

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

THURSDAY 24TH SEPTEMBER, 2015

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

Chairman: Dean Cohen

Vice Chairman: Brian Salinger

Brian Salinger
John Hart
Alan Schneiderman
Peter Zinkin

Dr Devra Kay
Graham Old
Agnes Slocombe

Claire Farrier
Joan Scannell
Laurie Williams

Substitute Members

Lisa Rutter
Stephen Sowerby

Sury Khatri
Adam Langleben

Tim Robert
Nagus Narenthira

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

Andrew Charlwood – Head of Governance

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

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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 - 4
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	5 - 8
7.	Annual Report 2014-15 Environment Annual Performance	9 - 22
8.	Alley Gating - Effective Community Safety Intervention	23 - 36
9.	Local Implementation Plan (LIP) 2016/17 Annual Spending Submission	37 - 42
10.	Bank Holiday Enforcement of single yellow lines	43 - 52
11.	Damage to the Public Highway Caused by Development Activities	53 - 60
12.	Saracens Event Day Controlled Parking Zone (CPZ) Update	61 - 70
13.	Moving Traffic Contraventions	71 - 82
14.	Committee Forward Work-Programme	83 - 90
15.	Any Other Items that the Chairman Decides are Urgent	

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Decisions of the Environment Committee

15 July 2015

Members Present:-

AGENDA ITEM 1

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

Councillor John Hart
Councillor Dr Devra Kay
Councillor Graham Old
Councillor Joan Scannell
Councillor
Alan Schneiderman

Councillor Agnes Slocombe
Councillor Laurie Williams
Councillor Peter Zinkin
Councillor Tim Roberts (In place of Claire
Farrier)

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED – That the Minutes of the meeting held on 11 June 2015 be approved.

2. ABSENCE OF MEMBERS

An apology of absence was received by Councillor Claire Farrier, Councillor Tim Roberts attended as a substitute.

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

There were none.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

A Public Comments was received by Mary O'Connor.

6. MEMBERS' ITEMS

The Committee considered a Members' Item submitted by Alan Schneiderman which requested Members of the Committee to consider the Impact of the street trading policy on high streets and town centres.

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

Resolved:

- That the report be noted

- Those Members of the Committee be invited to attend the Licensing Committee on 20 July 2015. At this meeting Members will be requested to consider the street trading policy. Members were reminded how they are able to engage with the meeting in the event that they are not a member of the Licensing Committee.

(a) MEMBERS ITEM - COUNCILLOR ALAN SCHNEIDERMAN - STREET TRADING POLICY

The Committee considered a Members' Item submitted by Alan Schneiderman which requested Members of the Committee to consider the Impact of the street trading policy on high streets and town centres.

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

Resolved:

- That the report be noted
- Those Members of the Committee be invited to attend the Licensing Committee on 20 July 2015. At this meeting Members will be requested to consider the street trading policy. Members were reminded how they are able to engage with the meeting in the event that they are not a member of the Licensing Committee.

(b) MEMBERS ITEM - COUNCILLOR DR DEVRA KAY - AIR POLLUTION

The Committee considered a Members' Item submitted by Councillor Dr Devra Kay which requested Members of the Committee to consider air pollution in Barnet as outlined within the report.

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

Resolved:

- That the report be noted

7. PLANNED MAINTENANCE Q1 - UPDATE

The Commissioner Director for Environment presented the report.

Following discussion and consideration of the item the Committee;

1. That the Committee agree the updated list of planned maintenance carriageway and footway schemes to be progressed in 2015-16 (Appendices C1, C2, C3, and C4) within the available Network Recovery Plan budgets be duly noted for information

2. That the Committee agree the recommended additional footway scheme sites (Appendix C1a) be approved.

3. That the Committee note the details for drainage/structures and road marking schemes

4. That the Committee agree the carriageway schemes deferred in 2015-16 (C2a, C3a and C4a) due to revised budget allocations be prioritised as part of a process later in the year to recommend a 2016-17 network recovery plan programme applying the operational network hierarchy and current condition survey information. The Committee note that the completion of a survey should be carried out in conjunction with any other planned work.

