDATION 4 – ENGAGING AND COMMUNICATING WITH STAKEHOLDERS**

Relevant information should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.

#### **RECOMMENDATION 5 – CONSISTENCY WITH OTHER AUTHORITIES**

To ensure that users' reasonable expectations for consistency are taken into account, the approach of other local and strategic highway and transport authorities, especially those with integrated or adjoining networks, should be considered when developing highway infrastructure maintenance policies.

#### **RECOMMENDATION 6 – AN INTEGRATED NETWORK**

The highway network should be considered as an integrated set of assets when developing highway infrastructure maintenance policies

#### **RECOMMENDATION 7 – RISK BASED APPROACH**

A risk based approach should be adopted for all aspects of highway infrastructure maintenance, including setting levels of service, inspections, responses, resilience, priorities and programmes.

#### **RECOMMENDATION 8 – INFORMATION MANAGEMENT**

Information to support a risk based approach to highway maintenance should be collected, managed and made available in ways that are sustainable, secure, meet any statutory obligations, and, where appropriate, facilitate transparency for network users.

#### **A Code of Practice RECOMMENDATION 9 – NETWORK INVENTORY**

A detailed inventory or register of highway assets, together with information on their scale, nature and use, should be maintained. The nature and extent of inventory collected should be fit for purpose and meet business needs. Where data or information held is considered sensitive, this should be managed in a security-minded way.

#### **RECOMMENDATION 10 – ASSET DATA MANAGEMENT**

The quality, currency, appropriateness and completeness of all data supporting asset management should be regularly reviewed. An asset register should be maintained that stores, manages and reports all relevant asset data.

**RECOMMENDATION 11 – ASSET MANAGEMENT SYSTEMS**

Asset management systems should be sustainable and able to support the information required to enable asset management. Systems should be accessible to relevant staff and, where appropriate, support the provision of information for stakeholders.

**RECOMMENDATION 12 – NETWORK HIERARCHY**

A network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling.

**RECOMMENDATION 13 – WHOLE LIFE / DESIGNING FOR MAINTENANCE**

Authorities should take whole life costs into consideration when assessing options for maintenance, new and improved highway schemes. The future maintenance costs of such new infrastructure are therefore a prime consideration.

**RECOMMENDATION 14 – RISK MANAGEMENT**

The management of current and future risks associated with assets should be embedded within the approach to asset management. Strategic, tactical and operational risks should be included as should appropriate mitigation measures.

**RECOMMENDATION 15 – COMPETENCIES AND TRAINING**

The appropriate competency required for asset management should be identified, and training should be provided where necessary.

**RECOMMENDATION 16 – INSPECTIONS**

A risk-based inspection regime, including regular safety inspections, should be developed and implemented for all highway assets.

**RECOMMENDATION 17 – CONDITION SURVEYS**

An asset condition survey regime, based on asset management needs and any statutory reporting requirements, should be developed and implemented.

**RECOMMENDATION 18 – MANAGEMENT SYSTEMS AND CLAIMS**

Records should be kept of all activities, particularly safety and other inspections, including the time and nature of any response, and procedures established to ensure efficient management of claims whilst protecting the authority from unjustified or fraudulent claims.

**RECOMMENDATION 19 – DEFECT REPAIR**

A risk-based defect repair regime should be developed and implemented for all highway assets.

**RECOMMENDATION 20 – RESILIENT NETWORK**

Within the highway network hierarchy a 'Resilient Network' should be identified to which priority is given through maintenance and other measures to maintain economic activity and access to key services during extreme weather.

**RECOMMENDATION 21 – CLIMATE CHANGE ADAPTATION**

The effects of extreme weather events on highway infrastructure assets should be risk assessed and ways to mitigate the impacts of the highest risks identified.

**RECOMMENDATION 22 – DRAINAGE MAINTENANCE**

Drainage assets should be maintained in good working order to reduce the threat and scale of flooding. Particular attention should be paid to locations known to be prone to problems, so that drainage systems operate close to their designed efficiency.

**RECOMMENDATION 23 – CIVIL EMERGENCIES AND SEVERE WEATHER EMERGENCIES PLANS**

The role and responsibilities of the Highway Authority in responding to civil emergencies should be defined in the authority's Civil Emergency Plan. A Severe Weather Emergencies Plan should also be established in consultation with others, including emergency services, relevant authorities and agencies. It should include operational, resource and contingency plans and procedures to enable timely and effective action by the Highway Authority to mitigate the effects of severe weather on the network and provide the best practicable service in the circumstances.

**RECOMMENDATION 24 – COMMUNICATIONS**

Severe Weather and Civil Emergencies Plans should incorporate a communications plan to ensure that information including weather and flood forecasts are received through agreed channels and that information is disseminated to highway users through a range of media.

**RECOMMENDATION 25 – LEARNING FROM EVENTS**

Severe Weather and Civil Emergencies Plans should be regularly rehearsed and refined as necessary. The effectiveness of the Plans should be reviewed after actual events and the learning used to develop them as necessary.

**RECOMMENDATION 26 – PERFORMANCE MANAGEMENT FRAMEWORK**

A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.

**RECOMMENDATION 27 – PERFORMANCE MONITORING**

The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision makers and when appropriate, improvement actions should be taken.

**RECOMMENDATION 28 – FINANCIAL PLANS**

Financial plans should be prepared for all highway maintenance activities covering short, medium and long term time horizons.

**RECOMMENDATION 29 – LIFECYCLE PLANS**

Lifecycle planning principles should be used to review the level of funding, support investment decisions and substantiate the need for appropriate and sustainable long- term investment.

**RECOMMENDATION 30 – CROSS ASSET PRIORITIES**

In developing priorities and programmes, consideration should be given to prioritising across asset groups as well as within them.

**RECOMMENDATION 31 – WORKS PROGRAMMING**

A prioritised forward works programme for a rolling period of three to five years should be developed and updated regularly.

**RECOMMENDATION 32 – CARBON**

The impact of highway infrastructure maintenance activities in terms of whole life carbon costs should be taken into account when determining appropriate interventions, materials and treatments. The utilisation of trees to convert carbon to oxygen has been quantified along with carbon storage in timber and roots.

**RECOMMENDATION 33 – CONSISTENCY WITH CHARACTER**

Determination of materials, products and treatments for the highway network should take into account the character of the area as well as factoring in whole life costing and sustainability. The materials, products and treatments used for highway maintenance should meet requirements for effectiveness and durability.

**RECOMMENDATION 34 – HERITAGE ASSETS**

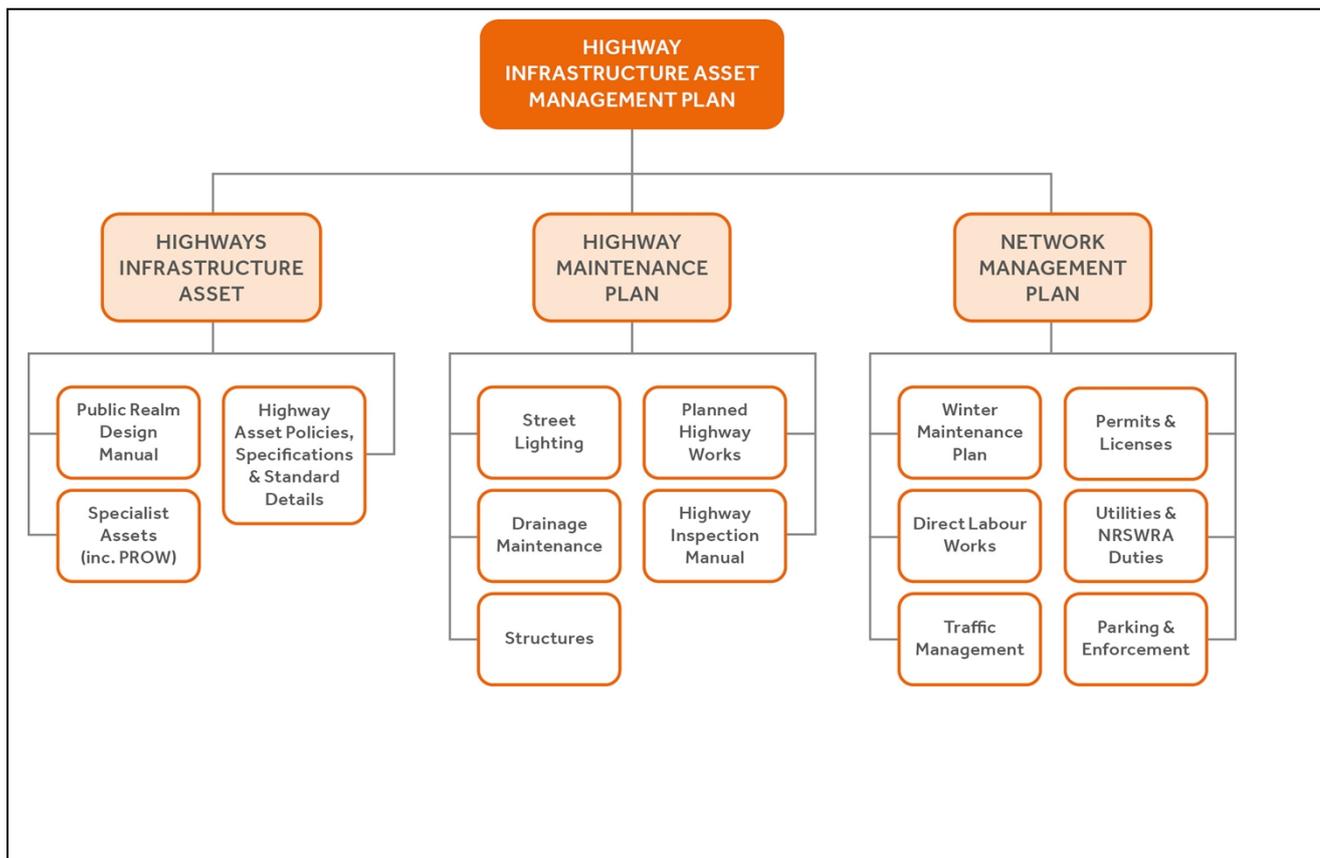
Authorities should identify a schedule of listed structures, ancient monuments and other relevant assets and work with relevant organisations to ensure that maintenance reflects planning requirements.

**RECOMMENDATION 35 – ENVIRONMENTAL IMPACT, NATURE CONSERVATION AND BIODIVERSITY**

Materials, products and treatments for highway infrastructure maintenance should be appraised for environmental impact and for wider issues of sustainability. Highway verges, trees and landscaped areas should be managed with regard to their nature conservation value and biodiversity principles as well as whole-life costing, carbon capture, highway safety and serviceability.

**RECOMMENDATION 36 – MINIMISING CLUTTER**

Opportunities to simplify signs and other street furniture and to remove redundant items should be taken into account when planning highway infrastructure maintenance activities.



**Schedule3. Forward Work Programmes (Network Recovery Plan link)**

See Environment Committee Network Recovery Plan Report 13<sup>th</sup> January 2022.

**Schedule3a.NRP Materials Palette (sustainability)**

See Environment Committee Highway Material Palette Report 8<sup>th</sup> March 2022.

**Schedule4. Condition of Carriageway & Footways (link to latest surveys XAIS)**

See latest external specialist provider XAIS document/reports.

**Schedule5. Carriageway and Footway GRC and DRC Calculation (XAIS)**

See latest external specialist provider XAIS document/reports.

**Schedule6.Asset Inventories**

Available from LBB electronic Maintenance Management Systems – CONFIRM, Bridgestation, MUSE (street lighting), Ezytreev (Trees)

**Schedule7.Key Document References**

1. Well-Managed Highway Infrastructure A Code of Practice 2016\*

2. UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Note\*
3. LBB Sustainability Strategy Framework, as approved by the Policy & Resources Committee on 9 December 2021
4. Highway Infrastructure Safety Inspection Manual (HISIM) incorporating the Operational Network Hierarchy (ONH)
5. London Borough of Barnet Tree Policy October 2017
6. Streetscape Design Guide (pending – Autumn 2022)

\* Available from [www.ukroadsliaisongroup.org](http://www.ukroadsliaisongroup.org)

## Schedule 8. Abbreviations

BCI	Bridge Condition Index
BSI	British Standards Institution
BVPI	Former Best Value Performance Indicator
CAVAT	Capital Asset Value for Amenity Trees
CI	Condition Index
CIPFA	Chartered Institute of Public Finance and Accounting
CVI	UKPMS Coarse Visual Inspection
DBM	Dense Bituminous Macadam
DfT	Department for Transport
DRC	Depreciated Replacement Cost
DVI	UKPMS Detailed Visual Inspection
FNS	UKPMS Footways Network Survey
GRC	Gross Replacement Cost
HIAMP	Highway Infrastructure Asset Management Plan
LBB	London Borough of Barnet
LLFA	Lead Local Flood Authority
LoBEG	London Bridge Engineering Group
LoTAG	London Technical Advisers Group
NI	Former National Data Set
PCIS	Pavement Condition Information Systems
RAG	Red, Amber, Green (maps)
SCANNER	Surface Condition Assessment for the National Network of Roads
SCRIM	Sideway-force Coefficient Routine Investigation Machine
SDS	Single Data Set
TAG	Technical Advisers Group
TfL	Transport for London
TMA	Traffic Management Act
UKPMS	United Kingdom Pavement Management System
WGA	Whole of Government Accounts

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## ***Well-Managed Infrastructure Code of Practice 2016***

### **36 Recommendations**

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	<h2>Environment and Climate Change Committee</h2> <h3>6 September 2022</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Investing in Barnet's roads and pavements</b></p>
<p><b>Report of</b></p>	<p>Chair of Environment and Climate Change Committee</p>
<p><b>Wards</b></p>	<p>All</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>None</p>
<p><b>Officer Contact Details</b></p>	<p>Ian Edser, Director of Highways and Transportation  <a href="mailto:ian.edser@barnet.gov.uk">ian.edser@barnet.gov.uk</a></p>

### Summary

This report seeks the Committee's approval for the delivery of the 2023/24 Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme (the "**Work Programme**") totalling £11.785 million to be funded from the agreed NRP Capital allocation of £6.240 million for 2023/24 and Highways and Transportation Community Infrastructure Levy (**CIL**) allocation of £5.545 million for 2023/24. This is an increase of £299,000 compared with 2022/23 and supports the new administration's commitment to better repairs of roads and pavements.

