

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

THURSDAY 11TH JUNE, 2015

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen
Vice Chairman: Brian Salinger

Councillors

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

Substitute Members

Lisa Rutter	Sury Khatri	Tim Roberts
Stephen Sowerby	Adam Langleben	Nagus Narenthira

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

Andrew Charlwood – Head of Governance

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

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	1 - 8
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	
a)	Member's Item - Single yellow lines on a bank holiday - Councillor Dean Cohen	9 - 12
b)	Member's Item - Barnet Copthall, Allianz Park - CPZ - Councillor John Hart	13 - 16
7.	Transfer of Summers Lane CARC	17 - 26
8.	Role of Area Committees - Managing Highways Priorities	27 - 36
9.	Schools Permit Engagement	37 - 44
10.	Moving Traffic Contraventions	45 - 76
11.	Committee Forward Work Programme	77 - 86
12.	Any Other Items that the Chairman Decides are Urgent	

FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

FIRE/EMERGENCY EVACUATION PROCEDURE
<p>If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by uniformed custodians. It is vital you follow their instructions.</p> <p>You should proceed calmly; do not run and do not use the lifts.</p> <p>Do not stop to collect personal belongings</p> <p>Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.</p> <p>Do not re-enter the building until told to do so.</p>

This page is intentionally left blank

Decisions of the Environment Committee

10 March 2015

Members Present:-

AGENDA ITEM 1

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

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

Councillor Joan Scannell
Councillor Alan Schneiderman
Councillor Agnes Slocombe
Councillor Laurie Williams

1. MINUTES OF THE LAST MEETING

RESOLVED – That the Minutes of the meeting held on 27 January 2015 be approved.

2. ABSENCE OF MEMBERS

All Members were present.

3. DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS

Councillor	Agenda Item	Nature of Interest
Brian Salinger	6a – Petition, for an hours free parking	Non-disclosable pecuniary interest as he is a member of the Barnet Society
		Non-disclosable pecuniary interest as the owner of Café Buzz is known to him. He also declared that he has been a customer at Café Buzz.
Dean Cohen	7a – Members Item, Impact of Street Trading	Non-disclosable pecuniary interest as the item was brought to the Committee by him.
Claire Farrier	7c – Members Item, Street Lighting	Non-disclosable pecuniary interest as she works for a lighting company.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

There was none.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

Public Comments were received by Jonathan Supran, Helen Michael and John Gillett.

(a) PETITION - FOR AN HOUR'S FREE PARKING

The Environment Committee noted the report which contained details of a petition containing 2,104 signatures which requested an hour's free parking. The lead petitioner Mr Nicholas Jones introduced the report and addressed the Committee for 5 minutes.

The Chairman moved the following resolution which was seconded by Councillor Graham Old which the Committee agreed:

- That the Environment Committee note the petition
- That the Committee note that the Chairman will work closely with Officers and Mr Jones to consider his concerns

Having been put to the vote the Committee voted:

In Favour: 6

Against: 5

This was therefore carried.

(b) E-PETITION - CREATE 30 MINUTES FREE PARKING IN BARNET

The Environment Committee noted the report which contained details of an e-petition containing 2,896 signatures which requested 30 minutes free parking. The lead petitioner Ms Anna Slater introduced the report and addressed the Committee for 5 minutes.

Councillor Alan Schneiderman moved the following motion which was seconded by Claire Farrier.

That the Environment Committee accept the e-petition and agree in principle to implement 30 minutes free parking in the Borough and request that officers submit a report to the Committee at a future meeting.

Having been put to the vote the Committee voted:

In Favour: 5

Against: 6

The motion was therefore lost.

The Chairman moved the following motion which was seconded by Councillor Brian Salinger:

- That the Environment Committee note the petition
- That the Council will continue to work with residents and traders

and where possible make improvements in line with the Council's policy.

Having been put to the vote the Committee voted:

In Favour: 6

Against: 5

The motion was therefore carried

(c) 7A. MEMBERS ITEM - COUNCILLOR DEAN COHEN

The Committee considered a Members' Item submitted by Councillor Dean Cohen which requested Members of the Committee to consider the Borough's Street trading policy and the impact this has on road traffic management.

The Interim Director for Environment informed the Committee that the Licensing Committee is to consider a Street Trading Policy on 19 March 2015. He added that the review of the policy seeks to regulate the framework that governs street trading.

Having considered the Member's Item and oral representation from Councillor Dean Cohen the Committee:

Resolved:

- That the report be noted
- That the Committee agreed that subject to the determination of the Street Trading Strategy item which is to be considered by the Licensing Committee on 19 March 2015, Officers be instructed to work with the Edgware Town Team in consultation with Ward Members in order to implement any traffic orders where relevant on a trial basis that supports the Council's Street trading policy.
- That the Committee agreed that subject to the determination of the Street Trading Strategy item which is to be considered by the Licensing Committee on 19 March 2015, Officers consider developing traffic orders where possible in other locations in the Borough to support the Council's Street Trading Policy.

(d) 7B. MEMBERS ITEM - COUNCILLOR DEVRA KAY

The Committee considered a Members' Item submitted by Councillor Dr Devra Kay which requested Members of the Committee to consider the Borough's roads and pavements. Councillor Kay expressed her concerns of the quality of Highways which included the repair work that is conducted.

The Interim Director for Environment provided an oral response noting that inspections are carried out which is done on priority. The Customer and Commercial Director noted that the Performance and Contact Monitoring Committee and Audit Committee reviews the Council's performance indicators which include elements of the Borough's Highways and therefore confirmed that the Members are overseeing the delivery of the any such contracts that requires maintenance of the highway.

Having considered the Member's Item and oral representation from Councillor Dr Devra Kay the Committee:

Resolved

- That the report be noted

Prior to determining 1.2 of the report the Chairman moved the following resolution which was seconded by Councillor Salinger:

- That the Committee note 1.2 of the report and that the significant investment authority has agreed over the next 5 years. The Committee further noted that not all pavements within the Borough are in a dangerous state of disrepair.

Having been put to the vote the Committee voted:

In Favour: 6

Against: 4

Abstain: 1

This was therefore carried.

The Committee considered 1.3 of the report. Having been put to the vote the Committee voted:

In Favour: 4

Against: 4

Abstain: 1

This was therefore lost.

Councillor Dr Kay moved a motion which was seconded by Councillor Schneiderman which requested a report be submitted to the next meeting which inspects the Borough's Highways while identifying how performance is monitored.

Having been put to the vote the Committee voted:

In Favour: 4

Against: 6

Abstain: 1

This was therefore lost.

(e) 7C. MEMBERS ITEM - COUNCILLOR CLAIRE FARRIER

The Committee considered a Members' Item submitted by Councillor Claire Farrier which requested Members of the Committee to consider the Borough's street lighting and the impact this has on residents.

Councillor Farrier requested that:

- a full consultation be carried out on the affect of dimmed lights
- that the Committee instruct Officers to complete a full assessment of the use of light emitting diode (LED) lighting

The Chairman put Councillor Farrier's request to vote and determined:

- That the Committee agreed not to carry out a full consultation.

The vote was recorded as follows:

In Favour: 5

Against: 5

The Chairman used his casting vote and the request was lost.

- That the Committee agreed not to instruct Officers to complete a full assessment of the use of light emitting diode (LED) lighting

The vote was recorded as follows:

In Favour: 5

Against: 6

Resolved

- That the Report be noted.

N.B Councillor John Hart left the meeting room during a period of this item.

(f) 7D. MEMBERS ITEM - COUNCILLOR ALAN SCHNEIDERMAN

The Committee considered a Members' Item submitted by Councillor Alan Schneiderman which requested Members of the Committee to consider parking enforcement.

Following discussion and consideration of the item the Committee:

Resolved:

- That the report be noted
- That the Committee noted that the Council's Enforcement Plan will be circulated to Members.
- The Committee noted that the Chairman supported Mr Eric Pickle's bill which provided a 10 minute grace period for motorists who park in permitted parking bays. The Committee further noted that Councillor Schneiderman stated that Councils should be able to determine such action.

6. BUNNS LANE CAR PARK, MILL HILL, PARKING CHARGES

The Interim Commissioning Director for Environment introduced the report which set out the Hendon Area Committees decision to approve funding in order to provide free parking in Banns Lane car park on a Saturday.

Following discussion and consideration of the item the Committee:

Resolved:

- That the Environment Committee approved a pilot scheme to support the local traders of Mill Hill as intended by the Hendon Area Committee by amending the existing tariff structure and introducing a free period of up to 3 hours on a Saturday.
- That the Environment Committee agreed that the pilot scheme shall be reviewed within 6 months of implementation to ensure it is achieving its intended aims and remains a financially sustainable option.
- That the Environment Committee agreed how the implementation of the scheme will be funded for the period of the pilot.
- That the Environment Committee request that the above resolution be implemented before the next meeting of the Committee which is due to take place on 28 April 2015.

7. BUSINESS PLANNING - 201516 TO 201920

The Interim Commissioner for Environment presented the report.

Following discussion and consideration of the item the Committee;

RESOLVED –

- That the Environment Committee approved the updated Commissioning Plan as set out at Appendix A and give consideration to the consultation responses highlighted in Appendix C.

Having been put to the vote the Committee voted:

In Favour: 6

Against: 5

8. IMPLEMENTATION OF THE FOOTWAY PARKING PROGRAMME AS DETAILED IN THE NEW PARKING POLICY

The Interim Commissioner for Environment presented the report.

Following discussion and consideration of the item the Committee;

RESOLVED –

- That the Environment Committee approved the proposed plan in relation to the implementation of the first phase of footway parking works in order to meet this element of the new Parking Policy and agreed the allocation of funds as determined in paragraph 5.2.1 from the capital funding allocated for investment in roads and pavements over the next 5 years and protect the 50.35m which has been agreed.
- That the Environment Committee agreed a further allocation of £1m per annum for on-going requests for footway parking from capital funding already allocated for investment in roads and pavements from 2016/17 to 2019/20.
- That the Environment Committee agreed the action plan and timescale for implementation of the first phase of works.

Having been put to the vote the Committee voted:

In Favour: 6
Against: 0
Abstained: 5

9. SHARED PUBLIC MORTUARY SERVICE

The Interim Commissioner for Environment presented the report.

Following discussion and consideration of the item the Committee;

RESOLVED –

1. That the Environment Committee approved the Full Business Case and therefore commissioning Brent to deliver a shared public mortuary service which will be provided to Barnet, Harrow and Brent Councils.
2. That the Environment Committee approved delegation to the Street Scene Director to agree the Inter-Authority Agreement for the provision of the shared mortuary service for an initial term of 10 years with an option to extend by 5 years if the parties agree and any additional documentation required to give effect to the shared service.
3. That the Environment Committee agreed to decommission the mortuary site and return to the Council's property asset base as surplus to requirements.
4. That the Environment Committee give approval (if necessary) the use of the Council's reserves to fund the balance after use of Streetscene revenue budget required as a contribution to works at the Northwick Park Hospital.

10. COMMITTEE FORWARD WORK PROGRAMME

Resolved:

The Committee noted the report.

11. ANY ITEM(S) THAT THE CHAIRMAN DECIDES IS URGENT

The Chairman introduced an urgent item in relation to the London Borough of Barnet's quietways programme phase two. The Chairman noted that approval was required by the Committee in order for funding to be made available.

RESOLVED –

- That the Committee approve that Officers work with TFL in order to deliver phase two of the quietways programme.
- The Committee noted that a report will be submitted to a future meeting for consideration

Having been put to the vote the Committee voted:

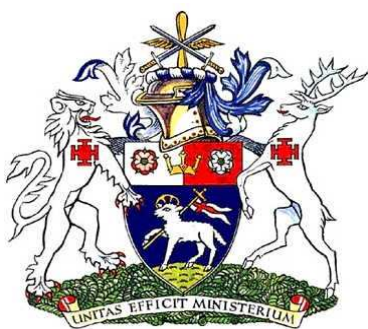
In Favour: 6

Against: 0

Abstain; 5

The meeting finished at 21:59

AGENDA ITEM 6a



Environment Committee

11 June 2015

Title	Member's Item – Single yellow lines on a bank holiday - Councillor Dean Cohen
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Paul Frost, Governance Team Leader Email: paul.frost@barnet.gov.uk Tel: 020 8359 2205

Summary

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

Recommendations

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

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor Dean Cohen has requested that the Environment Committee consider a Member's Item relating to the communication of parking enforcement on single yellow lines on a bank holiday.

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

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

- 5.3.2 There are no legal references in the context of this report.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

- 5.5.1 Member's Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's

Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 Consultation and Engagement

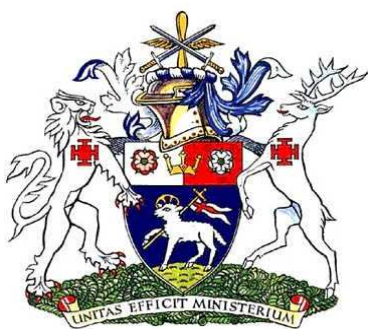
5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 Email to the Governance Service on 11 May 2015

This page is intentionally left blank

AGENDA ITEM 6b



Environment Committee

11 June 2015

Title	Member's Item – Barnet Copthall, Allianz Park - CPZ – Councillor John Hart
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Paul Frost, Governance Team Leader Email: paul.frost@barnet.gov.uk Tel: 020 8359 2205

Summary

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

Recommendations

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

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor John Hart has requested that the Environment Committee consider a Member's Item relating to Controlled Parking Zone within Mill Hill Ward.
- 1.2 The Committee are requested to consider the extent of the Controlled Parking Zone within the area of Barnet Copthall, Allianz Park with a view to reducing the number of streets therein.