5. That the Committee agree an additional programme of flexible footway schemes be prioritised and agreed for implementation. The programme to be prepared using the operational network hierarchy, current condition survey information and guidelines for appropriate asset management treatments and funded from the £2m the current capital budget. The Committee agreed that they receive a list of options which sets how the budget of £2m be used for footway schemes.

8. BACKLOG OF HIGHWAY WORKS FOR AREA COMMITTEES

The Commissioner Director for Environment presented the report.

Following discussion and consideration of the item the Committee;

RESOLVED:

- That the Committee approve progression of the unfunded works in the backlog list totalling £705,000 to be funded from the capital allocation of £1m.
- That the Committee agreed to instruct the Commissioning Director to include the following workstreams with the list of backlog issues:
 - The Vale
 - Broadfields Avenue
 - Park Avenue
 - Aerodrome Road

Having been put to the vote the following was recorded:

For – 10

Against – 0

Abstained – 1

9. COMMITTEE FORWARD WORK PROGRAMME

Resolved:

The Committee noted the report.

10. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

The Chairman stated that Councillor Tim Roberts had raised an urgent issue with him and therefore allowed this matter to be raised formally. Therefore Councillor Roberts noted his concerns regarding the configuration of Dollis Valley Way. He requested that the Committee consider Traffic Calming measures at this location. He further added that the developers at the site had agreed to fund any implementation.

Having discussed and considered this matter the Committee:

Resolved:

- That the Committee agree to support the installation of vehicle activation signs and welcomed this to be fully funded by the developer.

The Chairman further added that he had been concerned of the misuse of unregistered land in respect such areas being fly tipped and in some circumstances encountering rough sleepers.

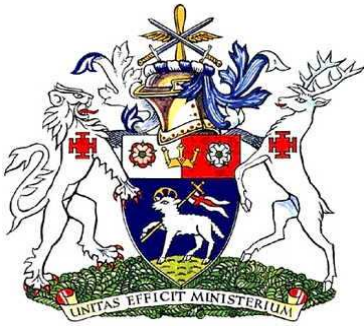
Having discussed and considered this matter the Committee:

Resolved:

- That the Commissioning Director for Environment produce a report to the next meeting which outlines options to combat this issue.

The meeting finished at 21:20

AGENDA ITEM 6



Environment Committee

24 September 2015

Title	Member's Item – East Barnet Road Car Parking Spaces
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

Councillor Laurie Williams requests on behalf of local residents that the Environment Committee consider allowing them some dedicated car parking spaces in East Barnet Road either one of the two Council car parks as they are currently unable to park in front of or near to their houses because of yellow lines there and no drive ways or parking bays.

There are 20 houses with a yellow line outside on East Barnet Road from the traffic lights at Margaret Road to Henry Road. There are two Council car parks opposite and next to their homes - they would like a number of spaces in one of them allocated for residents parking, still leaving ample space for visitors.

Since first rising the issue with the Council in February 2005 there have been various replies to the residents, but no resolution. Local Councillors recently escalated this with the Council in June this year, but there has still been no final resolution posing concerns about Council processes and the robustness of the Parking Strategy.

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 September 2015.

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	AGENDA ITEM 7 Environment Committee 24 September 2015
Title	Annual Report 2014-15 Environment Annual Performance
Report of	Commissioning Director for Environment
Wards	All
Status	Public
Key	No
Urgent	No
Enclosures	None
Officer Contact Details	Mario Lecordier – Strategic Lead, Highways Mario.Lecordier@barnet.gov.uk Shaun Morley – Strategic Lead , Waste Shaun.Morley@barnet.gov.uk Michael Lai – Waste Intelligence Manager Michael.Lai@barnet.gov.uk

Summary

Each Theme Committee is to receive an annual report against progress made in 2014/15. These reports are to provide theme committees with an annual update of the work that has been undertaken to meet the committee’s commissioning intentions, as outlined in the agreed commissioning plan for each committee. This report reviews the performance from April 2014 to March 2015 for the Environment Committee.