The investment split for 2023/24 will be as follows: 52% carriageway, 32% footway, 2% retrospective rubber crumb footway works and 14% structures, drainage, road markings and other highway assets.

## **Officers Recommendations**

- 1. That the Committee approves the capital expenditure of £11.785 million from the total capital programme previously agreed by full Council for the delivery of the 2023/24 Highway Work Programme consisting of carriageway and footway renewal works, carriageway and footway patching, flood management and drainage works, and other associated works.**
- 2. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.1 of this report.**
- 3. That the Committee authorises officers to undertake Member engagement to finalise the Work Programme.**

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

- 1.1 This report is needed to provide the appropriate Council authority to instruct the development and delivery of the NRP and CIL Work Programme and agree the proposed investment proportions for the Work Programme for 2023/24.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Barnet's highway network is our largest, most valuable and most visible community asset and is probably the most used of all our services, by nearly all residents daily. It is vital to the economic, social, and environmental well-being of our community.
- 2.2 The council has a new Labour administration who have set out a commitment to sustainability and a series of planned actions to mitigate the effects of climate change and encourage sustainable behaviours. This includes a manifesto commitment to set up a citizen's assembly on climate change and biodiversity, declaring a climate and biodiversity emergency, and taking forward the sustainability strategy.
- 2.3 The delivery of the NRP and CIL Work Programme will lead to a positive impact on the Council's carbon and ecology, is aligned to the council's emerging Sustainability Strategy and commitment to biodiversity in relation to the quality of the green infrastructure, operational delivery and material selection.
- 2.4 In particular, wherever possible the use of materials with the maximum proportion of recycled aggregates and other waste products such as defective car tyres, along with low carbon emission processes, will be utilised.
- 2.5 The Highways Act 1980 ("**HA 1980**") sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.6 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged.

The Council also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980, with reference to Section 41, of the HA 1980.

- 2.7 The Work Programme is developed using an independent condition assessment survey company, XAIS Asset Management, who undertake a survey of every footway and carriageway in the borough and record the data to a defined national standard. This data is added to that of the defects scores, scoring to indicate the relative position on the operational network hierarchy and location in relation to places of education and worship. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. These principles and guidelines are documented in the Code of Practice 'Well Managed Highway Infrastructure' publication commissioned by the Department for Transport.
- 2.8 In adherence to the aforementioned 'Code of Practice' it is crucial that a risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. With the advancement in data capture and analysis technology, this has enabled us to gain more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. This has meant we have amended the scheme selection approach this year, including the introduction of Artificial Intelligence (AI) technology and imagery for the validation of asset condition. These continual improvements enhance confidence in the data provided and improve how we look to analyse the network condition data.
- 2.9 Schemes will be prioritised based on their known condition. In order to achieve best value for the investment, the proposed carriageway treatments include resurfacing as well as patching as required (where the defective length of carriageway is less than 100 metres). Footway patching is also proposed (where the defective length of carriageway is less than 60 metres) where the footway condition over shorter lengths of the network warrants remedial treatment, in instances where footway relay is not appropriate.
- 2.10 The 2023/24 Work Programme works budget is £11.785 million. The proposed investment breakdown is included in table 2 paragraph 5.2.1 of this report. This is funded from borrowing (£6.240 million) with an additional £5.545 million being funded from Community Infrastructure Levy (CIL). This levy is a charge which can be levied by local authorities on new development in their area and must be spent on infrastructure needed to support the development of their area, including repair to existing infrastructure.
- 2.11 The following four main treatment types are proposed:

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

It is acknowledged that there may be exceptional circumstances where the treatment type should be changed - for example in cul-de-sacs which lead off town centres,

which would be paved and these may be better completed in paving as a treatment Type 1 or where sections of footway are only partially in a conservation area or town centre and the treatment type may require extending to the nearest junction to separate the treatments.

Footway Patching: This is remedial repair to the footway surface and subbase where the footway condition has deteriorated over shorter lengths of the network that warrant remedial treatment, in instances where footway relay is not appropriate. This treatment will be using “like for like” materials, for example, a concrete flagstone footway will be repaired in the same surfacing material. An example of footway patching may be works to address damage from vehicle overrun, where we would design and implement a remedial treatment to address this issue from reoccurring.

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

Carriageway patching: This is the remedial patching of the surface layer, using machine laid patching, to a typical treatment depth of up to 40mm.

Other treatments may also be proposed such as joint sealing and use of reflective membranes were considered necessary.

- 2.12 Engagement with ward councillors will be undertaken on the proposed Work Programme, and as such the proposed Work Programme may be subject to review and possible change, to incorporate their comments where appropriate. The final Work Programme will also be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict with that proposed and result in abortive works. Any schemes which are unable to be progressed or delayed due to the above will be replaced in the Work Programme with those next on the priority list.
- 2.13 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a statutory three-month Notice to Utility companies of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 36 months after the works have been implemented. However, Utility companies can still carry out emergency and service connection works by just notifying the Highway Authority. The Notice will be published in the London Gazette and sent to all the utility companies for co-ordination.
- 2.14 The Traffic Management Act 2004 introduced a new hierarchy of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities, but for which Transport for London (TfL) has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs, if the proposed

works are likely to affect traffic operations on a strategic road in its own area. The Council aims to implement all the schemes safely, with minimum traffic congestion and TfL will be provided with the necessary information within the stipulated timescales. The contractor will have in place a Health and Safety Plan for implementing these schemes safely.

## 2.15 Network Recovery Programme progress to date

2.15.1 In December 2014, Council approved the five-year capital allocation of £50.365m for Phase 1 of the Network Recovery Programme. At full Council in March 2019, it was agreed to extend the Network Recovery Programme by £12 million over a further two years (2020/21 and 2021/22). At full Council in March 2021, it was agreed to extend the programme by £19.43 million for a further three years (2022/23, 2023/24 and 2024/2025).

2.15.2 A total of 912 schemes have been completed to date across the eight years of the Network Recovery Programme, as set out in the table below. For the Year 8 programme to the end of August 2022 we have completed 38% of the combined carriageway and footway schemes, as illustrated in Table 1 below:

Table 1: Network Recovery Programme Delivery Eight Year Profile

Programme	Year							
	1 (15/16)	2 (16/17)	3 (17/18)	4 (18/19)	5 (19/20)	6 (20/21)	7 (21/22)	8 (22/23)
Carriageway resurfacing	51	42	12	17	24	25	33	22* (of 31)
Carriageway large scale patching	-	-	-	-	27	19	32	17* (of 93)
Carriageway micro asphalt	43	23	44	33	-	-	-	-
Carriageway surface dressing	125	-	-	-	-	-	-	-
Footway relay	83	64	17	33	27	19	30	18* (of 70)
Footway Patching	-	-	-	-	-	-	-	32* (of 40)

\*\*\* The year 8 programme is currently 38% complete, thus only 89 completed schemes are shown in Table 1

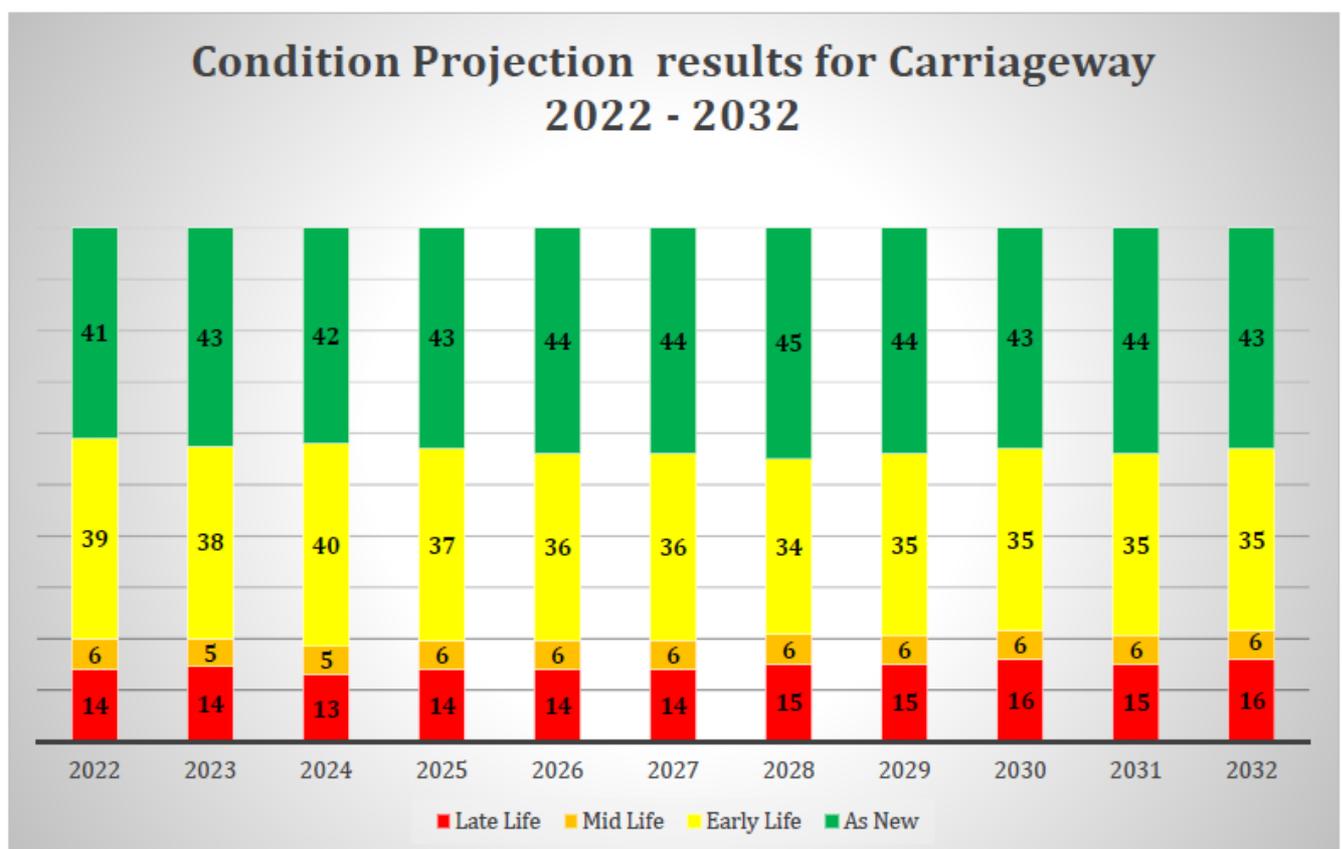
2.15.3 Figure 1 below, shows the carriageway network condition trend forecast from 2022 to 2032. The current level of investment of £3.9m per annum will broadly keep pace with the rate of network deterioration as demonstrated by the steady proportions of network condition over the 11-year period.

2.15.4 Figure 2 below show the resultant increase in the carriageway maintenance need over the next 10 years increasing from a base need of £74m in 2023 and increasing by £3.9m per annum. For the 2022/23 year, this maintenance need has been partially met by the additional CIL allocation to supplement the NRP Work Programme budget.

2.15.5 Figure 3 below, shows the footway network condition trend forecast from 2022 to 2032. The current level of investment of £1.45m per annum will not kept pace with the rate of network condition deterioration as demonstrated by the forecast increasing volume of the network to requiring maintenance over the 11-year period.

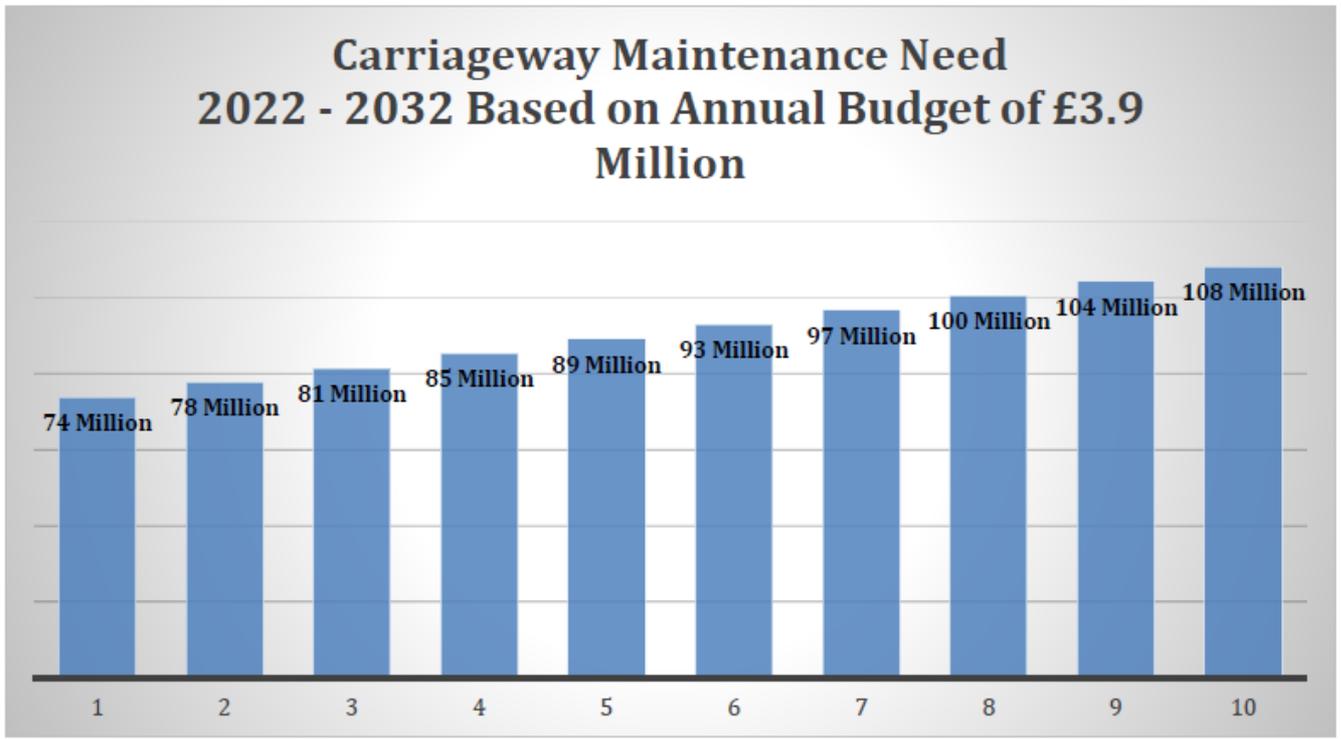
2.15.6 Figure 4 below show the resultant increase in the footway maintenance need over the next 10 years increasing from a base need of £50m in 2023 and increasing by £1.45m per annum. For the 2022/23 year, this maintenance need has been partially met by the additional CIL allocation to supplement the NRP Work Programme budget.