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Council's Constitution Meeting Procedure Rules (section 6) states that a Member, including appointed substitute Members of a Committee may have one item only on an agenda that he/she serves. Members items must be within the term of reference of the decision making body which will consider the item.
- 5.3.2 There are no legal references in the context of this report.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

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

5.6 Consultation and Engagement

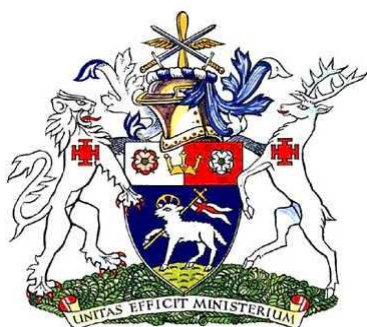
- 5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

- 6.1 Email to the Governance Service on 14 May 2015

This page is intentionally left blank

AGENDA ITEM 7



Environment Committee

11 June 2015

Title	Future operation of Summers Lane Civic Amenity and Recycling Centre
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Nicola Cross, Waste Strategy Manager, nicola.cross@barnet.gov.uk , 020 8359 7404

Summary

Following an evaluation of the potential ways in which the service could be delivered in the future, this report seeks agreement to the transfer of the Summers Lane Civic Amenity and Recycling Centre to North London Waste Authority from 4 October 2015.

Recommendations

1. That the Environment Committee agree to transfer the Summers Lane Civic Amenity and Recycling Centre to North London Waste Authority from 4 October 2015, which is Option B in this report.
2. That the Environment Committee agree to delegate to the Commissioning Director for Environment in conjunction with the Street Scene Director permission to instruct Property Services in order to negotiate and enter into a lease with the North London Waste Authority.

1. WHY THIS REPORT IS NEEDED

- 1.1** The Summers Lane Civic Amenity and Recycling Centre (CARC) opened in October 2001. It was fully operated by a contractor until October 2013. The decision was made to bring the service, along with the kerbside collection of recyclables back in house from October 2013. The site accepts household waste and as much as possible is recycled or reused. Over 30 different materials are collected at the site and treatment/reprocessing outlets need to be secured for these materials. Overall there is a net cost for treating the materials, albeit this cost is less than the cost of collecting and disposing of the materials as residual waste. When the service was due to be brought back in house it was decided to procure a broker to undertake this outlet task, but unfortunately no bids were received. Consequently it was decided that this element of the existing contract should remain with Kier May Gurney, with the in house team undertaking the day to day operations. The contract with Kier May Gurney expires at the end of 3 October 2015, and no further extensions are possible. Without material outlets the site can not function, therefore new arrangements need to be in place from 4 October 2015 for the site to remain open. This report recommends how the service can be provided from 4 October 2015.

2. REASONS FOR RECOMMENDATIONS

- 2.1** Following evaluation of options for the future provider of the CARC it is recommended that this service is transferred to the North London Waste Authority (NLWA), with the operation provided by their contractor, LondonWaste Ltd. (LWL) from 4 October 2015, as it is considered that this is the most cost effective way of this service being delivered in the long term.
- 2.2** A lease between the council and NLWA will be negotiated and agreed for the site. It is recommended that authority is delegated to the Commissioning Director – Environment in conjunction with the Street Scene Director to finalise the terms of the lease. As set out in paragraph 5.4.3 of this report the minimum length of lease that it will be possible to negotiate will be until 2024 at the earliest.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1** The current brokerage contract for the site expires at the end of 3 October 2015. Two options have been considered in detail for the future of the site - Option A: Letting a Brokerage Contract and Option B: Transfer to NLWA. This report is not recommending Option A: Letting a Brokerage Contract as following a financial evaluation, a review of the options and a soft marketing exercise it is considered that this option is not the best priced in the long term, as set out at paragraph 5.2.2 and material risk is being pushed back to the council, as described at paragraph 5.4.4, which may limit the council's ability to make operational changes to the site, and therefore financial savings, in the future.

4. POST DECISION IMPLEMENTATION

- 4.1** If the recommendations are agreed then negotiations will take place on the detail of the lease.
- 4.2** A transfer plan will be put into action to ensure that from a residents' perspective service continues at the site. This will include implementing the council's policy on the transfer of staff, and planning the handover of the material outlets to LWL.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1** The Council's Corporate Plan 2015-2020 includes the following aim:
- Over 50% of waste collected will be reused, recycled or composted in 2020.
- 5.1.2** The CARC is linked to the aim stated at 5.1.1 as the CARC encourages residents to recycle and reuse their waste, rather than send it for disposal, and it makes a contribution to the council's household recycling rate.
- 5.1.3** There are no implications relating to the Health and Wellbeing Strategy and its stated priorities.

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

- 5.2.1** Finance and Value for Money – two options have been evaluated for future service provision; Option A: Letting a Brokerage Contract and Option B: Transfer to NLWA. The evaluation assumed that the tonnage throughput through the site was static and of the same composition as currently.

5.2.2 From 2015/16 a planned re-profiling of the service budgets will result in the available budget for the CARC being £746k.

The indicative operational costs from 2015/16 under the two options have been outlined below. For 2015/16 the costs shown are under the current LB Barnet / Kier May Gurney model up to 3 October 2015 and under the Option A & B models from the 4 October 2015;

Option A

	2015/16 (£'000)	2016/17 (£'000)	2017/18 (£'000)	2018/19 (£'000)	2019/20 (£'000)
Current Available budget	746	726	666	666	666
Option A projected costs	735	750	750	750	750
Additional spend requirements (one off)	20			20	
Forecast (under)/over spend	9	24	84	104	84

In Option A – Brokerage, the one off costs are estimated to be the procurement cost of the brokerage contract. The forecasts indicate an overspend on a recurring basis if this option were to be selected.

Option B

	2015/16 (£'000)	2016/17 (£'000)	2017/18 (£'000)	2018/19 (£'000)	2019/20 (£'000)
Current Available budget	746	726	666	666	666
Option B projected costs	705	675	666	666	666
Additional spend requirements (one off)	65				
Forecast (under)/over spend	24	(51)	(0)	(0)	(0)

In Option B – NLWA, the one off costs are estimated to be the staff costs associated with a transfer to NLWA. This budget pressure will be mitigated by

actively managing costs related to the move to ensure efficiencies can be found and if required resources within the delivery unit will be used.

5.2.3 This financial evaluation assumes that the NLWA Inter Authority Agreement (IAA) has been signed by all parties and is effective from 1 April 2016. As set out in detail at paragraph 6.2 the IAA sets out that transferred CARCs' costs will be apportioned by visitor survey. The results of this and likely costs to be shared between boroughs are included in the forecast Option B costs.

5.2.4 The saving of £20k in 2016/17 related to a reduction in operating hours at the CARC and the £60k saving in 2017/18 related to the CARC transfer to NLWA are not at risk under Option A or B. This has been reflected in the reduction in available budget.

5.2.5 Procurement

Option A - Brokerage – Due to the obligations upon local authorities it is not possible to directly procure outlets for the many materials from the site, as it is not cost effective for Barnet to do so. In this Option A the council would procure a broker. This arrangement requires the broker to have an incentive to find the most cost effective outlets for the materials, and this is generally done through sharing the material value and any savings made from securing better outlets.

Option B - NLWA – No procurement will be required to transfer the operation of the site to NLWA.

5.2.6 Staffing

Option A - Brokerage – There would be no change.

Option B - NLWA – There are 11 posts based at the site, and according to the requirements of NLWA's contractor, LWL, the post holders would either transfer to LWL or would be able to apply to vacancies in the Street Scene Delivery Unit.

It should be noted that the proposed transferee is not a member of the Local Government Pension Scheme nor have they applied to become an admitted body.

Therefore transferring employees will lose the benefit of a defined benefit scheme. This may be detrimental to transferring employees. There will not be any future pension costs that the council have to fund in the future.

Barnet Council applies the "TUPE protocol" that includes certain protections to terms and conditions of employment, for which the pension scheme is one. Therefore the committee should note that the alternative pension arrangements proposed by this transfer are not in keeping with current practise for transferees. LWL provides a defined contribution scheme.

The transferring employees will be briefed on a regular basis to explain the changes and implications, there will be a meet the new employer meeting and one to ones with the new employer. Consultation will take place with the trade unions. The TUPE obligations with regard transferring employees will be met.

5.2.7 IT

Option A - Brokerage – there would be no change.

Option B - NLWA – this would transfer to NLWA.

5.2.8 Property

Option A – Brokerage – there would be no change.

Option B - NLWA – the council would continue to be the freehold owner of the site and land at Summers Lane, and a lease would be entered into between the council and NLWA. If the recommendation is agreed the council will need to transfer a fit for purpose site, and ensure that it has carried out all due diligence and health and safety requirements.

5.2.9 Sustainability

Option A - Brokerage – there would be no change.

Option B - NLWA – NLWA has indicated that they are keen to operate Summers Lane CARC so that they can provide and promote a uniform CARC network across North London. NLWA plans to standardise opening hours, signage and procedures. An initial review of the current proposals indicates that there would no significant changes at Summers Lane CARC.

5.3 Legal and Constitutional References

5.3.1 Waste disposal authorities, including joint waste disposal authorities like NLWA, have had a statutory duty to provide CARCs since 1990 under the Environmental Protection Act 1990. However, London boroughs also had a parallel duty for the same service until the repeal of the relevant section of the Refuse Disposal (Amenity) Act 1978, on 1 April 2012. Waste collection authorities can provide CARCs using general powers.

5.3.2 The Council's Constitution (Clause 15, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. These include specific responsibilities for commissioning refuse and recycling.

5.4 Risk Management

5.4.1 As set out at paragraph 5.2.3 the financial evaluation assumes that the NLWA IAA has been signed by all parties and is effective from 1 April 2016. Paragraph 6.2 provides information on the IAA, and that it is currently being considered by the parties involved. There is a risk that the IAA is not in place to be effective from 1 April 2016 and that the associated cost sharing does not

happen from this date, and either happens from a later date or not at all. CARC cost sharing is one element of the IAA, a significant element of the IAA is Menu Pricing, under which it is proposed that the NLWA costs are shared in a fairer system. Menu Pricing is the main driver for the agreement of the IAA.

- 5.4.2 The costs provided by NLWA used in this evaluation are indicative. Barnet would be charged the actual costs of operating the site. There is a risk that the cost of NLWA operating the site are higher than indicated, however it is felt that NLWA/LWL have been prudent in their approach, as they do not use a broker and do not have to bear this cost.
- 5.4.3 As set out in this report a lease will need to be agreed between the council and NLWA. NLWA has a contract with LondonWaste Ltd. until 2024, which includes the operation of the CARCs, and so a break clause will be negotiated in the lease which matches this timeframe, so that alternative arrangements could be made if appropriate, and further break clauses will be sought in the lease every 10 years thereafter. NLWA will have to treat all its constituent borough councils equally in relation to the leases (subject to individual site constraints) and would like a lease at each site of the same term as the IAA (until December 2055) so that it can invest in improvements where appropriate. The standard lease being finalised with other north London boroughs includes a relocation clause, so if it became necessary the council would have powers to relocate the CARC to another suitable location. It may also be appropriate to include specific provisions in relation to the Summers Lane site such as no right turn out of the site, and reuse within the borough as a higher priority than reuse outside of the borough.
- 5.4.4 If Option A is selected and a brokerage contract is procured, there is a risk that there would be no bidders, which was the result of an earlier procurement exercise undertaken in the previous two years. To mitigate this risk soft market testing has been undertaken to ascertain what the market would be interested in bidding for, and there was some interest. If it was agreed that a new brokerage contract should be procured then the time available to carry out this procurement is very limited. Experience from the current brokerage contract is that the contractor is trying to pass back as much material risk as possible on to the council. For example in the future under a new brokerage contract there could be a tension between the council making operational changes to the site to lower costs, and the broker claiming that the changes have affected their profitability and claiming compensation.

5.5 Equalities and Diversity

- 5.5.1 The Corporate Plan (2015-2020) sets the Strategic Equalities Objective, which is: that citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer. Changes to policies and services are analysed in order to assess the potential equalities impacts and risks before final decisions are taken.
- 5.5.2 The future of Summers Lane CARC has been considered in terms of any impacts it would have on residents, traders and other service users. The two

options considered do not specifically define the nature of services that would be provided to residents, traders and other service users. The future service provider of Summers Lane CARC does therefore not have any direct implications for residents, traders and other service users. However service delivery will continue to be monitored to ensure there are no adverse outcomes on residents, traders and other service users. For information this site is for residents only and it is not permitted to accept waste from traders.

5.6 Consultation and Engagement

- 5.6.1 The options considered for the future of the site have been developed in conjunction with NLWA who have provided indicative financial information for the future.
- 5.6.2 In September 2014 a soft marketing exercise was undertaken with four potential providers. The outcome of this work has informed the development of the options.

6. BACKGROUND PAPERS

6.1 Options Evaluation

- 6.1.1 The following options have been evaluated, alongside soft market testing.
 - A) Letting a brokerage contract. This would mean the council procuring a brokerage contract from October 2015 for three years, and then continuing this cycle. The soft market testing indicated a two year contract with a one year extension would be suitable, there was some appetite in the market for this work, and gave an indication of the procurement timescale, which would be around seven months.
 - B) Transfer to NLWA. NLWA currently operates seven out of the nine CARCs in the North London area and they have indicated that they are keen to include Summers Lane CARC in this network, as it is their statutory duty to provide the service. The service would be provided by NLWA's contract LWL.
- 6.1.2 Letting a brokerage contract – a review of other London Authorities has been carried out, and Barnet is the only authority to operate a brokerage contract for the materials collected at a CARC. LB Lewisham operates a small CARC including the outlet arrangements. All other CARCs in London are operated by contractors and/or the joint waste disposal authority.
- 6.1.3 Transfer to NLWA – as stated elsewhere in this report NLWA operates seven CARCs in North London, via its contractor LWL, and has done so for over two years.

6.2 NLWA wide Inter Authority Agreement

- 6.2.1 The IAA is intended to set the framework for the governance of the relationship between NLWA and the seven constituent authorities. It is currently in draft form and the constituent authorities are considering the

document and if acceptable the document will be agreed by them; the NLWA and LB Camden have already delegated authority to finalise and agree the IAA. In Barnet the IAA will be subject to a separate report to Policy and Resources Committee at a later date.