Performance of the council is monitored each quarter by the Performance and Contract Management Committee. Any in-year concerns will be raised through a referral to the relevant theme committee.

This reports presents performance and financial data from April 2014 to March 2015, highlighting progress made against the Corporate Plan and the Environment Committee’s work in assisting in the achievement of meeting the fiscal challenge up to 2020.

It is clear that the Environment Committee has a number of key challenges within the current commissioning plan, especially in terms of improving the Boroughs performance in recycling, maintaining street cleaning standards and managing improvements to the boroughs infrastructure. These ambitious intentions need to be viewed against a backdrop of decreasing budget provision and increasing demand for services.

Recommendations

- 1. That the Committee note the progress made during 2014/15 and agree to use the information provided to help in future decision making.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Each Theme Committee is to receive an annual report against progress made in 2014/15. These reports are to provide theme committees with an annual refresh of the work that has been undertaken.

2. REVIEW OF 2014/15

Corporate Plan Priority Outcomes

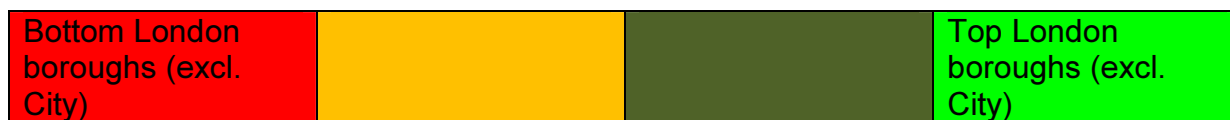
- 2.1 The current priorities set out in the Corporate Plan are to:
 - Create the right environment to promote responsible growth, development and success across the borough;
 - Improve satisfaction of residents businesses with the London borough of Barnet as a place to live, work and study
- 2.2 The performance outturn for 2014/15 (table 1 below) shows the borough's progress against the three Corporate Plan objectives which the Environment Committee contribute to. The most recent outturn for the eight relevant corporate plan indicators (CPIs) performance, is summarised as:
 - 62.5% (5 out of 8) were Green
 - 12.5% (1 out of 8) were Green Amber
 - 12.5% (1 out of 8) Red Amber
 - 12.5% (1 out of 8) Red
- 2.3 Satisfaction ratings for Barnet as a Place to Live remained static in 2014/15 at 88%, compared to the national average of 82%.

Table 1: Progress against relevant areas of the Corporate Plan 2013/16

Strategic Objective	Indicator	Target 2014/15	Latest Outturn 2014/15	Previous Outturn 2013/14
CP Outcome				
Promoting responsible growth, development and success across the borough				
To maintain a well designed, attractive and accessible place, with sustainable infrastructure across the borough	Increase the percentage of household waste sent for reuse, recycling and composting	41%	38.0%	36.4%
	Launching 5 new 'Adopt a place' community schemes at different locations within the borough	5 schemes	5 schemes	4 schemes
	Increased parking in town centres (on street parking bays)	405,500	515,560	419,926
	Increased parking in town centres (car parks)	71,300	124,796	70,867
Improve the satisfaction of residents and businesses with the London Borough of Barnet as a place to live, work and study				
To maintain a well designed, attractive and accessible place, with sustainable infrastructure across the borough	Maintain overall satisfaction levels for the recycling and refuse service	80%	75%	69%
	Make Safe within 48 hours all intervention level potholes reported by members of the public	100%	98.7%	87.6%
	Completion of work on all roads and footpaths identified for resurfacing and maintenance work	Roads-100% Footpaths-100%	Roads-100% Footpaths-100%	Roads-100% Footpaths-100%

Table 2: Benchmarked indicators

Corporate Plan Indicators



(RAG status below is rated against London Borough quartiles)