Figure 1



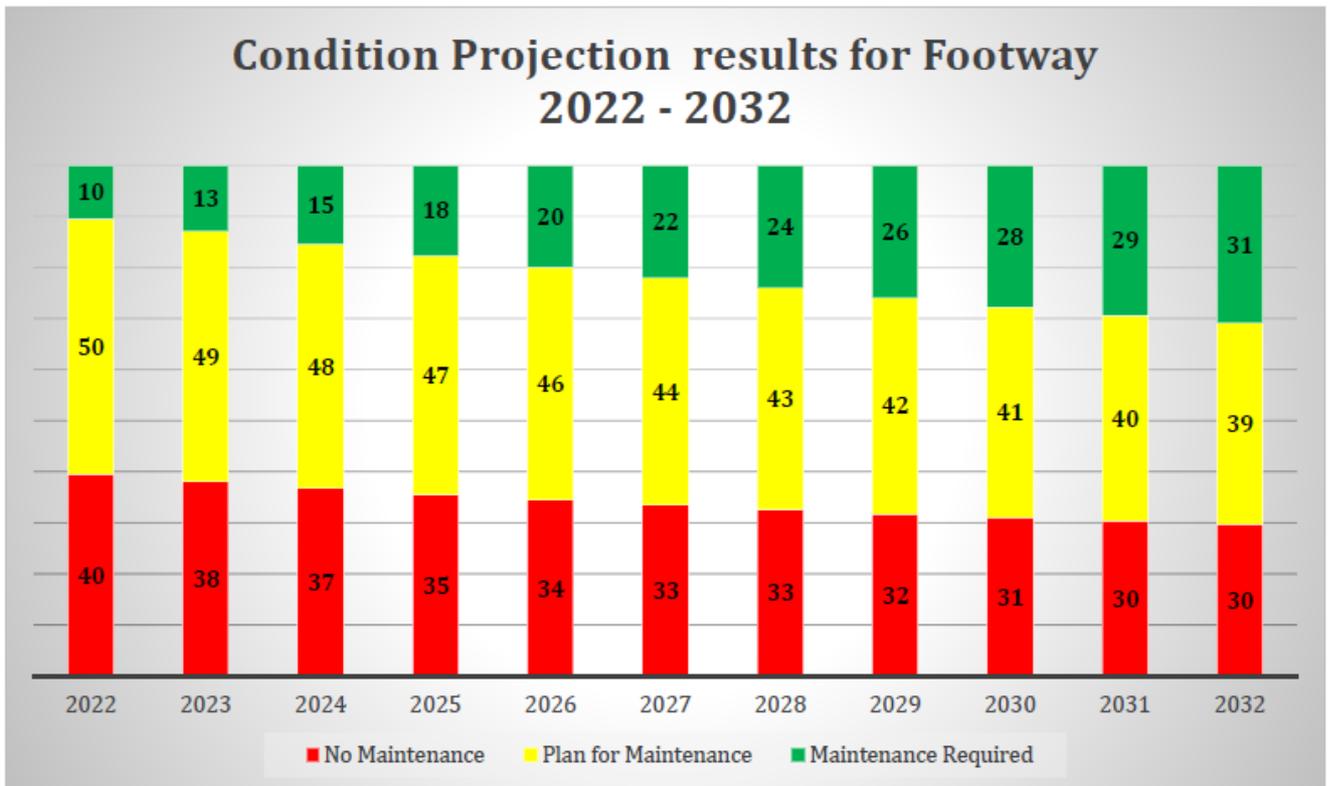
Predicted state of the carriageway network 2022 – 2032 – with annual budget of £3.9m

Figure 2



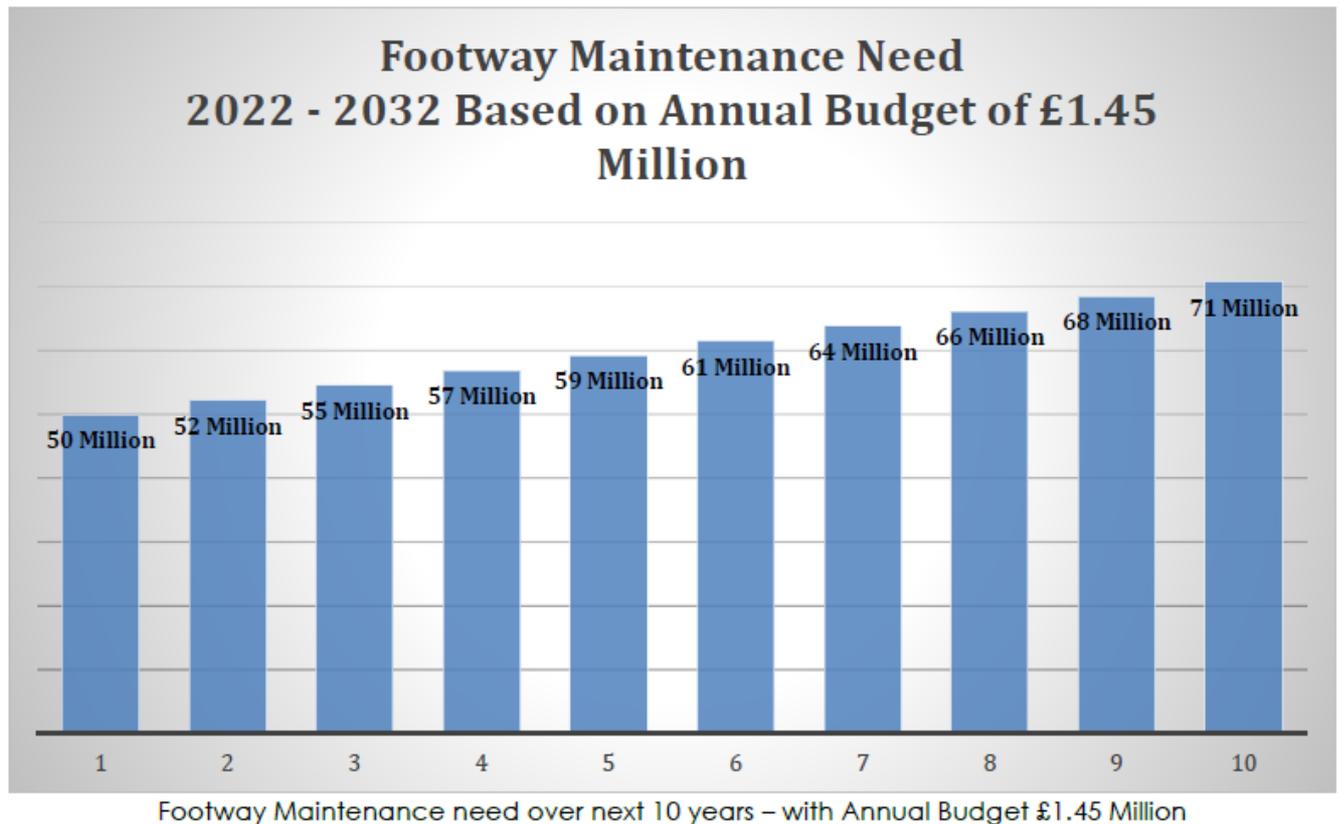
Carriageway Maintenance need over next 10 years – with Annual Budget £3.9 Million

Figure 3



Predicted state of the Footway network 2022 – 2032 – with annual budget of £1.45m

Figure 4



2.15.7 As part of 23/24 Work Programme, a further independent condition assessment has been commissioned via XAIS Asset Management to assist in preparations for future years' investment strategies.

2.15.8 During 2022/23 a new highway investment strategy is being developed in line with highway asset management best practice to create better visibility of planned highway maintenance beyond the current year on year approach. This approach aligns to the Highways Infrastructure Asset Management Plan (HIAMP) which is the subject of a separate report to this committee.

2.15.9 With the advancement in data capture and analysis technology, officers are proposing to implement a rolling 3-year investment plan allowing schemes to be designed and ward members briefed up to 12 months prior to works being implemented. This revised approach will allow members to obtain a better view of the maintenance and improvements works planned within their respective wards several years ahead. In addition, it is anticipated that this approach will improve the confidence of stakeholders regarding the highway maintenance activity adopted within the Borough.

2.15.10 Currently the carriageway and footway schemes to be constructed in 2023/24 are being identified and designed.

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

- 3.1 The alternative option of maintaining and improving the network through short term reactive maintenance plans has been considered and rejected in favour of an asset management approach. Previous network management was unsustainable and resulted in expensive short-term reactive repairs.

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

- 4.1 Once the Committee approves the recommendations, officers will engage with ward councillors to finalise the proposed Work Programme, and the Environment and Climate Change Committee will be presented with the finalised 23/24 programme at the January 2023 Committee meeting, for approval.

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

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

Investing in Barnet's roads and pavements supports the new administration's commitment to better roads and pavements.

- 5.1.1 The Network Recovery Programme and Community Infrastructure Levy fund will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.
- 5.1.2 The proposed Work Programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.
- 5.1.3 The Highway network is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways matter to people and often public opinion surveys highlight dissatisfaction with the condition of local roads and the way they are managed. The proposed 2023/24 Work Programme aims to minimise short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

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

5.2.1 The total proposed allocation for the Network Recovery Programme works in 2023/24 is £11.785 million, with £6.240 million funded from the Network Recovery Programme and £5.545 million funded from the CIL allocation. The breakdown is shown in table 2 below:

Table 2

<b>Programme</b>	<b>NRP Allocation</b>	<b>CIL Allocation</b>
Carriageway resurfacing principal road network	-	£1.700 million
Carriageway resurfacing unclassified road network	£2.300 million	-
Footway relay	£0.900 million	£1.350 million
Footway patching	£0.550 million	£0.550 million
Carriageway patching principal road network	£1.000 million	-
Carriageway patching unclassified road network	£0.600 million	-
Carriageway and Footway Brent Cross	-	£0.060 million
Capital works (including flooding & drainage)	-	£1.00 million
Retrospective rubber crumb footway works	£0.250 million	-
Other assets (drainage and structures)	£0.200 million	£0.200 million
Heritage Assets		£0.025 million
<b>Total works budget</b>	<b>£5.800 million</b>	<b>£4.885 million</b>
<b>Fees and other works costs</b>	<b>£1.100 million</b>	
<b>Combined total works budget</b>	<b>£11.785 million</b>	

5.2.2 The amount of available funding will determine the number of schemes that can be delivered in the financial year. Where the number of schemes exceed the budget,

then the identified schemes will be prioritised. The proposed percentage split of the budget between carriageways, footways, retrospective rubber crumb footway works and others (structures, drainage, signs, road markings) is 52%, 32%, 2% and 14% respectively.

5.2.3 There are no staffing ICT or property implications.

### **5.3 Legal and Constitutional References**

5.3.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment and Climate Change Committee responsibility for all borough-wide or cross-area matters relating to the environment.

5.3.2 At full Council in March 2021, it was agreed to extend the programme by £19.43 million for a further three years (2022/23, 2023/24 and 2024/2025). The 2022/23 CIL allocation was agreed at full Council in March 2022. The 2023/24 CIL allocation will be included in the coming year's final capital programme, to be agreed by full Council at its forthcoming annual budget setting meeting.

5.3.3 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

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

### **5.4 Insight**

5.4.2 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

### **5.5 Social Value**

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

### **5.6 Risk Management**

5.6.2 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.6.3 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the proposed Work Programme has been developed in accordance with this.

## **5.7 Equalities and Diversity**

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

## **5.8 Corporate Parenting**

- 5.8.2 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

## **5.9 Consultation and Engagement**

- 5.9.2 Engagement with local ward councillors was undertaken post the September 2022 Environment and Climate Change Committee in order to brief on the proposed carriageway treatments and footway relay schemes.
- 5.9.3 Residents will receive notification in advance informing them of any forthcoming works. The Council's Communications Team will be engaged to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance.

## **6 ENVIRONMENTAL IMPACT**

- 6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials. The work programme will utilise the Highway Material Palette as endorsed at this committee on 8 March 2022.