- 6.2.2 One element of the proposed IAA relates to CARCs. For sites that have transferred to NLWA costs and performance will be shared according to usage, measured through a visitor survey. For non transferred CARCs the visitor survey allocation will not apply. The visitor survey was most recently carried out in 2014 and this showed that 12% of the users of Summers Lane CARC come from other boroughs, and that Barnet residents make a small use of other transferred sites. If Summers Lane CARC transfers approximately £90k of the site costs will be paid by other boroughs, and Barnet will need to make a payment of approximately £15k to other boroughs. This will have an overall negative impact of about 0.7% on Barnet's household recycling rate. If Summers Lane CARC does not transfer then Barnet will need to make a payment of £15k to other boroughs, and there will be a negligible contribution towards Barnet's household recycling rate.

6.3 Relevant previous decisions

- 6.3.1 The Leader and Cabinet Member for Resources, and the Cabinet Member for Environment and Transport authorised sign-up to the Memorandum of Understanding – North London Waste Authority procurement on 31 August 2008, Delegated Powers decision no. 630.

<http://barnet.moderngov.co.uk/ieDecisionDetails.aspx?ID=3916>

- 6.3.2 The Cabinet Member for Environment and Transport authorised sign-up to the North London Joint Waste Strategy on 29 August 2008, Delegated Powers decision no. 626.

<http://barnet.moderngov.co.uk/ieDecisionDetails.aspx?ID=3073>

- 6.3.3 North London Waste Authority – Inter Authority Agreement, Cabinet 14 September 2011, (decision item 9), which was that Cabinet agreed in principle to the signing of the Inter Authority Agreement, with the exception of Principle four, and that the Leader should write to the North London Waste Authority indicating such agreement in principle, subject to approval at a future meeting of the Cabinet.

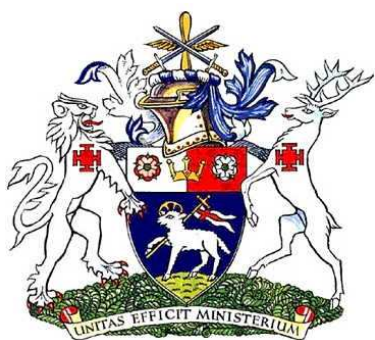
<http://barnet.moderngov.co.uk/Data/Cabinet/201109141900/Agenda/Document%202.pdf>

- 6.3.4 North London Waste Authority – Inter Authority Agreement, Cabinet 3 November 2011, (decision item 8), which was that Cabinet agreed to sign the Inter Authority Agreement, and to authorise the Interim Director of Environment, Planning and Regeneration, in consultation with the Chief Finance Officer and the Cabinet Member for Environment to agree the final form of the Inter Authority Agreement.

<http://barnet.moderngov.co.uk/Data/Cabinet/201111031900/Agenda/Document%202.pdf>

This page is intentionally left blank

AGENDA ITEM 8



Environment Committee

11 JUNE 2015

Title	Review of Area Committees & their relationship with the Environment Committee
Report of	Commissioning Director – Environment
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	Commissioning Director for Environment jamie.blake@barnet.gov.uk 02083597609

Summary

A review of the Council's three Area Committees was carried out in the first months of 2015. The review considered a number of logistical improvements to the Area Committees, as well as the relationship between Area Committees and Theme Committees – particularly the Environment Committee. A full report of this review is to be presented to the Community Leadership Committee on June 24.

This report sets out the considerations from that review which are relevant for the Environment Committee. They relate in particular to the relationship between Area Committees, Residents' Forums and the Environment Committee, including referral routes for issues to pass from Area Committees to the Environment Committee and vice versa.

This report also gives some information about potential resources identified by the review which the Area Committees could bring to environmental projects. These include potential new funding streams such as the Community Infrastructure Levy (CIL), subject to agreement from Policy & Resources Committee, to enhance the existing £100,000 Area Committee budgets and support the role of Area Committees in delivering improvements to their local area. Full details of these will be given in the report to Community Leadership Committee on June 24.

Recommendations
1. That the Environment Committee note the report and comments on the relationship with Area Committees
2. That the Environment Committee note and comments on the potential opportunities to deliver local environmental priorities by devolving a proportion of CIL funding to Area Committee budgets, subject to agreement from Policy & Resources Committee
3. That the Environment Committee instructs the Commissioning Director for Environment to establish relevant guidance for Area Committees to follow, as outlined in section 1.18 of the report

1. WHY THIS REPORT IS NEEDED

- 1.1 The responsibilities of the Council's three Area Committees are set out in their terms of reference and include
- Considering issues raised at the linked Residents' Forum meetings and determining how these matters are to be taken forward
 - Discharging functions delegated by Theme Committees that the Theme Committees agree are more properly discharged at a local level. These may include, but are not limited to, place-focused services such as: environmental improvements; local highways and safety schemes; and town centre management.
 - Dealing with small-scale public works.
 - Administering any local budget delegated by the Policy & Resources Committee
- 1.2 The Area Committees are a development of the three Area Environment Sub-Committees which were in place under the executive system of governance. The Sub-Committees had some executive powers delegated to them in relation to local highways and other environmental issues. Most significantly, the Area Environment Sub-Committees approved the highways planned works maintenance programme for each parliamentary constituency area. Under the committee system this is no longer the case as Environment Committee agrees the borough-wide highways planned works maintenance programme annually.
- 1.3 Because individual Members are no longer able to exercise delegated authority and the highways planned works maintenance programme is now approved by the Environment Committee, Area Committees have, in effect,

lost some of their decision-making powers over local 'environmental' schemes. The majority of issues raised through the Residents' Forums and at Area Committees are environmental (as these tend to be the issues which are most visible to the public), but functional responsibilities for these now rest with the Environment Committee.

- 1.4 Area Committees have continued to make resolutions since they were formed in June 2014, but without an obvious referral route for action, these have not progressed. This has created confusion for Members sitting on Area Committees and for the public, who are unclear about the reasons why decisions taken by the three Committees have not been acted on. It is necessary to ensure that the Area Committees are given clear information about their powers and the resources available to them to support decisions about what should happen in their local area, as well as information about the results of the decisions they make.
- 1.5 These resources include a budget of £100,000, which was delegated to each Area Committee for each of the four years 2014/15-2017/18 by Policy & Resources Committee in June of 2014. This provides an opportunity for Area Committees to fund some issues which arise locally, though this is limited by the level of funding available. In the first year these budgets were allocated through an open public grants process which is now under review. The results of the review will be set out in the wider paper being considered by the Community Leadership Committee on June 24 2015.
- 1.6 The rest of this report therefore examines how the relationship between the three Area Committees and the Environment Committee should operate to achieve the following objectives:
 - That issues raised at a local level (i.e. through Residents' Forums) can inform the Environment Committee in setting priorities and programmes if they affect the Environment portfolio;
 - That regular feedback is provided to the Area Committees on progress of priority works, schemes and projects that affect their parliamentary constituency area as determined by the Environment Committee; and
 - That a suitable level of capital funding is available to each Area Committee to determine a programme of 'minor works' where local issues and priorities do not align with the borough-wide priorities as determined by the Environment Committee.

Managing the relationship between Area Committee priorities and the Environment Committee programmes

- 1.7 Broadly speaking, the intention of the Area Committees is to identify where local need differs from the needs of the Borough as a whole.

- 1.8 Through their relationships with the Residents' Forums, Area Committees will take on an engagement/consultative role – ensuring Environment Committee is aware of any relevant issues raised by residents and/or Ward Members when it is engaged in business planning and setting priorities for the next financial year. To achieve this, we need to ensure Area Committees can make Environment Committee aware of such issues at the right point in the business planning cycle.
- 1.9 Part of the relationship between Area Committees and the Environment Committee should therefore be consultative – Area Committees should feed priorities and issues raised through their meetings and the Residents' Forums into the Environment Committee, and Environment Committees should where relevant pass issues (such as strategies, plans and scheme designs) down to Area Committees and Residents' Forums for their input at an early stage.
- 1.10 As Area Committees decide how they wish to spend their budgets each year, they may also wish to review the projects which have been approved each year by the Environment Committee and by other Theme Committees, using this to identify any additional works in their local area which has not been prioritised by Environment Committee and which they think would be valuable. They may choose to fund these works through their delegated budgets.
- 1.11 Area Committees may also want to consider funding environmental projects which have come forward through other routes (such as the Residents' Forums or Ward Tours) rather than referring these on to Environment Committee.
- 1.12 This could involve setting up a new project or enhancing an existing service – for example, providing an additional CCTV camera to monitor ASB – as well as dealing with the range of highways and parking issues that have dominated Area Committee agendas recently.
- 1.13 In each case, review/progress reporting links will be established to ensure issues raised by Area Committees can be monitored by them and the results fed back to residents. Progress reports should be scheduled in Area Committee work programmes from July 2015 onwards, including local reviews of planned highways works and information relating to accident “hot spots”, vehicle access issues in local residential streets, and insurance claims.
- 1.14 To make sure this is practical and workable, an appropriate threshold for works to be referred through the Area Committee will need to be established, to avoid a mechanism that means simple works take a disproportionate amount of time to implement because they can only be approved through a formal process – for example, the TfL Local Implementation Plan (LIP) programme.

- 1.15 If an Area Committee raised an issue which would need a large-scale highways infrastructure project to resolve it, this would need to be coordinated with an external funding cycle such as the LIP programme, which funds such improvements and which does not work to the same schedule as the Council's business planning cycle. Area Committees will need to identify issues which would need LIP funding to resolve them before September each year, as this is when the Council submits proposals to the LIP programme.
- 1.16 Area Committees will need to have a realistic view of how much activity they can expect to resource through their own budgets and the cost and timescales associated with larger projects. For this reason it is proposed that there is a 'cap' on any single project implemented using Area Committee funding and that this is set at £25,000 (per project) – applied to the costs of implementing the scheme. This means that the proposed cap would apply to the estimated costs of a project's final "scheme" as the final costs cannot be determined until detailed design and consultation has taken place. (Feasibility and early design costs will need to be accounted for separately and would not be part of the £25,000 cap, but would still also need to be funded from the Area Committee budget.) Other schemes with larger costs would be referred on, to be implemented either through the Environment Committee programme or through other routes such as the LIP programme.
- 1.17 It is proposed that 'backlog' issues from previous years for each Area Committee are treated as a priority for decision and potential implementation in 2015/16.
- 1.18 An important element of this proposal is that regular 'dialogue', potentially through Committee Chairs, is established between the Environment Committee (as a main Theme Committee) and each Area Committee. The Theme Committee has an obligation to take a borough-wide view of priorities and it is reasonable to expect occasions when local and borough-wide priorities are not aligned. Area Committees will need to be able to balance these local priorities and ensure that they are getting good value from their budgets and to support them in doing this, the Environment Committee should establish relevant guidance for Area Committees to follow. As part of the commissioning process this guidance should be developed in consultation with Area Committees in order to ensure that there is transparency at all levels of the process. This guidance will be prepared and submitted to the July round of theme and area committees for consideration and approval.

Funding of Area Committee local priorities

- 1.19 Proposals are currently under discussion, subject to agreement from Policy & Resources Committee, to look at how the existing Area Committee budgets of £100,000 per annum could be augmented using the Community Infrastructure

Levy (CIL). The purpose of CIL is to provide, improve, replace, operate or maintain infrastructure which will help to address the impact of growth and development in a local area. CIL income varies year to year and area to area, depending on the number and size of developments which come forward in that area.

- 1.20 There is a regulatory requirement, in parished local authority areas, for ‘a meaningful proportion of CIL income to be allocated to neighbourhoods’, met by allocating 15% of the CIL income for each parish to the parish council. The purpose of this requirement is to bring some of the capital income derived from growth and development closer to the communities affected by it.
- 1.21 Because Barnet has no parish councils, the Council is not required to delegate CIL income. However, it is proposed – subject to agreement from Policy & Resources Committee – that to fulfil the spirit of the CIL regulations, Area Committees should be treated in the same way as parish councils and allocated 15% of the CIL receipts for their local area, to be capped at £150,000 per year and ring-fenced for spend on environmental schemes. The CIL income for each financial year is spent a year in arrears, so the 2014/15 income is not known until 2015/16.
- 1.22 In 2015/16 officers have also proposed that we amalgamate the CIL allocations for 2013/14 and 2014/15. This would support a more even distribution across Committees, with Chipping Barnet and Hendon both reaching their capped total and Finchley & Golders Green receiving over £100,000.

CIL allocations by Area Committee

	<i>2013/14 Income (actual)</i>	<i>2014/15 Income (projected)</i>	<i>15% net total</i>	<i>Capped Expenditure Budget</i>
<i>Chipping Barnet</i>	£97,352.97	£125,000	£222,352.97	£150,000
<i>Finchley & Golders Green</i>	£31,905.04	£80,000	£111,905.04	£111,905.04
<i>Hendon</i>	£2,877.93	£200,000	£202,877.93	£150,000

- 1.23 To put these figures into context, each Area Committee has developed a provisional work programme for 2015/16 (consisting mainly of highways and parking related issues) developed on the basis of all outstanding issues considered by each of the Area Committees not funded by core revenue budgets or by third parties (such as the LIP programme). For each Area Committee the value of the outstanding works has been estimated as follows:

Chipping Barnet	£312,000
Finchley & Golders Green	£400,000
Hendon	£50,000 (but likely to increase as a number of minor works are still subject to further design and consultation)

2. REASONS FOR RECOMMENDATIONS

- 2.1 Area Committees (and their predecessors) have played an important role in determining priorities as they affect the environment portfolio. Working in tandem with Residents' Forums, they also provide a mechanism for articulating ward-based issues that may not warrant consideration if viewed from a borough-wide perspective. However, after a year's experience of the new Committee system and working arrangements with new delivery partners (e.g. Re), a review of how issues are managed between the Environment Committee and each of the Area Committees is timely.
- 2.2 Furthermore, the recent experience of Members of Area Committees is that local issues appear to have been 'lost' within the complex process of determining priority funding from third party organisations like TfL for infrastructure improvements.
- 2.3 By reviewing and refreshing the process that govern local (Area Committee) and borough-wide (Environment Committee) service delivery, it is expected that a new relationship can be formed that enhances the Council's ability to deliver more locally focused programmes of work in response to local priorities.
- 2.4 For such work to be successful it is important that there is a process in place that engages local communities in a positive way and can demonstrate that local issues can be addressed quickly and effectively. This has not been the case in recent months and is one of the reasons that a review of Area Committees has been commissioned.
- 2.5 Given that many of the issues considered by Residents' Forums and Area Committees come under the jurisdiction of the Environment Committee, it is important that the relationship between each is clear, transparent and provides for two-way dialogue. Again, in recent months the perception is that the objectives, priorities of these locally focused meetings are not clearly aligned with programmes and initiatives being led by the Environment Committee.
- 2.6 Constitutionally, the Environment Committee retains overall responsibility for all aspects of environmental policy. However, the proposals set out in this report seek to redress the perceived imbalance between centrally-driven programmes (based on clear needs-based assessments) and more locally-

driven priorities (that may not score highly when considered across the range of borough priorities).

3. ALTERNATIVE OPTIONS CONSIDERED & NOT RECOMMENDED

- 3.1 The option to continue without any fundamental changes has been considered and discounted. The Area Committees play a vital role in ensuring that local priorities are discussed and inform the overall priorities of the Council. However, the current arrangements have led to a situation where the alignment between area-based and borough-wide programmes have become somewhat disjointed at best. This relationship needs to be resolved to ensure that the Committee system retains strong links with Ward Councillors and makes the most of opportunities to represent local views and opinions.

4. POST DECISION IMPLEMENTATION

- 4.1 Following consideration of this report by the Environment Committee at its meeting of the 11th June, any formal recommendations relating to the funding of the Committee will be submitted to the Community Leadership Committee on 24th June for discussion. This is because when Policy & Resources Committee approved the allocation of £100,000 a year for the subsequent four year to each of the three Area Committees, on June 10 2014, they also agreed that responsibility for deciding the governance arrangements for these budgets should be delegated to the Community Leadership Committee.
- 4.2 The processes described in section 1 of this report will be able to be implemented from July 2015 onwards and the tracking of progress on Area Committee issues referred to Environment Committee will feature as a standing item at each meeting of that Committee thereafter.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities & Performance

The effectiveness of the environment portfolio closely correlates with public perception about the quality and responsiveness of council services as a whole, and so will impact on the successful delivery of the Corporate Plan 2015 - 2020. For this reason ensuring locally based input into deciding and managing council priorities is important.

Public satisfaction with a range of environment and place-based services are tracked twice a year through the annual public satisfaction survey (conducted

each spring and autumn) and will provide detailed evidence of how well the new arrangements are working in addressing local priorities.

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

Area Committees have a budget of £100,000 per Committee per year for the four years 2014/15 to 2017/18, to improve their local areas. In the first year this funding was allocated through an open public grants process, predominantly to local community groups and projects. This report, in paragraphs 1.19-1.23, sets out proposals for these monies to be added to by a further sum of up to £150,000 per Committee per year, to be funded from the Community Infrastructure Levy (CIL) and spent with due regard to the conditions which surround CIL, subject to agreement from the Policy & Resources Committee. These proposals will be taken to Policy & Resources Committee in July 2015.

In relation to the potential highways projects, Re will need to work closely with relevant delivery partners to ensure that items referred to Environment Committee and/or delivered through the Area Committee as discretionary projects can be implemented without significantly affecting relevant planned / programmed works.

5.3 Legal & Constitutional References

Council Constitution, Responsibility for Functions, Annex A – sets out the terms of reference of the Residents' Forums, Area Committees and Environment Committee.

5.4 Risk Management Issues

The lack of action in regard to outstanding highways schemes has the potential to damage the reputation of the Area Committees and the Council as a whole, as local expectations have been raised and have not been followed by either the delivery of local schemes or clear communication in regard to the status of the proposals. The proposals set out in this report and in the linked report to the Community Leadership Committee are designed to mitigate this risk.

5.5 Equalities and Diversity

The local allocation of funding and delivery of projects and initiatives based on local need will support the Council's principles of fairness, responsibility and opportunity. Equality Impact Assessments will be carried out on any relevant decisions made by the Area Committees.

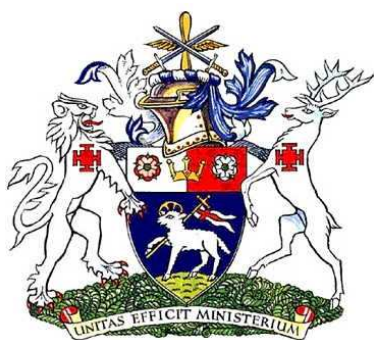
5.6 Consultation & Engagement

The relationship between Area Committees and Residents' Forums is a critical part of the Council's commitment to public engagement. If the process is perceived as being 'clumsy' or not relevant because local priorities cannot be discussed and actions progressed then it will become moribund. The proposal to create a process for area committees to determine and prioritise local projects will go a long way to build more effective links between the Council's decision-making processes and the needs of local communities.

6 BACKGROUND PAPERS

- 6.1 [Area Environment Sub-Committees - Draft Funding Arrangements](#) (Policy & Resources Committee, 10 June 2014).
- 6.2 [Area Sub-Committees - Budget Allocation Draft Framework](#) (Community Leadership Committee, 25 June 2014).
- 6.3 [Developing a Community Participation Strategy for Barnet](#) (Community Leadership Committee, 25 June 2014).
- 6.4 [Community Participation Strategy: Area Committee Budget Arrangements and Wider Community Funding](#) (Community Leadership Committee, 11 September 2014).
- 6.5 [Community Participation Strategy: Implementation Plan](#) (Community Leadership Committee, 11 March 2015).

AGENDA ITEM 9



Environment Committee

11 JUNE 2015

Title	Schools Permit Engagement
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Enclosures	None
Officer Contact Details	<p>Paul Millard, Project Manager, Commercial Services, 0208 359 2230 paul.millard@barnet.gov.uk</p> <p>Paul Bragg, Infrastructure and Parking Manager 020 8359 7305, Paul.bragg@barnet.gov.uk</p>

Summary

Following this Committee's approval of the Parking Policy in November 2014 Officers were asked to investigate the introduction of a schools permit scheme. This report sets out the results of the first stage of developing such a scheme following engagement with state schools that reside within CPZ areas through a targeted questionnaire. The report seeks to continue with this engagement and conduct consultation with key stakeholders i.e. permit holders and residents that live within a CPZ.

Recommendations

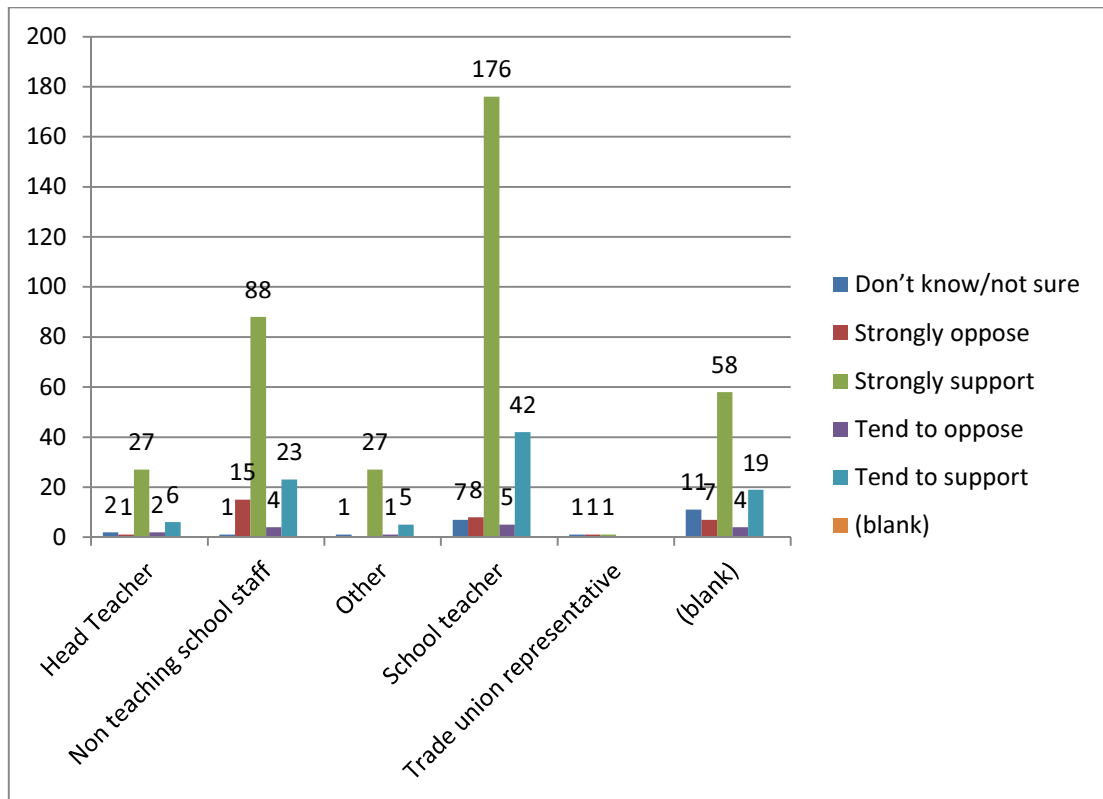
1. That the Environment Committee agrees to proceed to consult on the introduction of a Schools Permit Scheme with all parking permit holders and residents that live in a CPZ where a school is located.
2. That Environment Committee agree that any scheme should seek to ensure residents can park as near to their home as possible by offering a maximum number of permits to a school based on the availability of parking space and where schools determine which staff receives those parking permits.

- | |
|---|
| <p>3. That Environment Committee agree that the scheme agreed would have to be applicable to all types of schools, (independent and state) within a CPZ</p> |
|---|

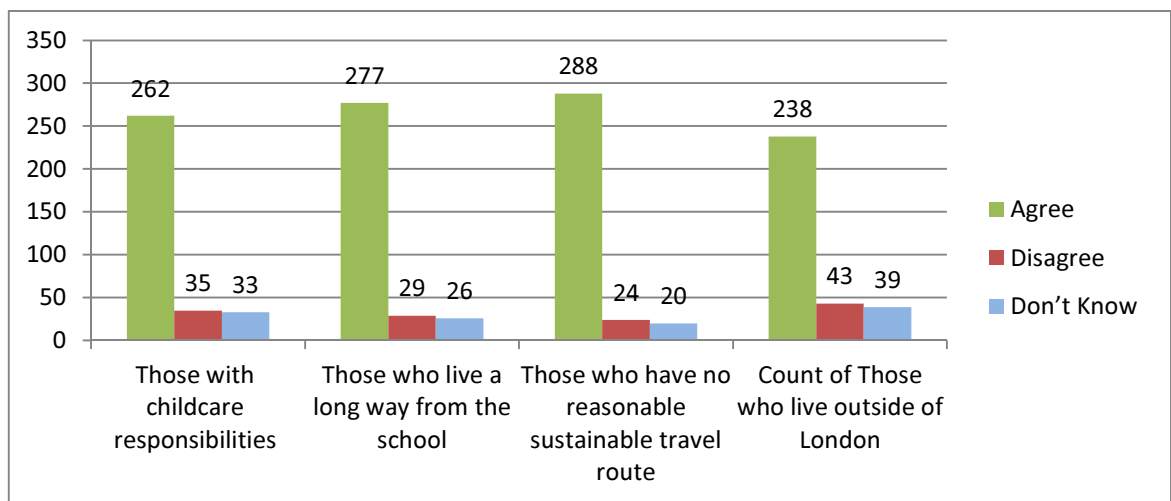
1. WHY THIS REPORT IS NEEDED

- 1.1 The formal consultation undertaken to develop the new Parking Policy elicited strong views for and against the introduction of a school's permit scheme.
- 1.2 This Committee requested officers to engage with schools that reside within a CPZ to seek their views on the introduction of such a permit type and this paper reports the results of that engagement.
- 1.3 Schools within Barnet face difficulties with the recruitment and retention of staff in the borough. A Recruitment and Retention Working Group has been set up with representatives from schools and the council with the aim of exploring potential solutions to assist. Below are some of the current difficulties being faced by Schools:
 - Cost of living in Barnet. It is just as expensive to live in Barnet as it is in other Boroughs which are regarded as Inner London
 - Inner London Boroughs offer Inner London salaries i.e. an addition to the salary compared to Outer London Boroughs. This ranges from about £2,000 difference for Newly Qualified Teachers to £5,000 difference for experienced teachers or school leaders
 - Issues of parking around some Barnet schools which mean teachers are forced to travel by public transport, often with heavy books and with often more expensive for staff
 - Competing for staff with other Boroughs who offer staff parking permits
 - Greater challenge now being faced by teachers/leaders in Barnet with more children and pupils with greater needs. Not a difference anymore in challenge between Inner London and Barnet due to contextual changes
- 1.4 Some current CPZ restrictions do not actually deter those working in schools from parking in them, they just circumnavigate the operational hours (12-1pm for example) by moving their cars around which causes disruption to the staff's working day. Some schools state that spaces are often available nearby. Therefore further analysis will be carried out to understand the occupation of available space on a street by street basis.
- 1.5 Whilst there is good evidence and reasons for the introduction of a parking permit for schools, one of the Parking Policy aims is to ensure that residents can park as close to their home as possible which could be a conflicting aim.

- 1.6 Any scheme may need to be reviewed on a school by school basis to include some form of criteria that relates to the availability of car parking spaces to ensure that residents are not impacted.
- 1.7 In addition to the Policy the Council has a School Travel Plan which seeks to minimise car use and to encourage sustainable transport for travel to school.
- 1.8 Therefore the advice from the Council's School Travel Plan Co-ordinator is that only schools that have an agreed School Travel Plan in place would be eligible for the scheme.
- 1.9 With around 6,000 staff within Barnet schools, 27,000 parking permit spaces and around 14,000 current permit holders there is possible capacity to allow for such a scheme. However, demand for parking is concentrated, so any scheme needs to be carefully thought out and designed at the local level. Further details will be drawn up on this as the consultation progresses.
- 1.10 **SCHOOL ENGAGEMENT QUESTIONNAIRE**
- 1.11 The council engaged with all 96 state schools within the borough and received comments from 543 school based staff representing responses from 59 schools. These were a mixture of Head Teachers, Teaching staff and Support staff.
- 1.12 The questionnaire asked if staff are in favour or against the introduction of a school permit scheme. The results below are displayed by the totals of staff category and these are shown in figure 1 below:
- 1.13 Figure1 - Results are categorised by staff type who support or oppose the introduction of a schools permit scheme from 543 respondents



1.14 Figure 2 – Responses to suggested Criteria from 543 respondents



1.15 The results report an overwhelming show of support for the introduction of a permit scheme with 87% in favour for a school permit scheme.