## **7 BACKGROUND PAPERS**

- 7.2 Environment Committee approval of 15th of March 2017 of the footway treatment types (Type 1 and Type 3)  
<http://barnet.moderngov.co.uk/documents/g8593/Public%20reports%20pack%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=10>
- 7.3 Environment Committee approval of the 2022/23 Network Recovery Programme  
[https://barnet.moderngov.co.uk/documents/s69487/Environment%20Committee%20Report%20NRP%20CIL%20Year%208%20040122%20Final\\_.pdf](https://barnet.moderngov.co.uk/documents/s69487/Environment%20Committee%20Report%20NRP%20CIL%20Year%208%20040122%20Final_.pdf)
- 7.4 Environment Committee approval of the Highway Material Palette  
<https://barnet.moderngov.co.uk/documents/s70858/Environment%20Committee%20Report%20Highways%20Materials%20Palette%20080322%20FINAL.pdf>

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# Environment & Climate Change Committee

AGENDA ITEM 12

6 September 2022

<b>Title</b>	<b>Reduction &amp; Recycling Plan</b>
<b>Report of</b>	Chair of Environment and Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Non-key
<b>Enclosures</b>	Draft Reduction & Recycling Plan
<b>Officer Contact Details</b>	<p><i>Rebecca Eden</i> – Head of Service Support, Street Scene 020 8359 4763 rebecca.eden@barnet.gov.uk</p> <p><i>Michael Lai</i> – Service Change Manager, Street Scene 020 8359 7435 michael.lai@barnet.gov.uk</p>

## Summary

As part of the London Environment Strategy (LES) the Mayor of London requires London Boroughs to prepare and submit a new Reduction & Recycling Plan (RRP) covering the period April 2023 to March 2025 to demonstrate how they intend to work towards the Mayor's waste management objectives. The council's proposed RRP is recommended for approval for submission to the Greater London Authority (GLA) by the deadline of 30 September 2022.

Barnet's new RRP sets out a range of actions to deliver on the new administration's focus on sustainability and helping people to reduce, reuse and recycle waste.

## Officers Recommendations

**1. The Committee is requested to note the contents of the draft Reduction & Recycling Plan and approve the submission of the Reduction & Recycling Plan to meet the Greater London Authority's deadline of 30 September 2022.**

**2. That the Committee delegates authority to the Street Scene Director in consultation with the Chair of Environment & Climate Change Committee to make any required updates and changes to the Reduction & Recycling Plan, following any feedback from the GLA following their review of the submission, and resubmit to the GLA for publication.**

### 1. Why this report is needed

1.1 As part of the London Environment Strategy (LES) published in 2018, the Mayor of London required all London Boroughs to prepare and submit a Reduction & Recycling Plan (RRP) covering the period 2018 to 2022 to demonstrate how they intended to work towards the Mayor's waste management objectives.

1.2 All boroughs are now required to submit new RRP's to the GLA, covering the period from April 2023 to March 2025, by 30 September 2022. Subject to approval by the Committee, the RRP will be submitted for the Mayor's approval. The RRP will then be reviewed by GLA officers, feedback will be provided to councils, and any amendments made between October 2022 and February 2023. The GLA guidance then sets out that there would be Borough Cabinet or equivalent sign-off of the finalised RRP in February/March 2023, and sign-off by the Deputy Mayor of London by 31 March 2023. Given the timescales involved the Committee is recommended to delegate authority to the Street Scene Director in consultation with the Committee Chair to finalise the RRP following the GLA's feedback.

1.3 Barnet's RRP is based on a GLA template, and includes local reduction and recycling targets that contribute to the Mayor's London-wide targets.

#### Sustainability

1.4 The council has a new Labour administration who have set out a commitment to sustainability and a series of planned actions to mitigate the effects of climate change and encourage sustainable behaviours. This includes a manifesto commitment to set up a citizen's assembly on climate change and biodiversity, declaring a climate and biodiversity emergency, and taking forward the Sustainability Strategy. The RRP sets out a series of planned actions and commitments which contribute towards the council's sustainability agenda. This includes:

- Reintroducing separate food waste collections
- Encouraging an increase in composting
- Producing an online map to promote recycling, refilling and repairing locations
- Promoting waste prevention and reduction
- Maximising recycling
- Reducing the use of single use plastics
- Promoting the circular economy

## The London Environment Strategy

1.5 In May 2018 the Mayor published his London Environment Strategy (LES), which sets out objectives, targets and policies for the effective management of London's municipal waste and the acceleration to a circular economy. The Strategy's waste objectives, targets and minimum service levels for London are set out below:

### Objectives

- Objective 7.1 - Reducing waste and increasing materials reuse
- Objective 7.2 - Maximising recycling performance
- Objective 7.3 - Reducing the environmental impacts
- Objective 7.4 - Maximising use of local waste

### London-wide Targets

The LES introduced an expectation that all Local Authorities in London would carry out a number of the following policies/proposals contributing to London-wide targets, including:

- To cut food waste and associated packaging waste by 50 per cent per person by 2030
- To achieve a 65 per cent municipal waste recycling rate by 2030
- The Mayor expects waste authorities to collectively achieve a 50 per cent LACW [Local Authority collected waste, comprising of household waste, commercial waste collected from businesses and street cleansing waste] recycling target by 2025 and aspire to achieve:
  - a 45 per cent household waste recycling rate by 2025
  - a 50 per cent household waste recycling rate by 2030.

### Minimum service levels

Waste authorities should deliver the following minimum level of service for household recycling:

- all properties with kerbside recycling collections to receive a separate weekly food waste collection
- all properties to receive a collection of, at a minimum, the six main dry recycling materials, i.e. glass, cans, paper, card, plastic bottles and mixed rigid plastics (tubs, pots and trays).

1.6 It is accepted within the LES that some Boroughs will need to achieve higher levels of recycling to compensate for those who, due to local circumstances, will be unable to achieve these levels; for example, boroughs with high numbers of flats.

## **Barnet's Reduction and Recycling Plan (RRP)**

1.7 Barnet's Draft RRP can be seen in Appendix A, and follows the GLA templates. Part 1 is split into five sections:

- Dashboard
- Waste Reduction
- Maximising Recycling
- Reducing Environmental Impact
- Maximising Local Waste Sites.

1.8 The table below sets out the key targets which Barnet will aim to achieve, further detail can be seen in the Dashboard section in Appendix A.

<i>Common Performance Targets</i>	<b>Baseline Performance (2019/20)</b>	<b>Performance Target 2024/25</b>
Total annual household waste per head (kgs/head)	354.91 kgs	372.47 kgs
Total annual household residual waste collected per household (kgs/household)	630.52 kgs	656.21 kgs
Total annual household avoidable (edible) food waste (kgs/head)	77 kgs	77 kgs
Annual household waste recycling rate (% by weight)	32%	30% <i>(34% including an anticipated 4% improvement that would be achieved when food waste collections can be introduced)</i>
Annual Local Authority Collected Waste recycling rate (% by weight)	30.2%	28.5% <i>(32.5% including an anticipated 4% improvement that would be achieved when food waste collections can be introduced)</i>
<i>Proportion (%) of properties receiving the Mayor's minimum level of service for household recycling:</i>	<b>Baseline Performance (2019/20)</b>	<b>Performance Target 2024/25</b>
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays) <u>and separate food waste</u> )	0%	0%
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays))	100%	100%
% of flats (communal collections, <u>excluding flats above shops</u> ) collecting six main dry materials <u>and separate food waste</u>	0%	0%
% of flats (communal collections, <u>excluding flats above shops</u> ) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays)).	100%	100%
% of flats above shops (FAS) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays)) <u>and separate food waste</u>	0%	0%
% of flats above shops (FAS) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays)).	100%	100%
Proportion (%) of waste fleet heavy vehicles that are ULEZ compliant	N/A	100%
Performance of LACW activities against the Mayor's EPS (tonnes of CO2eq per tonne of waste managed).	-0.029	-0.016

- 1.9 Part 1 of the RRP will set out planned activity, and will be published on the London Datastore.
- 1.10 The GLA guidance document for the preparation of the RRP notes that: “Local authorities are now looking ahead to the government’s Resources and Waste Strategy (Environment Act 2021), which will see the most significant changes to waste collection and disposal systems for a generation. At the time of publication of this guidance, Defra has still to confirm the changes local authorities will need to put in place. The GLA acknowledges that there is still considerable uncertainty over exactly which services local authorities will be required to provide, the timescales, and the funding they will receive to support their implementation”.
- 1.11 The guidance further states that, “Due to the uncertainty surrounding the RWS [Resources and Waste Strategy] and the changes in waste composition due to Covid-19, local authorities are asked to review their existing targets for 2025 (and no further) against current trends. However, the Mayor expects local authorities to continue maintaining ambitious recycling targets and they will be asked to review these once the outcomes of the RWS are clearer”.
- 1.12 Part 2 of the RRP is an initial outline of the plans and activities to be implemented to prepare for the service changes that will be required under the Environment Act, including strategy, operations, communications and budgeting. This will not be published. ReLondon is a partnership of the Mayor of London and the London boroughs to improve waste and resource management and transform the city into a leading low carbon circular economy. The GLA intend to use this information to develop ReLondon’s offer of support to boroughs, and to identify the expected costs of future changes required in order to ensure that London receives its fair share of the necessary funding.

RRP key headlines

- 1.13 The table below summarises the key headings and activities within the Part 1 template of the RRP.

<i>Waste Reduction</i>	<ul style="list-style-type: none"> <li>• Annual Communications Plan including:               <ul style="list-style-type: none"> <li>- recycling and waste website</li> <li>- social media</li> <li>- campaigns promoting “recycle, reduce, reuse”</li> <li>- campaigns with Barnet Homes</li> </ul> </li> <li>• Links to wider regional and national campaigns and resources including:               <ul style="list-style-type: none"> <li>- LondonRecycles</li> <li>- ReLondon</li> <li>- RecycleNow</li> <li>- Recycle Week</li> <li>- Plastic Free July</li> </ul> </li> <li>• Low Plastic Zone project</li> <li>• Supporting and promoting activities as part of the NLWA Residual Waste Reduction Plan</li> <li>• Reusable nappy scheme.</li> </ul>
<i>Maximising Recycling</i>	<ul style="list-style-type: none"> <li>• Household Recycling and Waste Policies</li> <li>• Recycling &amp; Waste Planning guidance</li> </ul>

	<ul style="list-style-type: none"> <li>The commercial waste service promotes recycling in its service offer to schools and businesses</li> </ul>
<i>Reducing Environmental Impact</i>	<ul style="list-style-type: none"> <li>Development of a fleet strategy, considering alternative fuel vehicles as appropriate</li> </ul>
<i>Maximising local waste sites</i>	<ul style="list-style-type: none"> <li>Reuse &amp; Recycling Centre (RRC) Summers Lane, trials for collection of additional materials.</li> </ul>

## 2. Reasons for recommendations

- 2.1 It is recommended that the Committee review and approve Barnet's Reduction and Recycling Plan (RRP) as set out in Appendix A to ensure Barnet is working towards general conformity with the Mayor of London's Environment Strategy.

## 3. Alternative options considered and not recommended

- 3.1 None.

## 4. Post decision implementation

- 4.1 If the Committee approves the submission of the RRP, the Street Scene service will continue to develop and deliver the activities within it.

## 5. Implications of decision

### 5.1 Corporate Priorities and Performance

The council's Corporate Plan 2021-2025, sets out the outcomes, priorities and strategic approach, and includes the priority of "Clean, safe and well run". Delivery of the council's RRP activities will support this priority, and any related new priorities within future Corporate Plans.

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

- 5.2.1 Finance and Value for Money: The activities within the RRP are deliverable within existing budgets, there are no additional financial implications at this time.
- 5.2.2 Procurement: At this time there are no implications.
- 5.2.3 Staffing: At this time there are no implications.
- 5.2.4 IT: At this time there are no implications.
- 5.2.5 Property: At this time there are no implications.
- 5.2.6 Sustainability: The drive to increase recycling and reduce waste will improve sustainability among service users.

### **5.3 Legal and Constitutional References**

5.3.1 Included in the Terms of Reference for the Committee in Article 7 of Barnet's Constitution are:

(1) Responsibility for all borough-wide or cross-area matters relating to the local environment including: Air Quality, Cycling, Walking and Healthy Streets, Biodiversity, Transport and Public Transport, Grounds Maintenance, Highways, On-Street and Off-Street Parking, Road Safety, Lighting, Street Cleaning, Environmental Crime (including littering, fly-tipping fly-posting, and graffiti), The Council's Fleet, Waste and Recycling, Waterways, Parks and Open Spaces (including allotments and trees), Cemeteries, Crematoria and Mortuary, Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety)

(2) Responsibility for the council's response to the climate emergency including: Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place, Developing strategies to meet those carbon reduction targets, Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place, Implementing the elements of those strategies that relate to functions listed in (1) above.

### **5.4 Insight**

There are no insight implications at this time.

### **5.5 Social Value**

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to the procurement of services contracts.

### **5.6 Risk Management**

There are no risk management implications at this time.

### **5.7 Equalities and Diversity**

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

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

Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristic that are connected to that characteristic (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it, (c) encourage persons who share a relevant protected characteristic to participate in public life in any

other activity in which participation by such persons is disproportionately low.

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

The recommendations within this report are not anticipated to directly impact upon persons of protected characteristics. The planned activities as described within the RRP are expected to contribute towards positive environmental outcomes which is anticipated bring benefits to all citizens.

## **5.8 Corporate Parenting**

Not applicable.

## **5.9 Consultation and Engagement**

There are no consultation and engagement implications at this time.

## **5.10 Environmental Impact**

Activities within the RRP will contribute to more sustainable behaviours and a reduction in environmental impacts from householders and businesses.