1.16 The questionnaire asked for comments to support the scheme, some of the themes repeated are shown below:

- That the scheme should be open to all staff and not just teaching staff and would be discriminatory if made available to teachers only

- That a criteria based scheme would be better than a staff role based scheme
 - That the council should look at providing permits on a maximum per road basis to reduce the impact to local residents
 - That staff have to carry home lots of heavy books and equipment which makes travelling by public transport unsuitable
 - That parking issues greatly add to the stress of the working day when they should be focussed on delivering high quality education and not worrying about parking issues and having to move their car.
 - That there are lots of available spaces to park nearby
- 1.17 Respondents were also asked to suggest criteria that could be used to allocate a permit. The following are the top five themes of respondents:
- That schools are allocated an amount of permits and the school decides on allocation
 - No Criteria for Teachers as the amount of heavy books they carry makes public transport unviable
 - For those who car share
 - Those who work late often
 - Disability/health issues or carer responsibilities
- 1.18 Given the criteria is so varied more work needs to be done with this. It is suggested that schemes could be locally designed where schools are given an allocation based on availability of spaces and then the schools decide which staff are eligible for a permit.
- 1.19 The next stage of the consultation will be with residents, business permit holders and CPZ permit holders that may be impacted by the introduction of this.
- 1.20 The next phase of consultation is to communicate directly with CPZ and Business permit holders via email. Residents who do not hold a permit will be made aware via the council's website and schools will be asked to put up posters within their community encouraging people to respond.
- 1.21 Following the outcome of this exercise a report will be finalised for this committee in September showing the results of the questionnaire and final recommendations.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The results from the schools engagement show overwhelming support for introducing a schools permits scheme.
- 2.2 To understand and consider the views of those permit holder and residents that may be impacted by the scheme.

2.3 To carry out further analysis to ensure that the scheme does not negatively impact the ability for resident permit holders to park near to their homes.

2.4 To ensure that the Schools Travel Plan is not adversely impacted by the scheme

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 None.

4. POST DECISION IMPLEMENTATION

Should the consultation and introduction of the scheme be successful a report will be presented to the Environment Committee in September setting out an implementation plan and timeline.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council will work with local, regional and national partners, will strive to ensure that Barnet is the place:

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

5.1.2 The introduction of such a scheme would greatly benefit school workers and those who study in Barnet whilst ensuring that residents are not impacted to much with their parking. Responsibility to ensure that schools staff can be to focus on delivering high quality education which is least impacted by parking issues needs to be shared by the stakeholders in the community and where a satisfactory outcome is achieved. With less stress placed on travelling both staff and teachers will benefit by enabling staff to focus on their jobs and remove the distractions that parking clearly plays in the working day which will enable a better quality of life for school workers. The scheme will also feature strongly in the recruitment and retention strategy for schools to ensure that the best teachers are attracted to working in the Borough enabling ultimately better education and quality of life for pupils.

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

5.2.1 There are no financial implications at this stage. The scheme will be at least self-funding within the Special Parking Account (SPA).

5.2.2 There are no procurement implications within the report.

5.2.3 There may be some IT implications with redesigning a database that can allocate permits on a street by street basis. This is being explored currently with changes within the existing database. Further information will be made available within the final report including any financial costs.

5.2.4 The scheme would need to be mindful of the Schools Travel Plan and the sustainability of travel to work. It has been suggested that one of the criteria would be that only schools with a School Travel Plan would be eligible for the scheme. This will be reported in the final recommendations.

5.3 Legal and Constitutional References

5.3.1 None at this stage. These will be produced if the recommendation is to proceed with the introduction of such a scheme.

5.4 Risk Management

5.4.1 The council will need to carefully plan the schemes design and implementation to mitigate the impact to residents who currently park within a CPZ as well as any potential negative satisfaction or customer experience.

5.4.2 It also needs to manage the risk associated with conflicting priorities carefully. Our policy states that residents should be able to park as close to their homes as possible. Managing the demand for competing space will be critical in mitigating this risk.

5.5 Equalities and Diversity

5.5.1 The 2010 Equality Act outlines the provisions of the Public Sector Equality duty which requires public authorities to have due regard to the need to

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

5.5.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent. A full Equalities Impact Assessment will be carried out if the scheme is successful in proceeding.

5.6 Consultation and Engagement

Engagement has been carried out with schools already and further consultation will be carried out with permit holders and residents that reside within the affected controlled parking zones

6 BACKGROUND PAPERS

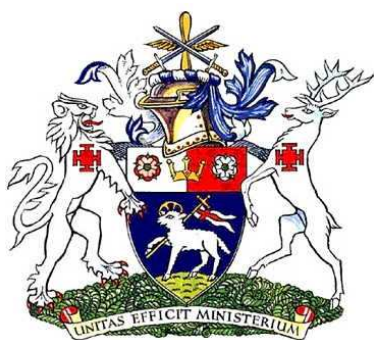
6.1 BARNET'S PARKING POLICY NOVEMBER 2014

6.2 SUSTAINABLE MODES OF TRANSPORT STRATEGY 2007

6.3 SMOTS PRIMARY SUMMARY

6.4 SMOTS SECONDARY SUMMARY

AGENDA ITEM 10



Environment Committee

11 JUNE 2015

Title	Moving Traffic Contraventions
Report of	Commissioning Director – Environment
Wards	All
Status	Public
Enclosures	Appendix 1 List of Moving Traffic Contravention Sites for Review Appendix B MTC Contravention Codes
Officer Contact Details	Paul Millard, Project Manager, Commercial Services, 0208 359 2230 paul.millard@barnet.gov.uk Paul Bragg, Infrastructure and Parking Manager 020 8359 7305, Paul.bragg@barnet.gov.uk

Summary

Following the approval of the Parking Policy and specifically the inclusion of the enforcement of Moving Traffic Contraventions policy, the Council is required to obtain certain approvals in order that such enforcement can take place. This report identifies the approvals that are required and the process that will be followed in order to commence enforcement of Moving Traffic Contraventions from the 'Appointed Day' of 1 January 2016, assuming that the necessary authorisations are obtained.

Recommendations

1. That the Environment Committee notes the powers available to the Council under the London Local Authorities and Transport for London Act 2003, regarding Civil Enforcement of Moving Traffic Contraventions.
2. That the Environment Committee agree to make a recommendation to Full Council to approve that the enforcement responsibility is transferred from the Police to the Traffic Authority (the Council) and that the Council will use the London Local Authorities and Transport for London Act 2003 (LLA & TfL Act 2003) to take on the

Civil Enforcement of certain moving vehicle contraventions (Moving Traffic Contraventions, MTC) with an anticipated 'Appointed Day' of 1 January 2016.
3. That Environment Committee agree to the approval for officers to make a submission to London Councils to seek the necessary approvals from The London Councils Transport and Environment Committee (TEC) to commence MTC enforcement.
4. That Environment Committee agree to delegate authority to the Director of Commercial and Customer Services to be responsible for the exercise of the civil enforcement powers and to allocate responsibility to such officers as may be required to act on their behalf.
5. To note that a substantial public communications plan and awareness campaign will be carried out during the project This is to ensure the schemes objectives are sufficiently published and that to Barnet residents and the public are fully aware of the approved Parking Policy's aims and objectives for introducing MTC.

1. WHY THIS REPORT IS NEEDED

- 1.1 The London Local Authorities and Transport for London Act 2003 (LLA & TfL Act 2003) gives the power to London Authorities (as Traffic Authorities) to take on the Civil Enforcement of certain moving vehicle contraventions (Moving Traffic Contraventions) by de-criminalising the offences, thereby transferring the enforcement responsibility from the Police to the Traffic Authority i.e. the Council. The powers are primarily contained in Sections 4, 5 and 7 of the Act although a number of other sections are relevant as well.
- 1.2 The Police currently have the powers to carry out this enforcement, however it is not a current priority within available resources and hence enforcement is very rarely undertaken by them. This means that the provisions that exist in many parts of the borough which are designed to control traffic and thereby making the junctions safer and ensuring free movement of traffic are not as effective as they should be.
- 1.3 With the Council adopting these powers will enable more effective and regular Enforcement of those motorists who currently disobey the controls, and hence cause a danger to other road users and/or disrupt the free flow of traffic. This will assist in encouraging a change in behaviour and lead to improved level of compliance, increased traffic flow and road traffic accidents.
- 1.4 In order to ensure that more effective arrangements are in place it is necessary to obtain the powers under the LLA and TfL Act 2003 and Full Council resolution is required prior to submission to London Councils to gain the necessary permissions to commence enforcement. Therefore this committee is asked to progress the report in line with Barnet Councils' Governance procedures.

- 1.5 The Committee should note the full list of sites that the authority will be able to commence enforcement for moving traffic contraventions which are shown as appendix A.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Parking Policy has been approved and this includes a proposal to introduce CCTV cameras in order to enforce Moving Traffic Contraventions (MTC).
- 2.2 The case for taking on the powers to enable the enforcement of moving traffic enforcement is twofold. Firstly, enforcement has not been carried out by the Police and this position is unlikely to change as this is not seen as a priority for the Police. Secondly, from a public safety and road scheme design perspective, there is little point in providing measures to create safer junctions and/or introduce measures to facilitate free movement of traffic if the rules to ensure that these are effective are not enforced. Drivers often fail to observe such measures and when they are aware that enforcement is not taking place this appears to become normal behaviour. As non-compliance of these measures creates road safety hazards and causes traffic movement to be restricted we would be failing in our Duty of Care to the public if we do not act to deter such behaviours.
- 2.3 The Council are expected to have provisions in place to ensure that we comply with our Network Management Duties under the Traffic Management Act 2004. This includes a duty on local authorities to secure the expeditious and safe movement of traffic on their road networks.
- 2.4 The introduction of Moving Traffic Contravention enforcement is aimed at drivers who disobey traffic regulations and who therefore pose a threat to the safety of pedestrians, cyclists and other motorists and also cause traffic congestion.
- 2.5 Illegal U-turns, banned left or right turns and driving in the wrong direction in a one-way street are all examples of the types of dangerous, irresponsible driving. Ignoring a yellow box junction and hence not allowing free movement of vehicles is an example of negatively impacting the smooth flow of traffic and hence increases congestion. In addition this has a negative impact on the Council's and the Mayor for London's broader objectives of efficient road network management with improved journey times and reduced pollution.
- 2.6 By enforcing school keep clear markings (Zig Zags) the Council will be able to actively respond to requests from schools and residents for greater compliance. Fewer cases of illegal stopping or parking on school keep clears will improve visibility around school entrances and/or crossing points. It is expected that enforcement will make a positive contribution to road safety for children around schools.

- 2.7 The penalisation of drivers who commit these types of offences, especially as they become familiar with the fixed camera sites and hence become aware that the Council is actively challenging irresponsible driving, will act as a deterrent and, as such, will lead to greater compliance.
- 2.8 All locations listed in Appendix will be will be traffic surveyed and the data will be used to identify the most appropriate sites for the CCTV cameras that will contribute to delivering the Parking Policy's aims. These are:
- Keep Traffic Moving
 - Makes Road Safer
 - Reduce Air Pollution
- 2.9 Appendix B lists the contraventions codes that have to be used by law.
- 2.10 Barnet are one of a few London Councils who have not taken up the powers to date and those that have been doing so have demonstrated that there is a significant improvement in levels of compliance following enforcement.
- 2.11 In summary, it is expected that the enforcement of MTC's will improve the road environment for those who live, work and travel through Barnet. Given the lack of Police resource to enforce MTC's, officers believe that the Council has a duty to its residents and visitors to take over the powers from the police and begin active enforcement. This has already happened in over 24 other London boroughs and they are seeing the benefits of such positive action.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not to take over the powers from the Police and leave the situation as it is. This is not recommended as it is known that the Police will not be carrying out the enforcement function as it is not a priority for their limited resources. This means that the benefits realised by other authorities would not be achieved in Barnet.

4. POST DECISION IMPLEMENTATION

- 4.1 Assuming that the necessary authorisation is obtained by Full Council a submission will be made to London Councils Transport and Environment Committee (TEC) for approval to operate within the scheme of enforcement that they administer for London. This will require making a suitable case for implementing CCTV in order to commence the enforcement of moving traffic contraventions. A recognised process is in place and officers will ensure that all necessary justification and processes are in accordance with the Committees requirements when making the submission for approval, including confirmation that we will operate in full compliance with the CCTV enforcement Code of Practice.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council will work with local, regional and national partners, will strive to ensure that Barnet is the place:

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

5.1.2 The introduction of Moving Traffic Contraventions across the borough will assist with making roads safer and improving traffic flow and will provide value for money for the tax payer as the scheme will be self-funding for which any surplus will be reinvested in to traffic development and management. This will also protect the tax payer by ensuring that the general fund does not have to subsidise cost towards parking and traffic management.

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

6.1 At this stage there are no resource implications in gaining the necessary approvals. Any future resource implications shall be reported at appropriate future stages of implementation.

6.2 Once approvals are in place there will be costs involved in procuring and installing the CCTV cameras which will be used to allow effective enforcement to take place. This will be funded from a Capital allocation of £1.4million as approved by full Council

6.3 The Parking Enforcement Contract will be used for the reviewing the CCTV images and issuing Penalty Charge Notices (PCN's). The management of the statutory process (which follows the issuing of a PCN) will be administered by Barnet Council's Parking Client Team. The Client Team will need to be increased in size to support this process and additional associated work. The income derived from the Penalty Charge Notice will be off-set against the operational costs of enforcement both of which are accounted for in the Special Parking Account.

6.4 There will also be other minor costs in configuring existing IT systems to accommodate the new CCTV installation, however these will also be off-set against the income derived from the PCN's.

7 Legal and Constitutional References

7.1 The London Local Authorities and Transport for London Act 2003 introduced

provisions for civil enforcement of certain moving traffic contraventions by decriminalising the offences, thereby transferring the enforcement responsibility from the Police to the Council.