## **6. Background papers**

Environment Committee 11 September 2019 –  
[Reduction and Recycling Plan RRP.pdf \(moderngov.co.uk\)](#)

# MAYOR OF LONDON

## Part 1 – Reduction and Recycling Plan (RRP) April 2023 to March 2025

### 1. Barnet Context:

Barnet has the second largest population of any London Borough, with over 389,000 residents. Barnet has approximately 180,000 households. The Council's most recent housing trajectory estimates that an additional 44,000 new dwellings will be completed by 2036. It is expected that 90% of these new dwellings will be flats

Barnet Council has declared a climate emergency and has committed to put sustainability at the heart of everything the Council does. The council has committed to achieve net zero carbon in Barnet by 2042 or earlier, and for the Council by 2030 or earlier. Further commitments include:

- Guaranteed weekly bin collections
- Renewed focus on helping people reduce, reuse, and recycle waste.
- Encouraging an increase in composting.
- Bringing back the Council's separate food waste collection service.
- Working to stop single use plastic in Barnet both by the Council and by encouraging businesses and residents to use alternatives.

One of the four main priorities in Barnet's Corporate Plan is to ensure that Barnet is "Clean Safe and Well Run". Delivery of the council's RRP activities will support this priority, and any related new priorities within future Corporate Plans. The vision includes "A place where our streets are clean and anti-social behaviour is dealt with, so residents feel safe. Providing good quality, customer friendly services in all that we do by:

- Improving Customer Service
- Better environmental services and a cleaner borough
- Addressing issues of anti-social behaviour such as fraud, fly-tipping, noise nuisance and parking
- Robust financial management
- Unlocking and optimising the potential of Parks and Open Spaces

The council has agreed a Sustainability Framework and is developing its Sustainability Strategy.

The council will establish a Citizen's Assembly to consider a range of sustainability issues and activities, including on climate change.

The council currently offers a comingled dry recycling service to all households and collects the six key recyclables set out as the Mayor's minimum requirement for this service.

Barnet has one Reuse & Recycling Centre at Summers Lane, North Finchley.

The council works closely with the North London Waste Authority (NLWA) on initiatives to improve recycling and reduce waste.

As set out above the council is committed to ensuring that there is renewed focus on helping people reduce, reuse and recycle waste. The Covid-19 pandemic has had a negative effect on Barnet's recycling rates, with more waste arising, and a lower proportion of this waste being recycled, composted or reused. This is reflected in the 2024/25 projections based on current trends, the significant projected increase in the proportion of new properties that are flats, and assuming no major service changes are made up to this point. However the council is working continuously to educate and engage with service users on sustainable waste behaviours, overcome challenges, and will ensure that the implementation of any changes to services resulting from the Environment Act regulations maximises recycling and waste reduction. The council's initial modelling for potential changes following the release of the Environment Act regulations suggests that the introduction of food waste collections for houses and flats could result in approximately a 4% increase in the annual household recycling rate.

### 2. Key strategic documents linked to this plan:

Barnet Plan key objectives - [Corporate plan and performance | Barnet Council](#)

Sustainability Framework – [Barnet Council's Sustainability Strategy Framework proposes organisational net zero target by 2030 | Barnet Council](#)

Household Recycling & Waste Policies - [Household recycling and waste policies | Barnet Council](#)

### 3. RRP Dashboard:

Common Performance Targets	Baseline Performance (2019/20)	Performance Target 2024/25	Metric Guidance / Data source
Total annual household waste per head (kgs/head)	354.91 kgs	372.47 kgs	WasteDataFlow
Total annual household residual waste collected per household (kgs/household)	630.52 kgs	656.21 kgs	WasteDataFlow
Total annual household avoidable (edible) food waste (kgs/head)	77 kgs	77 kgs	ReLondon/WRAP
Annual household waste recycling rate (% by weight)	32%	30% <i>(34% including an anticipated 4% improvement that would be achieved when food waste collections can be introduced)</i>	WasteDataFlow
Annual LACW recycling rate (% by weight)	30.2%	28.5% <i>(32.5% including an anticipated 4% improvement that would be achieved when food waste collections can be introduced)</i>	WasteDataFlow
<b><u>Proportion (%) of properties receiving the Mayor's minimum level of service for household recycling:</u></b>			
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays) <u>and separate food waste</u> )	0%	0%	
% of kerbside properties (all households on a kerbside collection) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays))	100%	100%	
% of flats (communal collections, <u>excluding flats above shops</u> ) collecting six main dry materials <u>and separate food waste</u>	0%	0%	
% of flats (communal collections, <u>excluding flats above shops</u> ) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays)).	100%	100%	
% of flats above shops (FAS) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays)) <u>and separate food waste</u>	0%	0%	
% of flats above shops (FAS) collecting six main dry materials (glass, cans, paper, card, plastic bottles and mixed rigid plastics (pots, tubs and trays)).	100%	100%	
Proportion (%) of waste fleet heavy vehicles that are ULEZ compliant	N/A	100%	
Performance of LACW activities against the Mayor's EPS (tonnes of CO2eq per tonne of waste managed).	-0.029	-0.016	EPS model provided

#### 4. RRP Actions:

Ref	Theme	Action title	Action Description	Expected Target / Impact	Timescale for action	WCA/WDA
	<ul style="list-style-type: none"> <li>Waste Reduction</li> <li>Maximising Recycling</li> <li>Reducing Environmental Impact</li> <li>Maximising local waste sites</li> </ul>	Communications and engagement	<ul style="list-style-type: none"> <li>Recycling and waste website including promotion “recycle, reduce, reuse” revised and improved, regular improvements are being made as required. The website includes promotion of: <ul style="list-style-type: none"> <li>- household recycling</li> <li>- commercial waste recycling</li> <li>- home composting</li> <li>- food waste reduction</li> <li>- reducing contamination</li> <li>- furniture recycling &amp; reuse organisations</li> <li>- electricals recycling</li> <li>- clothing and textiles reuse</li> </ul> </li> <li>Real Nappies - The council joined Real Nappies for London (RNFL) on 1 April 2022, this will enhance promotion and activities to encourage the use of reusable alternatives to disposable nappies and is supported with a subsidy of up to £54.15 per applicant via the North London Waste Authority.</li> </ul> <p><a href="#">Recycling and waste   Barnet Council</a>  <a href="#">Household recycling and waste   Barnet Council</a>  <a href="#">Reduce, reuse and repair for Barnet   Barnet Council</a>  <a href="#">Summers Lane recycling and reuse centre   Barnet Council</a></p> <p>The council regularly reviews the resources and guidance available via ReLondon when developing communications plans and service improvements, such as the Flats Recycling Package Tool.</p>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> <li>Plastic free July 2022 campaign – July 2023</li> <li>Batteries recycling campaign – July 2023</li> <li>Recycle week campaign – September 2023</li> <li>Zero waste week campaign – September 2023</li> <li>Christmas Recycling – December 2022</li> </ul>	WCA
	<ul style="list-style-type: none"> <li>Waste Reduction</li> <li>Maximising Recycling</li> </ul>	Produce map showing recycling locations, refill and repair points	<ul style="list-style-type: none"> <li>An online map will be produced/identified to show recycling locations, water refill and repair points to help residents reduce, reuse and recycle waste</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> <li>Improved signposting to recycling locator by end of 2023/24.</li> </ul>	<ul style="list-style-type: none"> <li>2023/24</li> </ul>	WCA
	<ul style="list-style-type: none"> <li>Maximising Recycling</li> </ul>	Recycling locator tool	<ul style="list-style-type: none"> <li>Recycling locator tool for soft plastics, plastic films, plastic bags and wrapping, flexible plastics added to council website: <a href="https://www.recyclenow.com/repeatthecycle">https://www.recyclenow.com/repeatthecycle</a></li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> <li>Improved signposting to recycling locator by end of 2022/23.</li> </ul>	<ul style="list-style-type: none"> <li>April 2023</li> </ul>	WCA
	<ul style="list-style-type: none"> <li>Maximising Recycling</li> </ul>	Separate food waste collections	<ul style="list-style-type: none"> <li>The council has previously carried out a trial of separate food waste collections at a number of flats. The council will take the learning from its earlier trial forward into planning for future food waste services at flats, including consideration of demographics.</li> <li>The council has a commitment to bring back the separate food waste collection service</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard</li> <li>The council's initial modelling for potential changes following the release of the Environment Act regulations suggests that the introduction of food waste collections for houses and flats could result in approximately a 4% increase in the annual household recycling rate.</li> </ul>	<ul style="list-style-type: none"> <li>The council has an outline project plan for various workstreams in relation to the potential changes to services under the Environment Act, while we await the government's response to the consultation feedback it received, and formal regulations to define requirements under the Act. When the regulations supporting the Act are issued and the new burdens funding agreed, the council will update its programme.</li> </ul>	WCA/WDA
	<ul style="list-style-type: none"> <li>Waste Reduction</li> </ul>	Food waste reduction	<ul style="list-style-type: none"> <li>The council is committed to developing and implementing food waste reduction initiatives. The council will: <ul style="list-style-type: none"> <li>- Review its target for a reduction in edible avoidable food waste in the light of a waste composition analysis being coordinated by the NLWA – currently expected to be completed by end of 2022/23. Any updates will be included in the appropriate RRP annual update.</li> <li>-Review the outcome of the LB Bexley food waste reduction and behaviour change trial and consider actions that can be taken forward in Barnet based on the detailed findings.</li> <li>- Review the suitability of food-sharing apps such as OLIO for local promotion</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>tbc</li> </ul>	<ul style="list-style-type: none"> <li>2023/24</li> <li>Spring 2023</li> <li>June 2023</li> </ul>	WCA
	<ul style="list-style-type: none"> <li>Maximising Recycling</li> </ul>	Garden waste collections	<ul style="list-style-type: none"> <li>The council promotes the chargeable garden waste service on an annual basis to maximise participation and the tonnage of garden waste collected for composting</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard</li> <li>In 2021/22 the council had 41,363 subscribers to the service, with 44,539 sticker permits sold. The council is on track to match this during 2022/23, and will continue with an effective promotional campaign for each service year to maximise participation and the tonnages collected for composting.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing/annual</li> <li>Service year starts in May each year, with communications commencing 2 months in advance</li> </ul>	WCA
	<ul style="list-style-type: none"> <li>Waste Reduction</li> </ul>	Education plan on reducing consumption	<ul style="list-style-type: none"> <li>Seek funding for education plan based on reducing consumption, and linked to the cost of living situation.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>tbc</li> </ul>	WCA

Ref	Theme	Action title	Action Description	Expected Target / Impact	Timescale for action	WCA/WDA
	• Waste Reduction	Free public water fountains	<ul style="list-style-type: none"> <li>The council is investigating the feasibility of bringing free public water fountains in parks, back into use, which would reduce single use plastic drink bottle waste.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>tbc</li> </ul>	WCA
	• Waste Reduction	Communications Plan	<ul style="list-style-type: none"> <li>Communications Plan - created annually and amended in-year where there are changes in requirements or where new communications opportunities arise.</li> <li>A communications officer is embedded within the Street Scene service. An annual Communications Plan for recycling and waste minimisation is prepared and implemented, making full use of print and social media to maximise VFM/effectiveness.</li> <li>Communications output is linked to wider regional and national campaigns and resources including: <ul style="list-style-type: none"> <li>- LondonRecycles</li> <li>- ReLondon</li> <li>- RecycleNow</li> <li>- Recycle Week</li> <li>- Plastic Free July</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	WCA/WDA
	• Waste Reduction	Promote circular SME's	<ul style="list-style-type: none"> <li>The council will work with ReLondon to promote circular SME's to residents, including signposting via the council's reduction and reuse web pages.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	WCA/WDA
	• Waste Reduction • Maximising Recycling	Planning guidance	<ul style="list-style-type: none"> <li>Recycling &amp; Waste Guidance for Architects and Developers updated regularly, includes planning requirements for 50/50 balance between recycling and refuse bin capacity, and provision of indoor recycling storage space for new build properties.</li> <li>To be fully revised in line with future service model.</li> <li>The council will also consider the development of a Supplementary Planning Document on recycling and waste provision. <a href="#">Information for developers and architects   Barnet Council</a></li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>To be updated in line with Environment Act requirements, when known</li> </ul>	WCA
	• Waste Reduction	Barnet Homes recycling plan	<ul style="list-style-type: none"> <li>Communications Campaign - package of communications for distribution to 15,000 housing ALMO households to support increased recycling and reduction in waste. Campaigns implemented, including printed media, social media, and refresh of on-site information for service users.</li> <li>Targeted communications with landlords and agents to reduce throw away culture.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> <li>Communications output has an audience of 15,000 households</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing, links to national campaigns and annual events such as Christmas will be utilised</li> </ul>	WCA
	• Waste Reduction	Household Recycling and Waste Policies	<ul style="list-style-type: none"> <li>Policies are in place in relation to maximum container sizes provided, materials accepted for recycling and contamination. At present the council has a no side waste policy to restrict collection of excess residual waste.</li> <li>To be fully revised in line with future service model <a href="#">Household recycling and waste policies   Barnet Council</a></li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>To be updated in line with Environment Act requirements, when known</li> </ul>	WCA/WDA
	• Waste Reduction	North London Waste Authority (NLWA) – Residual Waste Reduction Plan	<ul style="list-style-type: none"> <li>The council fully supports and promotes waste prevention work led on its behalf by the North London Waste Authority. Examples of activities in Barnet delivered by NLWA during Q3 and Q4 of 2021/22 include two recycling presentations to community groups, a contamination stall and art exhibition. <a href="#">Our Strategies   NLWA</a></li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	WCA/WDA
	• Waste Reduction	Low Plastic Zone project	<ul style="list-style-type: none"> <li>The council will work to stop single use plastic in Barnet, both by the council and by encouraging businesses and residents to use alternatives</li> <li>The NLWA is currently conducting a review of the Low Plastic Zone initiative, due to be completed September 2022, The council hopes to commence a Low Plastic Zone project in one town centre initially, during 2022/23. This will involve outreach visits to local businesses to support and encourage them to reduce single use plastics. The council will take the opportunity to promote Refill London as part of visits to local businesses.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>During 2022/23</li> </ul>	WCA/WDA
	• Maximising Recycling	Develop plans for future recycling & waste services in line with Environment Act regulations	<ul style="list-style-type: none"> <li>Develop plans for future services, through the following workstreams: <ul style="list-style-type: none"> <li>• Data Preparation and Modelling</li> <li>• NLWA Engagement</li> <li>• Creation of new services and expansion of current services</li> <li>• Depot and service requirements</li> <li>• Procurement</li> <li>• Financial Impacts forecasting</li> <li>• Policy and Guidance development</li> <li>• Communications</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>In line with Environment Act requirements, when known. Work on data and modelling, NLWA engagement, and depot requirements is currently ongoing</li> </ul>	WCA/WDA
	• Maximising Recycling	Commercial recycling & waste service:	<ul style="list-style-type: none"> <li>The commercial service promotes recycling in its service offer to schools and businesses. Recycling collections are offered at a lower price than residual collections to encourage and maximise recycling</li> <li>The commercial dry recycling service already meets the Mayor's minimum standards.</li> <li>The service is working on a Commercial Business Plan for waste services to customers and this will include consideration of further promotion of our recycling services. <a href="#">Business recycling   Barnet Council</a></li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	WCA
	• Reducing Environmental Impact	Barnet Council fleet	<ul style="list-style-type: none"> <li>The council will develop a fleet strategy, considering alternative fuel vehicles as appropriate. The council will also be considering upskilling its fleet maintenance workforce and any apprenticeships to ensure they are suitably trained to maintain alternative fuel vehicles</li> <li>The ULEZ (Ultra Low Emission Zone) requirements did not affect Barnet until their expansion in October 2021. In advance of the ULEZ expansion the council took the following actions: <ul style="list-style-type: none"> <li>o The fleet vehicles that would be non-complaint were renewed or exchanged over this period</li> <li>o The main fleet of RCV's were renewed in two main tranches in 2018 and 2020</li> <li>o All hire vehicles were exchanged for compliant vehicle</li> </ul> </li> <li>In April 2022 all Barnet Council fleet is 100% compliant.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	WCA
	• Reducing Environmental Impact	North London Waste Authority - LondonEnergy Ltd Fleet	<ul style="list-style-type: none"> <li>NLWA are currently carrying out a review looking at alternative fuels for vehicles with London Energy Ltd (LEL). The ambition ultimately is to have a zero-carbon emissions fleet. This will be dependent on having the appropriate technology to provide a sustainable service.</li> <li>The vehicle fleet of NLWA's current main waste transfer, treatment and disposal contractor, LEL, and those of LEL's subcontractors are now all ULEZ compliant.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	WDA

Ref	Theme	Action title	Action Description	Expected Target / Impact	Timescale for action	WCA/WDA
			<ul style="list-style-type: none"> <li>It is a requirement of the main waste contract with LEL to use Euro IV vehicles as a minimum. LEL have initiated a vehicle replacement programme to ensure vehicles comply with ULEZ. All vehicles are now Euro VI, leading to a significant reduction in NOx emissions.</li> <li>NLWA are currently reviewing the environmental impact of the fleet with LEL and potential improvements which can be made. NLWA have transitioned its vehicles from diesel to an electric. We have an electric Volkswagen golf and a Peugeot, and Volkswagen van (petrol). The aim is to replace the petrol van in 2022.</li> </ul>			
	• Maximising Recycling	Reducing contamination	<ul style="list-style-type: none"> <li>The council issues slam-lock lidded 1100litre bins for recycling as standard, to reduce contamination including black bag waste.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	• Ongoing	WCA
	• Reducing Environmental Impact	Recycling & Waste collection round reorganisation -	<ul style="list-style-type: none"> <li>Amendments to collection rounds are made on an ad-hoc basis, in order to balance resources across the borough, and minimise costs and emissions from the collection fleet.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	• Ongoing	WCA
	• Reducing Environmental Impact	Procurement	<ul style="list-style-type: none"> <li>The corporate procurement service is being brought back in house from October 2022 and this will involve a review of the procurement strategy including sustainability.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	• By end of 2022	WCA
	• Maximising local waste sites	Reuse & Recycling Centre (RRC) - Summers Lane	<p>The council's RRC is well-used by residents and accepts a wide range of materials for recycling or reuse. The average recycling rate across the NLWA RRC network was 72.1% 2021/22.</p> <p><a href="#">Summers Lane recycling and reuse centre   Barnet Council</a></p> <ul style="list-style-type: none"> <li>Expanded polystyrene and mattress recycling trial: The council has worked with the NLWA to launch a trial to recycle expanded EPS in November 2021. State of the art EPS shredders/compactors have been installed at Summers Lane and South Access RRC's with a third unit at Wembley Waste Transfer Station. This trial is the result of a partnership with the British Plastics Federation and Greenbank Recycling Solutions. The recycling of this material will allow it to be used in insulation and similar products, avoiding the need for virgin materials to be used for these purposes. The trial completes on 17/12/22.</li> <li>Mattress recycling was introduced to the NLWA RRC network in June 2021. By the end of November almost 26,300 units have been recycled with 5,169 mattresses attributed to Barnet. If the rate of recycling continues as at present, some 52,600 mattresses would be recycled in a full year amounting to nearly 1500 tonnes of waste being transferred from the residual waste stream to the recycling stream. Officers have also made progress in establishing a partnership with Terracycle to recycle specialist products which cannot be managed as part of the household dry mixed recycling contract.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	• Expanded polystyrene recycling trial to be completed on 17/12/22	WDA
	• Maximising local waste sites	North London Waste Plan	<ul style="list-style-type: none"> <li>The North London Waste Plan was adopted by the council in March 2022. The Plan will ensure there will be adequate provision of suitable land to accommodate waste management facilities of the right type, in the right place and at the right time up to 2036 to manage waste generated in North London.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	• N/A	WCA/WDA
	• Maximising local waste sites	Waste transfer facilities	<p>RRFs</p> <ul style="list-style-type: none"> <li>NLWA operates a sorting facility (at Wembley) which sorts wood, mattresses, metal, cardboard and hardcore material. It is envisaged that 10,000 tonnes will be processed at the station per annum. We are recovering around 30% of materials for recycling and reuse.</li> <li>NLWA are investing in a residual pre-treatment facility (sorting facility) within the new RRF. This will process between 30,000 and 65,000 tonnes of residual waste, and we expect to recover 30% of materials for reuse and recycling. We have engaged consultants this year (2022) to carry out a best practice review across Europe, with a view to installing a facility which will provide maximum value. NLWA expect the materials processed to be similar to those at Wembley, with additional waste streams such as plastics, but this is dependent on the best available technology.</li> </ul> <p>Residual transport arrangements</p> <ul style="list-style-type: none"> <li>NLWA are currently carrying out a review looking at alternative fuels for vehicles with London Energy Ltd (LEL). The ambition ultimately is to have a zero-carbon emissions fleet. This will be dependent on having the appropriate technology to provide a sustainable service.</li> </ul> <p>Contract</p> <ul style="list-style-type: none"> <li>In April 2022 NLWA varied their existing contract with LEL to facilitate the use of the Temporary Bulk Waste Facility (TBWF). NLWA are currently developing a new contract to manage the education and visitor centre at the RRF. NLWA expect this to be in place by December 2022. NLWA are developing (in consultation with the boroughs), a new contract for the management of the state-of-the-art facilities at the Eco Park, Edmonton.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	• Ongoing	WCA/WDA
	• Waste reduction	NLWA Residual Waste Reduction Plan	<p>A new plan is being prepared for 2022-25 and due to be agreed in Autumn 2022.</p> <p>The aims of the plan are to:</p> <ul style="list-style-type: none"> <li>Increase residents' understanding of the journey of waste and the need to shift from a linear to a circular economy</li> <li>Provide information and advice on how to adopt more sustainable behaviours</li> <li>Increase residents' understanding and motivation of how and why it is important to recycle effectively</li> <li>Promote effective recycling</li> <li>Provide policy responses and engagement with national and regional strategy development on waste prevention</li> <li>Campaign for government action to increase support for the circular economy, including reforms which reduce packaging, encourage reuse and repair</li> <li>Campaign for systemic changes to reduce the manufacture and consumption of single-use and unrecyclable items.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> <li>Production of six videos that show what happens to north London's waste and recycling. Some videos will follow items of household recycling from the home, through the recycling process, until they are turned into something new. Videos will be ready at the end of 2022 and promoted through a paid-for social media campaign. It is anticipated that videos will be viewed over 60,000 times.</li> </ul>	• Autumn 2022 • 2023	WCA/WDA

Ref	Theme	Action title	Action Description	Expected Target / Impact	Timescale for action	WCA/WDA
			<ul style="list-style-type: none"> <li>The Plan will align with and complement the communications and engagement activities delivered by the constituent boroughs and community groups. The NLWA will continue to support the waste prevention activity of the constituent boroughs through digital and outreach activities, whilst also enabling community-based organisations to develop and deliver waste reduction projects through the Waste Prevention Community Fund. Stakeholders, including residents are being engaged to inform this plan, for example, through a behaviour change research project to gain insight to the most effective routes to resident engagement and messaging that will motivate actions to prevent waste, based on the approaches delivered by NLWA. The following activity has already been agreed and will be delivered whilst the new Plan is being developed. Monitoring and evaluation of the plan will be carried out against project-based targets.</li> <li>Pan-London Food Waste Campaign will be delivered in partnership with ReLondon, London Boroughs and London Waste Disposal Authorities to inform and empower individuals to reduce their personal food footprint. The campaign will use inspiring messages and practical advice to build on the success of past campaigns such as TRIFOCAL (the 'Small Change, Big Difference' campaign) and existing campaigns such as Food Wave.</li> <li>Low Plastic Zones: Business engagement will continue in existing and new zones, and a review of the project, due to be completed September 2022, is being undertaken to ensure approach and scope are as effective as possible.</li> <li>Education: A research project with schools is being delivered to understand the priority areas of interest and gaps relating to waste minimisation education. To also understand preferred educational offers that could be provided by the Authority or other external organisations that would increase knowledge of waste issues and waste reduction amongst school staff, pupils, and wider school community. 50 schools are due to be engaged through interviews and surveys, and views of parents/carers and teachers are being sought through four focus groups. Reporting is due to be completed in August 2022.</li> <li>Reusable nappy scheme: NLWA continues to pay a subsidy of £54.15 per baby to parents/carers in north London who use reusable nappies rather than disposable ones. The level of subsidy reflects the saving to NLWA of not having to dispose of the nappies in the waste stream. The voucher scheme is administered by Real Nappies for London (RNfL) and includes as all north London boroughs as members. The council joined this scheme in April 2022.</li> <li>Waste Prevention Community Fund: Not-for-profit organisations will have the opportunity to apply to the newly increased Fund of £120,000 for projects that support waste prevention in north London. The fund for 2022-23 will open for applications November 2022 with awards due to be issued by March 2023.</li> <li>Repair and upcycling events: A series of events will be delivered across the Authority area to encourage amongst north London residents, reuse, repair and upcycling of large household items such as furniture and soft home furnishings, helping to preserve valuable resources and divert a significant volume of reusable items from disposal, whilst also creating opportunities for to raise the profile of organisations and individuals operating in this sector in north London. Due to be completed by November 2022, one event will be delivered in each borough, currently confirming targets and outputs with contractor.</li> <li>Waste Prevention Exchange conference: this annual event will be delivered to bring together sector experts on a programme of topical waste prevention issues.</li> <li>Campaign to promote the reuse shop at Kings Road Reuse and Recycling Centre. This will include a promotional event at the shop, social media advertising and a press release.</li> <li>Advertising campaign to raise awareness of and increase attendance at reuse and recycling centres.</li> <li>Advertising campaign to raise awareness of and increase participation in north London's reusable nappy scheme.</li> </ul>			
	<ul style="list-style-type: none"> <li>Maximising Recycling</li> </ul>	Recycling activities by WDA	<p>Communications</p> <ul style="list-style-type: none"> <li>Targeted, paid-for digital campaigns to promote core NLWA services: household recycling; reuse and recycling centres; large electrical items collection service.</li> </ul> <p>Resource Recovery Facilities</p> <ul style="list-style-type: none"> <li>NLWA operates a sorting facility (at Wembley) which sorts wood, mattresses, metal, cardboard and hardcore material. It is envisaged that 10,000 tonnes will be processed at the station per annum. We are recovering around 30% of materials for recycling and reuse.</li> <li>NLWA are investing in a residual pre-treatment facility (sorting facility) within the new RRF. This will process between 30,000 and 65,000 tonnes of residual waste, and we expect to recover 30% of materials for reuse and recycling. We have engaged consultants this year (2022) to carry out a best practice review across Europe, with a view to installing a facility which will provide maximum value. NLWA expect the materials processed to be similar to those at Wembley, with additional waste streams such as plastics, but this is dependent on the best available technology.</li> </ul> <p>Reuse and Recycling Centre (RRCs)</p> <p>NLWA have reopened all RRCs, and they are now operating full time hours. This includes the Summers Lane RRC in Barnet. NLWA will be reviewing the booking system, looking at the positives and negatives of having/not having this in place, and will take a decision whether to retain this or not.</p> <p>NLWA continue to collect and recycle mattresses and extended polystyrene, and are seeking outlets for other hard to recycle items. NLWA have renewed a textile contract and are now looking to increase the scope of textiles and carpets that can be accepted at the RRCs network. NLWA hope to have this offer up and running by 2023.</p>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> <li>Aim to recover 30% of materials for reuse/recycling</li> </ul>	Ongoing	WCA/WDA