7.2 The London Councils Transport and Environment Committee are responsible for regulating the scheme in London and its approval is required to commence MTC enforcement. It also administers the Code of Practice, which sets out the operational procedures that must be adhered to by any Borough included in the scheme.

7.3 A formal resolution now needs to be taken to make legal the transfer of powers. The necessary preliminary work has been reviewed and programmed by officers and this identifies, assuming authorisation is granted, that commencement of enforcement will be on or shortly after 1 January 2016 and this is known as the 'Appointed Day'

7.4 It may be that some of the sites identified for enforcement will be on boundary roads within neighbouring boroughs. It will be necessary for neighbouring boroughs to formally resolve that the enforcement to the parts of the boundary roads which fall within their areas will be exercised by Barnet. They have the powers to make such arrangements under the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2000. In approving this report officers will need to be given authority to enter into necessary agreements/arrangements with neighbouring boroughs as necessary.

7.5 **Legislation governing the enforcement of traffic regulations using CCTV includes#**

- Road Traffic Regulation Act 1984
- Road Traffic Offenders Act 1988
- Road Traffic Act 1991
- London Local Authorities Act 1996
- The Road Traffic Offenders (Additional Offences and Prescribed Devices) Order 1997
- London Local Authorities Act 2000
- London Local Authorities and Transport for London Act 2003
- Traffic Management Act 2004
- The Civil Enforcement of Parking Contraventions (England) General Regulations 2007
- The Civil Enforcement of Parking Contraventions (England) Representations and Appeals Regulations 2007
- The Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007

7.6 **Legislation governing the operation of CCTV systems includes:**

- The data Protection Act 1998
- The Human Rights Act 1998
- The Regulation of Investigatory Powers Act 2000

- The Freedom of Information Act 2000

- 7.7 Together these Acts allow a London Local Authority to install structures and CCTV equipment on or near a highway for the detection of contraventions of Traffic Regulation Orders and to use the information provided by them, to serve a Penalty Charge Notice (PCN) on the registered keeper of a vehicle which contravenes the Traffic Regulations.
- 7.8 All relevant Traffic Regulation Orders must be made available on request.
- 7.9 Records of the keepers of vehicles that contravene traffic regulation orders will be obtained in accordance with the Driver and Vehicle Licensing Agency (DVLA) enquiry procedure rules and data obtained will be kept confidential in accordance with the Data Protection Act 1998
- 7.10 It is a requirement of the London Councils scheme that the Council should undertake a publicity campaign to inform the public of the start date for enforcement and to explain the objectives underlying the scheme.
- 7.11 It is a further requirement that the Council should issue warning notices during the first two weeks of enforcement to allow adjustments in behaviour.

8 Risk Management

- 8.1 A key benefit in using CCTV for enforcement of parking restrictions is that it will take any potential confrontation out of enforcing certain prohibitions, unlike using Civil Enforcement Officers who are often faced with verbal and physical abuse when issuing Penalty Charge Notices.
- 8.2 All data that is collected in regard to CCTV and enforcement processing will be processed fairly and lawfully and the operators of the systems deployed will ensure that appropriate security measures shall be taken against unauthorised access to, alteration, disclosure or destruction of, personal data and against accidental loss or destruction of personal data.
- 8.3 An essential and integral part of any CCTV system is a Code of Practice, which sets out the objectives of the system and the rules by which it will be operated. This Code of Practice ensures that issues such as privacy, integrity and fairness are properly dealt with. It sets a minimum standard which must be adhered to by all those authorities in London enforcing traffic regulations using CCTV cameras to ensure public confidence in the scheme.
- 8.4 The Code of Practice is designed to operate within the framework of the relevant pieces of legislation as identified in this report and to complement the Statutory and Operational Guidance produced by the Department of Transport.
- 8.5 The London Councils Transport and Environment Committee support this Code of Practice and CCTV monitoring scheme, which it regulates. Permission to operate the scheme will be granted only to London local

authorities, which commit to and take responsibility for its fair, legal and widespread implementation and its maintenance, review and improvement as appropriate within this Code of Practice.

- 8.6 Appropriate process and procedures will be put in place to ensure compliance with the above requirements, including the need for regular monitoring and reviews to ensure continuity of compliance. This recognises that there is a risk that any failures to meet these standards would lead to a potential exclusion from the scheme and hence the termination of enforcement powers.
- 8.7 It is likely that there will be public concern related to the introduction of such enforcement, including the lack of knowledge or understanding of why it is necessary.
- 8.8 It is a requirement of the London Councils scheme that the Council should undertake a publicity campaign to inform the public of the start date for enforcement and to explain the objectives underlying the scheme.
- 8.9 It is a further requirement that the Council should issue warning notices during the first two weeks of enforcement to allow adjustments in behaviour.

9. Equalities and Diversity

- 9.1 The 2010 Equality Act outlines the provisions of the Public Sector Equality duty which requires public authorities to have due regard to the need to
 - eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 9.1 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent. A full Equalities Impact Assessment will be carried out if the scheme is successful in proceeding.
- 9.2 Enforcement action will only be undertaken when sufficient evidence has been gathered to confirm that a contravention has occurred. All recipients of a Penalty Charge Notice have the right to make representations to the issuing authority and all representations received by the authority must be considered and a response issued. Should the representation lead to a rejection by the authority the registered keeper of the vehicle has the option to appeal to the Parking and Traffic Appeals Service PATAS and have their appeal considered by an independent adjudicator.

10. Consultation and Engagement

- 10.1 The Parking Policy consultation included the proposal to introduce CCTV enforcement for moving traffic contraventions and this was well received by those who responded to the consultation.
- 10.2 It is a requirement of the London Councils scheme that the Council should undertake a publicity campaign to inform the public of the start date for enforcement and to explain the objectives underlying the scheme.
- 10.3 It is a further requirement that the Council should issue warning notices during the first two weeks of enforcement to allow adjustments in behaviour.

11. BACKGROUND PAPERS

- 11.1 NONE

This page is intentionally left blank

Appendix 1 List of Moving Traffic Contravention Sites for Review

<u>Year</u>	<u>Street name</u>	<u>Effect</u>	<u>Type</u>	<u>Status</u>
1980	A1 Barnet Way	banned turn into Westfield Way	banned turn	permanent
1984	A1 Barnet Way	bans left turn into Courtland Avenue with cycle exemption	banned turn	permanent
1988	A1 Barnet Way	introduces box junction at Marsh Lane junction (Statutory Instrument)	box junction	permanent
1988	A1 Barnet Way	right turn at Marsh Lane (Statutory Instrument)	compulsory turn	permanent
1966	A1 Barnet Way	no entry into gap opposite Trotters Bottom/Galley Lane junction and Holmshill Lane/Rowley Lane junction	no entry	permanent
1967	A1 Barnet Way	no entry into gap opposite Hyver Hill	no entry	permanent
1976	A1 Barnet Way	no entry into Courtland Avenue	no entry	experimental
1979	A1 Barnet Way	closure of junction with Westfield Road	no entry	permanent
1972	A1 Great North Way	missing from files		
1975	A1 Lyttleton Road	banned right turns into Widdecombe Way, Vivian Way and Norrice Lea.	banned turn	permanent
1975	A1 trunk road	introduces box junction markings at various junctions	box junction	permanent
1966	A1 Watford Way	no entry into gap opposite Daws Lane	no entry	permanent
1967	A406 North Circular Road	banned right turn into High Road and Long Lane	banned turn	permanent
1968	A406 North Circular Road	banned right turn into Coppetts Close	banned turn	permanent
1968	A406 North Circular Road	banned right turn into Cromwell Road	banned turn	permanent
1969	A406 North Circular Road	banned right turn into Brent Street	banned turn	permanent

1969	A406 North Circular Road	banned right turn and compulsory left turns at various junctions	banned turn	permanent
1969	A406 North Circular Road	banned right turn into Amberden Avenue and Clandon Gardens	banned turn	permanent
1971	A406 North Circular Road	banned right turn into Finchley Road	banned turn	experimental
1975	A406 North Circular Road	banned right turn into Golders Green Road and banned right turns out of Golders Green Road and Brent Street into North Circular Road	banned turn	permanent
1976	A406 North Circular Road	banned right turn from A406 into Coppetts Road	banned turn	permanent
1980	A406 North Circular Road	banned u-turn and compulsory left turns	banned turn	permanent
1973	A406 North Circular Road	introduces banned u-turn at junction with Falloden Way	banned u-turn	permanent
1980	A406 North Circular Road	banned U-turn at junction with Golders Green Road/Brent Street	banned U-turn	permanent
1973	A406 North Circular Road	introduces box junction at Falloden Way junction	box junction	permanent
1976	A406 North Circular Road	compulsory left turn from Coppetts Close onto A406	compulsory turn	permanent
1967	A406 North Circular Road	no entry between two island sites opposite Coppetts Road and banned u-turn at same gap	no entry	permanent
1967	A406 North Circular Road	no entry into gap south-west of Claremont Road	no entry	permanent
1964	A406 North Circular Road	banned right turn into Beaufort Drive and Beechwood Avenue	banned turn	permanent
1969	A41 Edgware Way	banned u-turns, prohibited right turns and compulsory left turns at various junctions	banned turn	experimental
1974	A41 Edgware Way	banned turn into unnamed road (later known as Pike Road) linking with	banned turn	experimental

		Ellesmere Avenue		
1971	A41 Edgware Way	banned u-turn at end of central reservation between Nutt Grove and Brockley Hill	banned u-turn	permanent
1971	A41 Edgware Way	no u-turn through gap opposite John Grooms Crippleage in either direction	banned u-turn	experimental
1974	A41 Edgware Way	banned u-turn at Broadfields Avenue	banned U-turn	experimental
1976	A41 Edgware Way	banned u-turn at Broadfields Avenue	banned u-turn	permanent
1970	A41 Edgware Way	compulsory left turn onto A41 from side roads and compulsory/banned turns at various junctions on Edgware Way	compulsory turn	permanent
1967	A41 Edgware Way	no entry into gap opposite Mount Grove and no entry from Mount Grove into gap	no entry	permanent
1973	A41 Hendon Way	banned turn through gap opposite Pennine Drive for traffic heading south-eastwards	banned turn	permanent
1992	A41 Hendon Way	bans right turn into Brentfield Gardens	banned turn	permanent
1988	A41 Hendon Way	compulsory turns at Aerodrome/Greyhound Hill junction	compulsory turn	permanent
1981	A41 Hendon Way	revokes previous no entry into slip road linking with Brent Cross Flyover	no entry	permanent
1994	A41 Hendon Way slip roads	introduces one way working	one way	permanent
1999	A41 Red Route	introduces banned right turn into Hendon Way (south-eastbound) from Cricklewood Lane	banned turn	experimental
1976	A41 Watford Way	banned turns at The Burroughs junction	banned turn	permanent

1968	A41 Watford Way	compulsory left turn into Watford Way from slip road between Richmond Gardens and Endersleigh Gardens	compulsory turn	permanent
1974	A41 Watford Way	compulsory right turn into Station Road	compulsory turn	permanent
1976	A41 Watford Way	compulsory turns in filter lanes at The Burroughs junction	compulsory turn	permanent
1967	A41 Watford Way	no entry into gap opposite Page Street except for traffic turning right into Page Street	no entry	permanent
1968	A41 Watford Way	one way working in Colindeep Lane underpass	one way	permanent
1968	A41 Watford Way	banned right turn into Richmond Gardens	one way	permanent
1978	Albert Place N3	one way working	one way	permanent
1984	Albert Place N3	introduces one way working	one way	permanent
1989	Albert Place N3	bans right turn into Ballards Lane	one way	permanent
2004	Albert Road NW4	makes permanent the one way system	one way	permanent
1975	Albert Road, Barnet	one way system between its junctions with Victoria Road and the unnamed service road	one way	permanent
1982	Albert Road, Barnet	one way working around the island site	one way	permanent
2004	Alexandra Road NW4	makes permanent the one way system	one way	permanent
1969	Amberden Avenue	compulsory left turn onto North Circular Road	compulsory turn	permanent
1976	Amberden Avenue	no entry into Basing Way	no entry	permanent
1984	Annesley Avenue	introduces one way working	one way	permanent
1968	Apex Corner	no entry from Salvage Lane into service road fronting shops and no entry adjacent to No. 629 Watford Way	no entry	permanent
1991	Approach Road,	one way working	one way	permanent

	Barnet			
2000	Approach Road, Barnet	revokes one way operation	one way	permanent
1970	Audley Road	no entry into Station Road from Audley Road	no entry	permanent
2004	Ballards Lane N12	introduces, amends and revokes various movements around the Tally Ho Artsdepot development	prescribed routes	experimental
2006	Ballards Lane N12	makes permanent various movements around the Tally Ho Artsdepot development	prescribed routes	permanent
1979	Ballards Lane N3	introduces box junction marking at Ballards Lane/Nether St/Regents Park Road junction	box junction	permanent
1997	Ballards Lane N3	Introduces box junction marking outside Finchley Central Station	box junction	permanent
1961	Barnfield Road	introduces one way working	one way	permanent
1991	Barnfield Road	introduces one way working	one way	permanent
2002	Baronsmere Road	makes permanent the banned right turn from High Road into Baronsmere Road	banned turn	permanent
2002	Baronsmere Road	makes permanent the point no entry into High Road N2	no entry	permanent
1964	Beaufort Drive	compulsory turn onto A406	compulsory turn	permanent
1964	Beechwood Avenue	compulsory turn onto A406	compulsory turn	permanent
1974	Booth Road	introduces one way working	one way	permanent
2001	borough-wide	introduces new disabled bays		permanent
1980	Bow Lane N3	banned left turn into Squires Lane	banned turn	experimental
1981	Bow Lane N3	banned left turn into Squires Lane	banned turn	permanent
1966	Brent Cross Roundabout	one way working	one way	permanent

1973	Brent Park Road	compulsory left turn into West Hendon Broadway	compulsory turn	permanent
1977	Brent Park Road	compulsory left turn onto slip road leading to Staples Corner roundabout	compulsory turn	permanent
1968	Brent View Road	compulsory left turn into West Hendon Broadway	compulsory turn	permanent
1987	Brent View Road	introduces one way working	one way	experimental
1998	Brent View Road	makes permanent the right turn ban from Edgware Road	banned turn	permanent
1976	Brentfield Gardens	banned left turn from Tilling Road	banned turn	permanent
1977	Brentfield Gardens	one way working	one way	permanent
1976	Brentfield Gardens	missing from files		
1980	Briarfield Avenue	no entry from A406	no entry	permanent
1959	Brockley Hill	missing from files		
1966	Bruce Road	one way working	one way	permanent
1986	Bulwer Road, Barnet	makes one way permanent	one way	permanent
1981	Calvert Road	one way working	one way	permanent
1970	Central Avenue	no entry into Central Avenue near Oak Lane	no entry	experimental
1956	Charter Way	introduces one way working	one way	permanent
1967	Church Lane	introduces one way working in Church Lane	one way	permanent
1967	Church Lane	revokes experimental one way working in Church Lane	one way	experimental
1969	Clandon Gardens	compulsory left turn onto North Circular Road	compulsory turn	permanent
1984	Colindale Avenue	compulsory left turn into The Hyde	compulsory turn	permanent
1989	Colindeep Lane	introduces various compulsory and banned turns at the junction with Edgware Road	banned turn	permanent
1989	Colindeep Lane	introduces box junction marking at Edgware Road junction	box junction	permanent

1980	Colindeep Lane	amends 1968 order by substituting a definition for the A41/Colindeep Lane slip road.	one way	permanent
1982	College Terrace	one way working	one way	permanent
1987	Colney Hatch Lane	introduces compulsory turn into Woodhouse Road	compulsory turn	permanent
1968	Coppetts Close	compulsory left turn into Pinkham Way	compulsory turn	permanent
1976	Courtland Avenue	no entry into Barnet Way	no entry	experimental
1991	Cricklewood Lane	bans right turn out of superstore into Cricklewood Lane	banned turn	permanent
1986	Cromer Road	makes one way permanent	one way	permanent
1968	Cromwell Road	compulsory left turn into Pinkham Way	compulsory turn	permanent
1980	Cromwell Road N10	revokes the prohibition on vehicles turning right into Colney Hatch Lane	banned turn	permanent
1976	Cromwell Road N10	introduces compulsory left turn into Colney Hatch Lane and no entry into Cromwell Road from Colney Hatch Lane	compulsory turn	permanent
1976	Cromwell Road N10	introduces compulsory left turn into Colney Hatch Lane and no entry into Cromwell Road from Colney Hatch Lane	no entry	permanent
1971	Deansway	no entry on west side of island in Deansway at East End Road junction	no entry	permanent
1984	Derby Avenue N12	introduces one way working	one way	permanent
1985	Dollis Road N3	bans turns into Crescent Road	banned turn	permanent
2000	Dollis Road/Nether Street N3	revokes banned U-turns opposite Crescent Road junction where new roundabout is	banned u-turn	permanent
1976	Dollis Valley Way	no entry in a certain length of Dollis Valley Way near Crocus Field	no entry	permanent

1976	Dollis Valley Way	one way either side of island at junction with Mays Lane	one way	permanent
1983	East Barnet Road	banned right turn into Margaret Road	banned turn	permanent
1983	East Barnet Road	introduces box junction marking at Margaret Road	box junction	permanent
1977	Edgware Road	banned right turn into Oxgate Lane	banned turn	permanent
1977	Edgware Road	banned right turn into Humber Road	banned turn	permanent
1977	Edgware Road flyover	various banned turns and banned u-turns on either side of flyover	banned turn	permanent
1991	Edward Road, Barnet	one way working	one way	permanent
1974	Ellesmere Avenue	compulsory left turn into A1 Barnet Way	compulsory turn	experimental
1978	Etheridge Road	introduces one way working	one way	permanent
1962	Fairlawn Avenue	introduces one way working from Fortis Green to High Road	one way	permanent
1980	Finchley Road	banned turns into and out of Hermitage Lane and around island site	banned turn	permanent
2004	Finchley Road	makes permanent the banned right turn into Rodborough Road	banned turn	permanent
1980	Finchley Road	compulsory right turn into Finchley Road from service road fronting Nos. 897 to 903 Finchley Road	compulsory turn	permanent
1938	Finchley Road	introduces one way working around war memorial island site at junction with North End Road	one way	permanent
1988	Finchley Road	controls vehicle movements around gyratory	one way	permanent
2002	Florence Street NW4	introduces banned turns at junction with Parson Street	banned turn	experimental
1968	Fortis Green	banned right turn into High Road N2	banned turn	permanent

2003	Forumside, Edgware	introduces banned right turn out of Forumside into High Street, Edgware	banned turn	permanent
2002	Friern Barnet Road	bans the right turn out of the unnamed road at rear of No. 43 Friern Barnet Road	banned turn	permanent
1993	Friern Barnet Road service road outside library	missing from files	one way	
1968	Galley Lane	no entry on north-west side of island at Wood Street junction with exemption for buses	no entry	permanent
1972	Garden City	introduces one way working	one way	permanent
1982	Garrick Road NW9	one way working around island site at junction with West Hendon Broadway	one way	permanent
1991	Gaskarth Road	introduces one way working	one way	permanent
1991	Geron Way NW9	introduces one way system around roundabout at junction with Edgware Road	one way	permanent
2005	Gold Lane	prohibits vehicles from entering Gold Lane from Dryfield Road		permanent
2005	Gold Lane, Edgware	installs a one way traffic system in Gold Lane	one way	permanent
2000	Golders Green Road	revokes banned left turn into Finchley Road	banned turn	permanent
1984	Goldsmith Road N12	introduces one way working	one way	permanent
1978	Goodwyn Avenue NW7	one way working in slip road fronting Watford Way and leading from Goodwyn Avenue	one way	permanent
1997	Graham Park Way	banned turn into Lanacre Avenue	banned turn	permanent
1977	Green Road N20	introduces one way working	one way	permanent
1969	Hale Lane	no entry into service road linking Deans Lane with Hale Lane	no entry	permanent
1984	Hall Lane N12	introduces one way	one way	permanent

		working		
1984	Heathview	revokes compulsory left turn into service road fronting Park Farm Close	compulsory turn	permanent
1977	Heathview	compulsory left turn into service road fronting No. 1 to 16 Park Farm Close	one way	permanent
1969	Hendon Lane	no entry into Gravel Hill on south-west side of island site	no entry	permanent
1968	Herbert Road	introduces one way working	one way	permanent
1999	High Road N12	banned turns in and out of Churchfield Avenue	banned turn	experimental
2003	High Road N12	bans u-turns at Churchfield Crescent junction	banned u-turn	permanent
2004	High Road N12	introduces, amends and revokes various movements around the Tally Ho Artsdepot development	prescribed routes	experimental
2006	High Road N12	makes permanent various movements around the Tally Ho Artsdepot development	prescribed routes	permanent
1968	High Road N2	banned right turn into East End Road	banned turn	permanent
2002	High Road N2	makes permanent the banned right turn into Baronsmere Road	banned turn	permanent
1977	High Road N2			
2006	High Road, Whetstone N20	introduces no entry northwards into slip road	no entry	permanent
2003	High Street Edgware	bans entry into gap in High Street Edgware	no entry	permanent
1975	High Street, Barnet	banned right turn into High Street from one side of an island site at Wood Street junction	banned turn	permanent
1987	High Street, Barnet	introduces box junctions with St. Albans Road and Wood Street	box junction	permanent
1978	High Street, Barnet	one way working beside island at High Street	one way	permanent

		junction		
1970	High Street, Edgware	banned right turn into Whitchurch Lane	banned turn	permanent
2003	High Street, Edgware	introduces banned right turn out of Forumside into High Street, Edgware	banned turn	permanent
1971	High Street, Edgware	banned u-turns through various gaps in central reservation	banned u-turn	permanent
1969	Highwood Hill	no entry on south side of island site at Marsh Lane junction	no entry	permanent
1984	Hillside Avenue N11	introduces one way working with cycle exemption	one way	experimental
1986	Hillside Avenue N11	introduces one way working between Hollyfield Avenue and Colney Hatch Lane	one way	permanent
2004	Hillview Gardens NW4	makes permanent the one way system	one way	permanent
1984	Holders Hill Road	no entry into service road fronting Mill Court and Thornfield Parade from a point opposite Nos. 3/4 Mill Court	no entry	permanent
1977	Humber Road	banned left turn into Edgware Road	banned turn	permanent
1976	Jackson Road	one way at junction with East Barnet Road	one way	permanent
2004	Kingsway	introduces, amends and revokes various movements around the Tally Ho Artsdepot development	prescribed routes	experimental
2006	Kingsway	makes permanent various movements around the Tally Ho Artsdepot development	prescribed routes	permanent
1977	Kitts End Road	one way around island site at Great North Way	one way	permanent
1991	Lancaster Road, Barnet	one way working	one way	permanent
2000	Lancaster Road,	introduces one way	one way	permanent

	Barnet	working		
1980	Leslie Road	banned left turn into Church Lane	banned turn	permanent
1978	Lichfield Grove N3	introduces one way working	one way	permanent
1980	Long Lane	banned right turn into Church Lane	banned turn	permanent
1970	Longmore Avenue	no entry on north-east side of island site at junction with Lyonsdown Road	no entry	permanent
1977	M1 Motorway	one way in slip road linking motorway with Great North Way	one way	experimental
1972	Manns Road	introduces one way working	one way	permanent
1983	Margaret Road	banned right turn into East Barnet Road	banned turn	permanent
1984	Marsh Lane NW7	bans U-turn at Green Lane junction	banned turn	permanent
1978	Mill Hill Broadway	one way working in slip road frontin Watford Way and leading from Goodwyn Avenue	one way	permanent
1970	Mowbray Parade	compulsory left turn into Broadfields Avenue and banned turn into Mowbray Parade from Broadfield Avenue	compulsory turn	permanent
1971	Myddleton Park	banned left turn into Oakleigh Road North	banned turn	permanent
1979	Nether Street	banned left turn into Ballards Lane	banned turn	permanent
1985	Nether Street	bans turns into Crescent Road	banned turn	permanent
1989	Nether Street	bans turn into Crescent Road	banned turn	permanent
1999	Nether Street	introduces banned entry from Ballards Lane as part of pedestrianisation	no entry	permanent
1981	Nether Street	one way working in service road fronting 219 to 235 Nether Street	one way	permanent

1999	Nether Street	prohibits vehicles from driving in part of pedestrianised Nether Street	pedestrianisation	permanent
2003	Nether Street	amends use of the pedestrianised area as part of the Artsdepot development	pedestrianisation	experimental
2003	Nether Street at its junction with Ballards Lane	closes off Nether Street at its junction with Ballards Lane for pedestrianisation.	no entry	permanent
1975	Norrice Lea	compulsory left turn into Lyttleton Road	compulsory turn	permanent
1971	Oakleigh Park South	banned right turn into Oakleigh Road North	banned turn	permanent
1973	Oakleigh Road North	no entry on east side of island site at Oakleigh Park North	no entry	permanent
1981	Oakleigh Road North	one way working in service road fronting 413 to 437 Oakleigh Road North	one way	permanent
2006	Oakleigh Road North/ High Road	introduces a one way traffic system in the service road fronting 1260 to 1268 High Road, Whetstone.	prescribed routes	peremanent
1977	Oxgate Lane	banned left turn onto Edgware Road	banned turn	permanent
1977	Park Farm Close	one way working in service road fronting Nos. 1 to 16 Parrk Farm Close	one way	permanent
1998	Park Road NW9	banned right turn from Edgware Road and banned right turn into Edgware Road from Park Road	banned turn	permanent
2002	Parson Street NW4	introduces banned turns at junction with Florence Street	banned turn	experimental
2007	Partingdale Lane	revokes The Barnet (Prescribed Route) (No. 5) Traffic Order 1998	prescribed routes	permanent
2007	Partingdale Lane	revokes The Barnet (Prscribed Route) (No. 5)	prescribed routes	permanent

		Traffic Order 1998		
1989	Pennine Lane	introduces one way working	one way	permanent
1981	Pike Road, Edgware	one way working between Ellesmere Ave and A41	one way	permanent
1968	Pollard Road	introduces one way working	one way	permanent
1984	Popes Drive N3	introduces one way working	one way	permanent
1995	Poplar Grove N14	one way working	one way	permanent
1989	Prince Charles Drive	introduces one way working	one way	permanent
1981	Puller Road	one way working	one way	permanent
1988	Quakers Course	banned right turn into east to west arm of Quakers Course	banned turn	permanent
1976	Quakers Course	no entry into road adjacent to island site	no entry	permanent
2003	Ramillies Road NW7	introduces banned left turn into Ramillies Road from Worcester Crescent	banned turn	experimental
1977	Rasper Road N20	introduces one way working	one way	permanent
1997	Ravenscroft School, Barnet	bans vehicles except buses from entering turn-around outside school	no entry	permanent
1987	Ravensdale Avenue	introduces banned turn from car park of Sainsbury's into Ravensdale Avenue	banned turn	permanent
2004	Ravensdale Avenue	U-turns are banned at entry to car park.	u-turns	permanent
2004	Ravensdale Avenue N12	bans right turn at island	banned turn	permanent
1979	Regents Park Road	one way working beside island at Hendon Lane junction	one way	permanent
1989	Regents Park Road	bans turn into Nether Street by island site	one way	permanent
1981	Rodborough Road NW11	banned turn into Finchley Road	banned turn	permanent
2004	Rodborough Road NW11	makes permanent the banned right turn from Finchley Road	banned turn	permanent