Ref	Theme	Action title	Action Description	Expected Target / Impact	Timescale for action	WCA/WDA
			<p>Contract</p> <p>In April 2022, NLWA varied an existing contract with LEL to facilitate the use of the Temporary Bulk Waste Facility (TBWF). NLWA are currently developing a new contract to manage the education and visitor centre at the RRF. NLWA expect this to be in place by December 2022. NLWA are developing (in consultation with the boroughs), a new contract for the management of the state-of-the-art facilities at the Eco Park.</p>			
	<ul style="list-style-type: none"> <li>Reducing environmental impact</li> </ul>	Solar panels at NLWA Resource Recovery Facility	<ul style="list-style-type: none"> <li>The contractor has been instructed to install an additional 370(no) solar PV panels at the new RRF. These additional panels will provide a 20% increase in total output for the whole system from 755kWp to 905kWp. There will now be a total of 2235 solar panels at the RRF.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	Ongoing	WDA
	<ul style="list-style-type: none"> <li>Maximising local waste sites</li> </ul>	Temporary Bulky Waste Facility	<ul style="list-style-type: none"> <li>The Temporary Bulky Waste Facility (TBWF) became operational in April 2022. This facility allows us to transfer organic and recyclable materials for processing and extract some for recovery and reuse. We expect the new RRF facility to come into use in Feb 2023, at which point the TBWF will no longer be required. The R1 rated Energy Recovery Facility (ERF) will be available in 2025.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	February 2023.	WCA/WDA
	<ul style="list-style-type: none"> <li>Waste Reduction</li> <li>Maximising Recycling</li> <li>Reducing Environmental Impact</li> <li>Maximising local waste sites</li> </ul>	NLWA Joint Waste Strategy	<ul style="list-style-type: none"> <li>NLWA are currently developing a new Joint Waste Strategy with the 7 boroughs for the management of waste from households in North London. The strategy will guide everything the Authority does in its services provision and policy development, from initiatives to increase recycling, reduce residual waste and carbon emissions, to the operation of Reuse and Recycling Centres (RRCs).The strategy planning and design is anticipated to last around 18 months (although this may be extended dependent on whether additional requirements, such as a Strategic Environment Assessment, are deemed necessary). The Strategy will be agreed when the details of the government's national waste reforms are known. We will engage all of our statutory stakeholders in this process and will undertake an equalities impact assessment and a full resident consultation. We will carry out modelling, including a detailed composition analysis, into EPR and DRS. The strategy will set out how NLWA and the 7 boroughs will work together to minimise the amount of residual waste arising and to increase reuse and recycling rates (amongst other objectives).</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	December 2023	WCA/WDA
	<ul style="list-style-type: none"> <li>Maximising Recycling</li> </ul>	Preparations/ capability of Biffa MRF to accept and recycle plastic films in due course and for cartons to be reliably separately captured in the meantime	<ul style="list-style-type: none"> <li>NLWA are working with Biffa (its material recycling provider) to establish a compliant and sustainable UK partner to recycle all types of grades of plastic films. NLWA are working with Biffa to evaluate markets options and find a viable solution. The aim is to ensure that Boroughs are able to collect flexible plastics within the timescale set out in the government's Resources and Waste Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>All activities will support the achievement of targets set out in the dashboard.</li> </ul>	tbc	WCA/WDA

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	<h2>Environment &amp; Climate Change Committee</h2> <h3>06 September 2022</h3>
<b>Title</b>	<b>Sustainability Strategy Update</b>
<b>Report of</b>	Chair of Environment and Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	<p>Deputy Chief Executive – Cath Shaw  <a href="mailto:Cath.shaw@barnet.gov.uk">Cath.shaw@barnet.gov.uk</a></p> <p>Director of Growth – Stephen McDonald  <a href="mailto:stephen.mcdonald@barnet.gov.uk">stephen.mcdonald@barnet.gov.uk</a></p> <p>(Interim) Assistant Director for Sustainability – Yogita Popat  <a href="mailto:yogita.popat@barnet.gov.uk">yogita.popat@barnet.gov.uk</a></p>

## Summary

This paper provides an overview of the progress against Barnet's Net Zero commitments and the actions taken since the last Environment and Climate Change Committee (9 June 2022)<sup>1</sup>

## Officers Recommendations

1. That the Committee note the progress since the last Environment and Climate Change Committee (9 June 2022)
2. The Committee note the outcomes of the engagement workshops held in March/April 2022; and note the outcomes of these workshops will be used in wider engagement work later in the year.
3. The Committee notes the ongoing work to develop and implement initiatives to deliver reductions in carbon emissions and confirms that this work should continue.

<sup>1</sup> [Committee Report \(modern.gov.co.uk\)](https://modern.gov.co.uk)

## 1. Why this report is needed

1.1 A report was provided to the Environment & Climate Change Committee on 9 June 2022, with the following recommendations:

- The Committee instructs officers to draw up proposals for a Citizens Assembly to inform the development of a Sustainability Strategy and Climate Action Plan and the delivery of agreed commitments, and delegates authority to the Deputy Chief Executive in consultation with the Chairman of the Environment & Climate Change Committee to establish the Assembly.
- The Committee note a full update will be taken to the next meeting Environment & Climate Change Committee including a roadmap to achieve our commitments to Sustainability and commitments in the manifesto
- The Committee notes existing delegations to officers to develop and implement initiatives to deliver reductions in carbon emissions and confirms that this work should continue.
- The Committee notes the formation of the Sustainability Team and the creation of a substantive post of Assistant Director for Sustainability and authorises recruitment to that role.

This report provides an update on the progress against each of these recommendations

1.2 Central to our programme of activity is our vision of; '*Working together to be one of London's most sustainable boroughs*'

*We will be a borough that;*

- *is a vocal climate leader;*
- *that takes action to deliver outcomes, tackling the most pressing environmental, social and economic challenges whilst being agile in the ever-changing landscape;*
- *ensures our actions do not negatively impact future generations,*
- *and supports residents and businesses to make sustainable choices*

Our communications and engagement will reflect the way we aim to work as an organisation:

- We will work to future proof our borough, safeguard our environment, protect our green spaces and biodiversity for our generations to come.
- We have declared a climate emergency and will go further and faster than ever before to make Barnet a more social, economic and environmentally sustainable borough.
- We will work together with local people, communities, and business across the borough, to become net zero carbon in Barnet by 2042, and for the Council by 2030.
- We will put sustainability at the heart of what we do and empower local communities to do the same, taking action to tackle the most pressing environmental challenges affecting our borough

1.3 *Outcomes of engagement workshops:* a series of workshops were held throughout March and April 2022 with residents, businesses, and community

groups to discuss the Sustainability Framework and to gather feedback on the current sustainability plans. This feedback will be used alongside wider citizen's engagement and the Citizen's Assembly to develop our Climate Action Plan. A number of recommendations were made through these workshops, work is underway to assess these recommendations and include them in our Action Plans where appropriate. A further update on progress against these actions will be brought to the next Environment and Climate Change Committee.

- 1.4 *Citizen's Assembly and Citizen's Engagement:* the purpose of a Citizen's Assembly on Climate Change and Biodiversity is to provide a platform for co-producing and monitoring our Sustainability Strategy and Action Plan. Work has already commenced to procure a partner to help Barnet deliver a Citizens Assembly. We anticipate the delivery partner being on board from October 2022. Engagement with community groups, businesses and residents will form part of the co-design of the Assembly, discussions have already commenced with Environmental Groups across the borough as to how they may be involved in this work going forward.
- 1.5 We also recognise, wider citizen's engagement will be a key driver to the delivery of the Borough's ambitious commitments; a dedicated Sustainability Engagement Officer, with responsibility for this work, has been appointed and is due to start in October 2022. A further update on engagement plans will be brought to the next Environment and Climate Change Committee.
- 1.6 *Roadmap to delivery:* a review of the proposed actions across our Sustainability Portfolio has taken place and an impact assessment for each of the workstreams is underway, ensuring actions are evidenced and scientifically based; these will form part of our wider Climate Action Plan. A Governance structure has been developed to monitor the progress of our actions and trajectory to Net Zero. Work is underway to develop a dashboard that will provide more regular data updates.
- 1.7 In order to promote the work already under way and provide updates on progress against our commitments, as well as highlighting the actions residents across the borough can take, we have developed a communications plan which will work alongside our engagement work and will be at the heart of our delivery.
- 1.8 *Update on project progress:* following the previous update given to Environment and Climate Change Committee, service areas have moved forward with the implementation and delivery of many projects, including:
  - Launch of Anti-idling Campaign at a local primary school in June 2022,
  - Progressing with the installation of electric vehicle lamp column charge points, with over 200 now in place and a further 500 planned to be installed from Sept 2022, which will be surface mounted rather than on lamp columns , and consulting on the dedication of adjacent bays to ensure residents are able to make use of them,
  - Delivery of PSDS3 (Public Sector Decarbonisation Scheme) to support the decarbonisation of 14 maintained schools, 2 maintained primary school swimming pools, 1 community nursery and 4 Council operational buildings, and the preparation of further bids for the next round of funding (opens in Sept 2022),

- Surveys underway to develop a costed ‘fabric first’ approach to insulate 11x non-domestic buildings, as part of the ‘Fabric First’ project
- Drafting the Air Quality Annual Status Report, which has been approved by the GLA and work has started to develop our Air Quality Action Plan, these will be presented to a future committee,
- Joint submission by Middlesex University and the Council, to the Net Zero Innovation Programme run through the LGA. Work has commenced in scoping out an initial idea around understanding sustainability inclusion across the Borough, and plan to submit a proposal in September 2022
- A town centres active travel campaign planned for September to promote walking and cycling to high streets, linking in with World Car Free Day and Clean Air Day
- Commissioning a feasibility study to look at the opportunity of planting additional trees, Sustainable Urban Drainage Systems (SUDS) and other interventions to enhance the public realm, mitigate the effects of pollution and increase biodiversity in Cricklewood Broadway
- A new 3,500 sqm public square in Finchley Square is due to start on site in Autumn 2022; includes significant new tree planting, SUDS and support for active travel

1.9 *Formation of Sustainability Team:* the Director of Growth has been appointed Lead Officer for Climate Change and Biodiversity, and Chair of the Environment & Climate Change the Lead Member. A rigorous recruitment campaign has taken place over the last four-months with a team now appointed and in place, to provide oversight and scrutiny against the Action Plan.

## 2. Reasons for recommendations

- 2.1 Recommendation 1: the committee is asked to note the progress since the last Environment and Climate Change Committee
- 2.2 Recommendation 2: the committee is asked to note the outputs from the engagement workshops that were held earlier in the year, and to note these will form part of the wider programme of citizen’s engagement and our Action Plan.
- 2.3 Recommendation 3: the committee is asked to note the progress to date on reviewing the actions, and to note the impact assessments being undertaken against each of these actions. It is recognised that in achieving our Sustainability goals these will have a wider health, economic and social benefits, as well as environmental ones. Much work has already taken place in delivering actions across the organisation in these areas and a wider Transformation Programme is being developed across the organisation, that will enable the council to maintain its momentum in this area, as well as demonstrating its wider intentions to residents, businesses and partner organisations

## 3. Alternative options considered and not recommended

- 3.1 This paper notes the work that is taking place and recognises the wider programme of work taking place across the council. The ongoing development and monitoring of a Sustainability Strategy and Climate Action Plan will enable

us to achieve our ambitious targets, therefore, alternative options have not been considered in this paper.

## 4. Post decision implementation

- 4.1 Work will continue to design and implement a borough-wide Citizen's Assembly for Climate Change and Biodiversity; in consultation with the Chair of the Committee.
- 4.2 Work will commence in designing and introducing our wider programme of citizen's engagement, working alongside the Community Participation Strategy.
- 4.3 Work to deliver and monitor the impact of existing and new carbon reduction and sustainability initiatives will continue; recognising the need to be agile in an ever changing landscape.

## 5. Implications of decision

### 5.1 Corporate Priorities and Performance

- 5.1.1 Following the declaration of a climate emergency, delivering and implementing the Sustainability Strategy and Climate Action Plan is a key corporate priority for the council.

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

5.2.1 Finance & Value for Money: At a meeting of the Policy & Resources Committee (P&R) in July 2022, a budget was approved to support the delivery of the Sustainability Strategy and Climate Action Plan. £0.350m has been allocated from contingency for the financial period 2022/23 with an additional £0.508m budget from contingency for 2023/24. Funding for the proposals noted within this report will be considered further in the development of detailed action plans, and resourced within the budget envelope approved by P&R.

5.2.2 Additional funding opportunities are available, including those generate by the council through Section 106 and Community Infrastructure Levies (CIL). Previous reporting to this Committee outlined successful bids for external funding sources which will form part of the overall budget envelope.

5.2.3 Feasibility studies and delivery plans will be developed as part of this work; but will not be a barrier to the council delivering its ambitious plans, at pace and with rigour. These will include estimated project costs, staffing and other resource requirements, and potential sources of funding.

5.2.4 Resource requirements will be further explored throughout the development of any actions.

5.2.5 The council must, by statute, set a balanced budget each year. It is good

financial management practice to also set a Medium Term Financial Strategy (MTFS) over a 3-5 year timeframe. Any proposed deliverables arising from the work should not have a negative impact to the council's financial sustainability. Where deliverables have costs exceeding planned resources, it is expected that officers responsible for delivery will mitigate these costs through appropriate actions, for example value engineering of large capital programmes.