1969	Rookery Way	one way working	one way	permanent
1969	Rookery Way	banned right turn into Rookery Way from Edgware Road	one way	permanent
1959	Salisbury Road, Barnet	introduces one way working	one way	permanent
1987	Salisbury Road, Barnet	introduces one way working	one way	permanent
1999	Scout Way NW7	one way working near Selvage Lane	one way	permanent
1981	Sebright Road	one way working	one way	permanent
1986	Shaftesbury Avenue	makes one way permanent	one way	permanent
1977	Sherwood Street N20	introduces one way working	one way	permanent
1991	Silkstream Road	introduces one way working	one way	permanent
2006	Spur Road	bans u-turn at crossing	banned u-turn	permanent
2006	Spur Road, Edgware	prohibits vehicles travelling on Spur Road from performing U-turns around a crossing / reservation	prescribes routes	permanent
1981	Squires Lane N3	no entry into Bow Lane	banned turn	permanent
1980	Squires Lane N3	no entry into Bow Lane	no entry	experimental
1997	St Georges Road NW11	one way working and banned turn	one way	permanent
1974	St. Albans Lane	one way working	one way	permanent
1989	Stadium Road	introduces one way working	one way	permanent
1964	Stanhope Road	introduces one way working	one way	permanent
1977	Staples Corner roundabouts	one way working on slip roads linking roundabout with M1	one way	permanent
1978	Station Road N3	introduces one way working	one way	permanent
1982	Station Road NW9	banned right turn into West Hendon Broadway	banned turn	experimental
1984	Station Road NW9	bans right turn into West Hendon Broadway	banned turn	permanent
1984	Station Road NW9	adds new articles to 1984 No. 63	banned turn	permanent

1968	Station Road NW9	compulsory left turn into West Hendon Broadway	compulsory turn	permanent
1968	Station Road NW9	introduces one way working	one way	permanent
1970	Station Road, Edgware	banned right turn into High Street	banned turn	permanent
1984	Station Road, Edgware	allows buses and PSV's to make right turn into High Street	banned turn	permanent
1993	Station Road, Edgware	Introduces box junction marking outside entrance to Broadwalk shopping centre.	box junction	permanent
1982	Station Road, New Barnet	one way working around the island sites at junction with Great North Road	one way	permanent
1959	Stone Grove	missing from files		
1966	Strafford Road	one way working	one way	permanent
1973	Stuart Avenue NW9	no entry into West Hendon Broadway	no entry	permanent
1977	Stuart Avenue NW9	no entry onto West Hendon Broadway	no entry	permanent
2004	Tally Ho Arts Depot Ballards Lane N12	new road layout at junctions including no entries	no entry	experimental
2006	Tally Ho Arts Depot Ballards Lane N12	new road layout at junctions including no entries	no entry	permanent
1980	Tally Ho Corner	one way system around Tally Ho	one way	permanent
2004	Tally Ho Corner	introduces, amends and revokes various movements around the Tally Ho Artsdepot development	prescribed routes	experimental
2006	Tally Ho Corner	makes permanent various movements around the Tally Ho Artsdepot development	prescribed routes	permanent
2003	Telford Road NW9	gives permanent effect to the experimental closure of Telford Road	no entry	permanent
2003	Telford Road NW9	makes permanent the pedestrianisation	pedestrianisation	permanent










1997	Temple Gardens NW11	one way working and banned turn	one way	permanent
1999	The Broadway NW7	banned right turn into Marks and Spencer's car park	banned turn	permanent
2000	The Broadway NW7	introduces permanent banned turn into M&S car park	banned turn	permanent
1977	The Greenway NW9	one way working between Southbourne Ave and Montrose Ave	one way	permanent
1980	The Grove N3	banned right turn into Ballards Lane	banned turn	permanent
1999	The Groves area, NW2	introduces one way working into various junctions on the estate	one way	permanent
1993	The Hyde	The Hyde, outside Sainsbury's	banned turn	permanent
1985	The Hyde	introduces box junction marking at the junction with Kingsbury Road	box junction	permanent
1984	The Hyde	compulsory left turn from Colindale Avenue, compulsory left turn from Kilburn Polytechnic, banned right turn from The Hyde into Polytechnic	compulsory turn	permanent
1987	The Hyde	compulsory turns at junction with Capitol Way	compulsory turn	permanent
1976	Tilling Road	banned left turn into Brentfield Gardens	banned turn	permanent
1980	Trinity Road	banned right turn into Church Lane	banned turn	permanent
1980	Trinity Road	one way by junction with Church Lane	one way	permanent
1959	Union Street	introduces one way working	one way	permanent
1987	Union Street	introduces one way working	one way	permanent
2008	Various Roads	is not part of the Order but intended to incicate its general purport	prescribed route	experimental
1980	Varley Parade, Edgware Road	introduces one way working	one way	permanent

1980	Victoria Road	revokes the one way system introduced under a previous experimental order	one way	permanent
1975	Vivian Way	compulsory left turn into Lyttleton Road	compulsory turn	permanent
1998	Vivian Way N2	introduces one way working	one way	permanent
1977	Waterloo Road	no entry onto North Circular Road	no entry	permanent
1968	West Hendon Broadway	banned right turn into Herbert Road	banned turn	permanent
1968	West Hendon Broadway	banned right turn into Pollard Road	banned turn	permanent
1971	West Hendon Broadway	temporary banned right turn into Stuart Avenue during works	banned turn	temporary
1973	West Hendon Broadway	banned right turn into Brent Park Road and Stuart Avenue	banned turn	permanent
1977	West Hendon Broadway	banned right turn into Stuart Avenue and Brent Park Road	banned turn	permanent
1974	West Hendon Broadway	introduces banned u-turn at central reservation near Cool Oak Lane	banned u-turn	permanent
1987	West Hendon Broadway	introduces box junctions with Cool Oak Lane and Station Road/Perryfield Way	box junction	permanent
1972	West Hendon Broadway	introduces one way working on a temporary slip road near Brent Park Road	one way	permanent
1975	Widecombe Way	compulsory left turn into Lyttleton Road	compulsory turn	permanent
1998	Widecombe Way	introduces one way working	one way	permanent
1968	Wilberforce Road	introduces one way working	one way	permanent
1982	Woodhouse Road	one way working in service roads fronting 181-213 and 215-227 Woodhouse Road	one way	permanent
1978	Wootton Grove N3	introduces one way working	one way	permanent


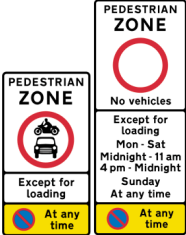






2003	Worcester Crescent NW7	introduces banned left turn into Ramillies Road from Worcester Crescent	banned turn	experimental
1968	York Road NW9	compulsory left turn into West Hendon Broadway	compulsory turn	permanent
1968	York Road NW9	introduces one way working	one way	permanent

This page is intentionally left blank

Appendix B – Contravention codes and suffixes for MTC

Description of traffic sign	Diagram number ¹	Sign	Contravention code	Suffixes
Vehicular traffic must proceed in the direction indicated by the arrow	606		32 - Failing to drive in the direction shown by the arrow on a blue sign	d = proceeding in the wrong direction
Vehicular traffic must turn ahead in the direction indicated by the arrow.	609		32 - Failing to drive in the direction shown by the arrow on a blue sign	t = turning in the wrong direction
Vehicular traffic must comply with the requirements prescribed in regulation 15.	610		32 - Failing to drive in the direction shown by the arrow on a blue sign	p = passing to the wrong side of the sign
No right turn for vehicular traffic	612		50 – Failing to comply with a sign indicating a prohibited turn	r = no right turn
No left turn for vehicular traffic	613		50 - Failing to comply with a sign indicating a prohibited turn	l = no left turn
No U turns for vehicular traffic	614		50 - Failing to comply with a sign indicating a prohibited turn	u = no U turn
Priority must be given to vehicles from the opposite direction	615, 615.1		37 - Failing to comply with a give way to oncoming vehicles sign	
No entry for vehicular traffic N.B. There is a condition attached to this sign which effectively means that it can only be included in this schedule where there is a traffic order to support its use.	616		51 - Failing to comply with a no entry sign	
All Vehicles prohibited except non – mechanically propelled vehicles being pushed by pedestrians	617		52 - Failing to comply with a sign indicating a prohibition on certain types of vehicle	v = all vehicles except non-mechanically propelled ones being pushed

¹ - This refers to the sign's diagram number in the Traffic Signs Regulations and General Directions 2002

Entry to pedestrian zone restricted (Alternative types)	618.2		53 - Failing to comply with a sign indicating a restriction on vehicles entering a pedestrian zone	
Entry to and waiting in pedestrian zone restricted (Alternative types)	618.3		54 - Failing to comply with a sign indicating a restriction on vehicles entering and waiting in a pedestrian zone	
Entry to and waiting in pedestrian zone restricted (Variable message sign)	618.3A		54 - Failing to comply with a sign indicating a restriction on vehicles entering and waiting in a pedestrian zone	
Motor vehicles prohibited	619		52 - Failing to comply with a sign indicating a prohibition on certain types of vehicle	m = motor vehicles
Motor vehicles except solo motorcycles prohibited	619.1		52 - Failing to comply with a sign indicating a prohibition on certain types of vehicle	x = motor vehicles except solo motorcycles
Solo motorcycles prohibited	619.2		52 - Failing to comply with a sign indicating a prohibition on certain types of vehicle	s = solo motorcycles
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A		52 - Failing to comply with a sign indicating a prohibition on certain types of vehicle	g = goods vehicles exceeding max gross weight indicated
One way traffic	652		32 - Failing to drive in the direction shown by the arrow on a blue sign	w = one way traffic

AGENDA ITEM 11



Environment Committee

11 June 2015

Title	Environment Committee Work Programme
Report of	Commissioning Director – Environment
Wards	All
Status	Public
Enclosures	Appendix A - Committee Work Programme June 2015 - May 2016
Officer Contact Details	Paul Frost - Governance Service, Team Leader paul.frost@barnet.gov.uk 020 8359 2205

Summary

The Committee is requested to consider and comment on the items included in the 2015 work programme

Recommendations

1. That the Committee consider and comment on the items included in the 2015 work programme

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee Work Programme 2015 indicates forthcoming items of business.
- 1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.
- 1.3 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are no specific recommendations in the report. The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Any alterations made by the Committee to its Work Programme will be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Committee Work Programme is in accordance with the Council's strategic objectives and priorities as stated in the Corporate Plan.

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

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Terms of Reference of the Environment Committee is included in the Constitution, Responsibility for Functions, Annex A.

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

This page is intentionally left blank

London Borough of Barnet
Environment Committee - Work Programme
May 2015 – May 2016

Contact: Paul Frost
paul.frost@barnet.gov.uk

Subject	Decision requested	Report Of	Contributing Officer(s)
11 June 2015			
Transfer of Summers Lane CARC	To approve the transfer of Summers Lane CARC to the North London Waste Authority	Commissioning Director for Environment	Street Scene Director
Role of Area Committees – Managing Highways Priorities	To note the process for Area Committees to refer local highways priorities to Environment Committee	Commissioning Director for Environment	Strategic Lead Effective Borough Travel
Schools Permit Engagement	To proceed to consult with CPZ permit holders and residents in a CPZ where a school is located regarding the introduction of a schools permit scheme.	Director of Customer Services and Commissioning	Parking Infrastructure Manager
Moving Traffic Contraventions	To seek resolution from the Council to obtain posers for Moving Traffic Contraventions	Director of Customer Services and Commissioning	Parking Infrastructure Manager
15 July 2015			
Waste and Recycling Strategy: Draft for consultation	To approve the draft strategy for stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
Recycling Incentives Proposals	To agree proposals to incentivise recycling by residents	Commissioning Director for Environment	Strategic Lead Clean and Green
Cycling Strategy	To approve the Council's new cycling strategy	Commissioning Director for Environment	Highways Director (Re)

Parks & Open Spaces Strategy: Draft for consultation	To approve the draft strategy for stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
2015/16 Planned Maintenance: Q1 Update	To update members on progress against the 15/16 programme of works	Commissioning Director for Environment	Highways Director (Re)
Environment Commissioning Plan: Annual Report 2014/15	To update members of progress against key priorities during 2014/15	Commissioning Director for Environment	N/A
24 September 2015			
WLA Behaviour Change Pilot: Report on outcomes	To note the outcomes of the pilot projects developed to increase recycling participation	Commissioning Director for Environment	Street Scene Director
Borough Cleanliness Strategy: Draft for consultation	To approve the draft strategy for stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
Street Markets: Pilot Outcome	To note the outcomes of the pilot project to develop new guidance on the operation of street markets across the borough	Commissioning Director for Environment	Highways Director (Re)
2016/17 LIP: Submission Approval	To agree the bid to TFL for funding of highway improvement priority projects and schemes	Commissioning Director for Environment	Highways Director (Re)
10 November 2015			

Waste Strategy and Recycling: Final Approval	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
Parks & Open Spaces Strategy: Final Approval	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
Events Policy review	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
015/16 Planned Maintenance: Q2 Update	To update members on progress against the 15/16 programme of works	Commissioning Director for Environment	Highways Director (Re)
2015/16 LIP: Mid-Year Review	To update members on progress against the 15/16 programme of works	Commissioning Director for Environment	Strategic Lead Effective Borough Travel
Draft Enforcement Policy for consultation	To approve the draft strategy for stakeholder consultation	Commissioning Director for Environment	Strategic Lead Safer Communities
11 January 2016			
Alternative Delivery Model: OBC	To agree the outline business case for the alternative delivery of Street Scene and related services	Commissioning Director for Environment	None
Borough Cleanliness Strategy: Final Approval	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director for Environment	Strategic Lead Clean and Green
2015/16 Planned Maintenance: Q3 Update	To update members on progress against the 15/16 programme of works	Commissioning Director for Environment	Highways Director (Re)

2016/17 Planned Maintenance Annual Programme	To agree the annual planned maintenance programme for 2016/17	Commissioning Director for Environment	Strategic Lead Effective Borough Travel
2016/17 LIP: Final Approval	To agree the annual highways improvement programme for 2016/17	Commissioning Director for Environment	Strategic Lead Effective Borough Travel
Fees & Charges 2016/17	To approve relevant fees and charges for 2016/17	Commissioning Director for Environment	None
08 March 2016			
Enforcement Policy: Final Approval	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director for Environment	Strategic Lead Effective Borough Travel
12 May 2016			
2015/16 Planned Maintenance: Q4 Update	To update members on progress against the 15/16 programme of works	Commissioning Director for Environment	Highways Director (Re)
Environment Commissioning Plan: Annual Report 2015/16	To update members of progress against commissioning priorities during 2015/16	Commissioning Director for Environment	N/A
Environment Commissioning Plan: Annual Report 2015/16	To note 2015/16 performance against the Commission Plan	Commissioning Director for Environment	N/A

This page is intentionally left blank