- 5.2.6 Procurement: any procurement proposals identified as a result of the Action Plan will be subject to procurement in accordance with the Council's Contract Procedure Rules. Additional procurement requirements arising from the development of the workstreams will be authorised in accordance with value and as appropriate under the council's contract procurement rules and delegated authority of the Deputy Chief Executive and Chair of the Environment and Climate Change Committee, as approved at the Environment & Climate Change committee in June 2022; the full cost of this will be analysed further following approval of this report and will be detailed in the forthcoming detailed programme and action plan which will be brought back to Committee for noting.
- 5.2.7 Staffing: additional resources may be required post approval of this report, to further develop the proposals, manage projects and support with the development and implementation of any actions. This will be undertaken via delegation to the Deputy Chief Executive as approved at Environment and Climate Change Committee in June 2022.
- 5.2.8 IT: at this time there are no implications
- 5.2.9 Property: at this time there are no implications
- 5.2.10 Sustainability: the report specifically notes the positive impact on all three aspects of Sustainability (Social, Economic and Environmental). The implications of individual proposals noted within this report will be considered further in the development of the Sustainability portfolio and action plan, and feasibility studies and delivery plans, which will follow the approval of this report.

### 5.3 Legal and Constitutional References

#### National Legislation

- 5.3.1 The Climate Change Act 2008 introduced a legally binding target for the UK to reduce greenhouse gas emissions by 80% by 2050 compared to a 1990 baseline. In June 2019, the target was updated to reach net zero by 2050. In April 2021, the UK government committed to reducing emissions by 78% by 2035 compared to 1990 levels. The Environment Act 2021 gained Royal Assent on 9th November 2021 with an aim to develop similar legally binding targets for biodiversity, air quality, water, and waste.
- 5.3.2 Section 40 of the Natural Environment and Rural Communities Act 2006 places a general duty on the Council to conserve and enhance

biodiversity and it must from time to time consider what action the authority can properly take, consistent with the proper exercise of its functions, to further the general biodiversity objective. After that consideration the authority must (unless it concludes there is no new action it can properly take), determine such policies and specific objectives as it considers appropriate for taking action to further the general biodiversity objective, and take such action as it considers appropriate, in the light of those policies and objectives, to further that objective.

5.3.3 The Localism Act 2011 includes a 'general power of competence' which gives local authorities the legal capacity to do anything that an individual can do that is not specifically prohibited

5.3.4 In London, the Mayor is required to prepare and publish a London Environment Strategy by the Greater London Authority Act 1999 (as amended).

#### International Legislation

5.3.5 The Paris Agreement set the international target to limit global temperature rise to well below 2°C with the aim of 1.5°C above pre-industrial levels. The IPCC's follow up report stated that this requires a global reduction in greenhouse gas emissions of 45% by 2030<sup>2</sup>

5.3.6 Legal challenges to governmental policies on carbon management have been made in the European Court of Human Rights, particularly by Dutch environmental pressure groups, relying on provisions in the European Convention on Human Rights which are given effect to in UK domestic law by the Human Rights Act 1998, particularly the provisions relating to the right to life, private and family rights, and the right to effective remedies. The European Court on Human Rights has consistently rejected the proposition that the European Convention on Human Rights confers general rights to environmental protection (*Kyrtatos v Greece* and *Fadeyeva v Russia*). The Dutch Supreme Court has, however, found that the state is responsible for excessive emissions, triggering positive emissions reduction obligations, based on the provisions in the European Convention on Human Rights relating to right to life and privacy and family life. Such a position has not yet been established in the UK, although it has been found that the establishment of a direct 'causal nexus' between a 'real and immediate threat' to individual rights may trigger a positive obligation on a state to take action (*Osman v UK*).

#### Council Constitution

5.3.7 The Council's Constitution, Article 7 Committees, Forums, Working Groups and Partnerships, sets out the functions of the Environment and Climate Change Committee:

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<sup>2</sup> [UK becomes first major economy to pass net zero emissions law - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law)

- 1) Responsibility for all borough-wide or cross-area matters relating to the local environment including: air quality, cycling, walking and healthy streets, biodiversity, transport and public transport, grounds maintenance, highways, on-street and off-street parking, road safety, lighting, street cleaning, environmental crime (including littering, fly-tipping fly-posting, and graffiti), the council's fleet, waste and recycling, waterways, parks and open spaces (including allotments and trees), cemeteries, crematoria and mortuary, trading standards and environmental health (except environmental health functions relating to housing and fire safety).
- 2) Responsibility for the council's response to the climate emergency including:
  - Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place
  - Developing strategies to meet those carbon reduction targets
  - Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place
  - Implementing the elements of those strategies that relate to functions listed in (1) above.

## **5.4 Insight**

- 5.4.1 The council will take an evidence-driven approach to ensure that we are taking the most impactful action. Therefore, data and insight will be used to develop our action plan and monitoring thereof of it.

## **5.5 Social Value**

- 5.5.1 There are no immediate Social Value implications attached to this report. However, the Social Value policy and toolkit contains sustainability measures so we would therefore expect any procurement to actively support the utilisation of those measures in support the delivery our sustainability and carbon reduction aims.

## **5.6 Risk Management**

- 5.6.1 The Council has an established approach to risk management, which is set out in the Risk Management Framework. Managing risk will be an essential part of programme management and will be considered in the development of the action plan and Strategy. Risk will also be considered at the feasibility stage for specific projects.

## **5.7 Equalities and Diversity**

- 5.7.1 Equality and diversity issues are a mandatory consideration in the decision making of the Council. Decision makers should have due regard to the public sector equality duty in making their decisions. The Equality

Act 2010 and the Public-Sector Equality Duty require elected Members to satisfy themselves that equality considerations are integrated into day-to-day business and that all proposals emerging from the business planning process have taken into consideration the impact, if any, on any protected group and what mitigating factors can be put in place. The equalities duties are continuing duties they are not duties to secure a particular outcome. The statutory grounds of the public sector equality duty are found at section 149 of the Equality Act 2010 and are as follows::

- 5.7.2 A public authority must, in the exercise of its functions, have due regard to the need to:
- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - a) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - b) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 5.7.3 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
- a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
  - b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
  - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 5.7.4 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 5.7.5 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
- a) Tackle prejudice, and
  - b) Promote understanding.
- 5.7.6 Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:
- a) Age
  - b) Disability

- c) Gender reassignment
- d) Pregnancy and maternity
- e) Race
- f) Religion or belief
- g) Sex
- h) Sexual orientation
- i) Marriage and civil partnership

5.7.7 We are in the process of producing an Equalities Impact Assessment, which will be presented to Committee with the Sustainability Strategy. Each proposal will consider equalities and be cognisant of the fact that some protected characteristics could be affected more than others. Due to the breadth of issues and projects covered in this report, it is not possible to provide all the necessary impacts and information at this time. As appropriate, individual Equalities Impact Assessments will be undertaken as the proposals are developed

## 5.8 Corporate Parenting

5.8.1 In line with Children and Social Work Act 2017, the Council has a duty to consider Corporate Parenting Principles in decision-making across the Council. The outcomes and priorities in the refreshed Corporate Plan, Barnet 2024, reflect the Council's commitment to the Corporate Parenting duty to ensure the most vulnerable are protected and the needs of children are considered in everything that the Council does. To this end, great attention has been paid to the needs of children in care and care leavers when approaching business planning, to ensure decisions are made through the lens of what a reasonable parent would do for their own child.

5.8.2 Climate change will hold greater implications for children and young people, and future generations than it does current adults residing in Barnet. Our surveys of children and young people highlight the strength of feeling they have around climate action. The Corporate Parenting Principles have been considered in the development of this report and will continue to be considered in the development of the strategy; they will also be considered in the development of the Equalities Impact Assessment

## 5.9 Consultation and Engagement

5.9.1 The formation of a Citizens Assembly on Climate Change and Biodiversity will engage with all relevant sectors of the Barnet community and will be undertaken in line with the council's corporate guidelines

5.9.2 Engaging with citizen's, communities and businesses is at the heart of delivering our Sustainability Strategy and a wider plan of engagement is being developed. The outcomes of this will form part of our Action Plan where appropriate.

## 5.10 Environmental Impact

5.10.1 The delivery of an ambitious sustainability action plan will enable us to

deliver on our commitment to climate change; this work will have a positive impact on our borough and the environment in which we live, work and visit. The proposals included in this report aim to improve the sustainability of Barnet's environment and will have wide ranging environmental impacts which should provide a net positive impact. The potential benefits of the proposals are detailed throughout the report, and their environmental impact will be assessed on a project-by-project basis when conducting feasibility studies and delivery plans

## **6. Background papers**

- 6.1 Update on Barnet Sustainability Strategy – Environment Committee, 11 March 2021 - [A4 Letterhead \(moderngov.co.uk\)](#)
- 6.2 Sustainability Strategy Framework – Policy & Resources Committee, 9 December 2021 - [Committee Report \(moderngov.co.uk\)](#)
- 6.3 London Borough of Barnet Air Quality Annual Status Report for 2021, May 2021 - [Barnet Air Quality Annual Status Report 2020 \(ODT, 835KB\) | Barnet Council](#)
- 6.4 Update on Barnet Sustainability Strategy – Environment Committee 9 June 2022 - [Committee Report \(moderngov.co.uk\)](#)

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**London Borough of Barnet**  
**Environment and Climate Change**  
**Committee**  
**Work Programme**

**2022-23**

Title of Report	Overview of decision	Report Of
<b>6 September 2022</b>		
Quarter 1 Performance Report	For comment  Report to incorporate TKJV reactive maintenance performance	Deputy Chief Executive
Review of the council's Adopted Domestic Vehicle Crossover Policy	For approval  Seeking the Committee's approval to update the Council's Adopted Domestic Vehicle Crossover Policy in line with Officer conducted review and associated recommendations	Director of Highways and Transportation
Highways Infrastructure Asset Management Plan	For approval  Seeking the Committee's approval to approve a new Highway Infrastructure Asset Management Plan (HIAMP) 2022. This document updates and supersedes the LBB Highway Asset Management Plan (HAMP) 2012.	Director of Highways and Transportation
Investing in Barnet's roads and pavements	For approval  Initial report setting out the planned approach to the delivery of the Councils Network Recovery and Community Infrastructure Levy programme 23/24.	Director of Highways and Transportation

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of</b>
Waste Management Reduction and Recycling Plan	Approval prior to submission to the Greater London Authority  For approval	Street Scene Director/Deputy Chief Executive/ Head of Street Scene Service Support
Community Skip Service	Consideration of options appraisal and approval of proposed new service model  For approval	Street Scene Director/Deputy Chief Executive/ Head of Street Scene Operations
Sustainability Strategy	Roadmap and Update report  For comment	Deputy Chief Executive
Welsh Harp Draft Vision Report	Draft report request to support consultation  For approval	Canal and River Trust
Environment and Climate Change Fees and Charges 2023/24	To note	Executive Director of Strategy and Resources (Section 151 Officer)
Environment and Climate Change Forecast Financial Outturn at Month 4 (July 2022)	To note	Executive Director of Strategy and Resources (Section 151 Officer)
<b>21 November 2022</b>		
Business Planning Report	For approval	Deputy Chief Executive
Fees and Charges	For approval	Deputy Chief Executive

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of</b>
Quarter 2 Performance Report	For comment	Deputy Chief Executive
Flood Risk Management Plan	For comment	Director of Highways and Transportation
Park Ranger Model – options appraisal for implementation.	Options appraisal for implementation	Assistant Director Greenspaces and Leisure
Barnet Allotments	Review of existing management arrangements and future considerations	Assistant Director Greenspaces and Leisure
Term Maintenance Contract Negotiation	For comment	Director of Highways and Transportation
NRP and CIL Programme Preparation	Programme 2023/24	Director of Highways and Transportation
NRP and CIL Programme Settlement 2023/24		Director of Highways and Transportation
<b>25 Jan 2023</b>		
Highways Planned Maintenance Programme	2023-24 Network Recovery Plan for approval	Director of Highways and Transportation

Title of Report	Overview of decision	Report Of
Re-procurement of Tree Maintenance Contract (TBC if to be committee decision/DPR) – appointment of term contractor	For approval	Assistant Director Greenspaces and Leisure
Tree Policy Update and Planting Programme	Update to policy and draft proposal for new programme for approval	Assistant Director Greenspaces and Leisure
Public Rights of Way Policy Framework	For comment	Director of Highways and Transportation
Financial Outturn report	To note	Executive Director of Strategy and Resources (Section 151 Officer)

Title of Report	Overview of decision	Report Of
<b>14 March 2023</b>		
Highways Infrastructure Safety Inspection Manual	For approval	Director of Highways and Transportation
Quarter 3 Performance Report	For comment	Deputy Chief Executive
Events in Parks in Policy – update to existing Policy	For approval	Assistant Director Greenspaces and Leisure
Colindale Parks Improvement Programme – progress on masterplan delivery and investments at Colindale Park, Montrose PF, Silkstream PF, Rushgrove Park and Heybourne Park	For comment	Assistant Director Greenspaces and Leisure
<b>To follow</b>		
Update on Parking Programme	For comment	Street Scene Director

Title of Report	Overview of decision	Report Of
Fly tipping and Littering Annual Report	Annual update on fly tipping and littering	Executive Director of Assurance  Assistant Director – Counter Fraud, Community Safety and Protection / Head of Community Safety
Review of Tennis Courts in Parks and Open Spaces	Seeking the Committee’s approval for the proposed operating and management model and investment programme for tennis courts in Barnet’s Parks and Open Spaces. To be presented to committee after a consultation has been undertaken	Assistant Director Greenspaces and Leisure
Social Distancing Measures	A1000 Scheme For approval	Director of Highways and Transportation/Deputy Chief Executive
Highways Street Design Manual	To note	Director of Highways and Transportation

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