	2014/15 Target	Barnet 2012/13	Barnet 2013/14	Barnet 2014/15	London	England
Increase the percentage of household waste sent for reuse, recycling and composting	41%	33.03%	36.40%	38.00%	30.5% (2013/14)	42.6% (2013/14)
Launching 5 new 'Adopt a place' community schemes at different locations within the borough	5 schemes	N/A	4 schemes	5 schemes	N/A	N/A
Increased parking in town centres (on street parking bays)	405,500	400,753 (baseline)	419,926	515,560	N/A	N/A
Increased parking in town centres (car parks)	71,300	70,892 (baseline)	70,867	124,796	N/A	N/A
Maintain overall satisfaction levels for the recycling and refuse service	80%	N/A	69%	75%	68%	N/A
Make Safe within 48 hours all intervention level potholes reported by members of the public	100%	87.20%	87.60%	98.70%	N/A	N/A
Completion of work on all roads and footpaths identified for resurfacing and maintenance work	Roads-100% Footpaths-100%	Roads-100% Footpaths-100%	Roads-100% Footpaths-100%	Roads-100% Footpaths-100%	N/A	N/A

2.4 In addition to the Corporate Plan priority areas, each Delivery Unit monitors additional indicators to monitor progress against commissioning priorities and key service delivery indicators; these are outlined in tables 3 and 4.

Table 3: Commissioning Priority and Delivery Indicators

Bottom London boroughs (excl. City)			Top London boroughs (excl. City)
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(RAG status below is rated against London Borough quartiles)

	2014/15 Target	Barnet 2014/15	London	England
Percentage satisfied with street lighting	71%	68%	71%*	N/A
Percentage of street lights 'On' in the Borough	99.3%	99.5%	N/A	N/A
Number of kgs of recycled household waste per household	403	388.41	N/A	N/A
Number of kgs of residual household waste per household	620	634.96	576 (2013/14)	555 (2013/14)
Recovery rate (recycling and energy from waste)	84%	86.90%	N/A	N/A
Cleanliness of the borough: % of unacceptable levels of litter	4%	2.67%	5.8%^	N/A
Cleanliness of the borough: % of unacceptable levels of detritus	14%	9.17%	6.2%^	N/A
Cleanliness of the borough: % of unacceptable levels of flyposting	2%	1.17%	3.8%^	N/A
Cleanliness of the borough: % of unacceptable levels of graffiti	5%	1.50%	1.2%^	N/A

* As part of the Survey of Londoners

^ As provided by the London Councils LAPS benchmarking tool, based on 17 responses.

Table 4: Other information

	Barnet	London	England
Total PCNs issued (2013-14)	167,033	114,813 (Median)	N/A
Appeals to PATAS (2013-14)	3,672	1,342 (median)	N/A
Proportion of appeals allowed (2013-14)	56%	46%	N/A

2.5 A number of major programmes were implemented in 2014/15. Key achievements include:

- Improvement in the percentage of household waste recycled, composted or reused from 33.02% in 2012/13, to 36.35% in 2013/14, and 37.95% in 2014/15;

- Reduction in the kilograms of residual household waste per household from 670kgs in 2012/13, to 640kgs in 2013/14, and 635kgs in 2014/15;
- Route optimisation taken forward for recycling, garden waste and refuse collections to maximise the efficiency of collection services and deliver cost savings;
- Reduction in municipal waste sent to landfill, through work with the North London Waste Authority to divert residual waste from the Hendon Waste Transfer Station to the energy from waste plant at the Edmonton EcoPark;
- Work commenced on the development of a new Municipal Waste Strategy to cover the period 2015-2030;
- Analysis of household waste composition, to inform future service improvements and communications/engagement work in order to deliver further increases in recycling performance;
- Behaviour change project started as part of work with the West London Alliance, to understand barriers to participation in food waste recycling at home, and help to develop approaches to increase future participation.

2.6 Resident satisfaction with the relevant services for Environment Committee in the Autumn 2014 were:

- Refuse collection – 77% saying “good” or “excellent”
- Doorstep recycling – 73% saying “good” or “excellent”

3. PRIORITIES 2015 – 2020

3.1 The Corporate Plan 2015 – 2020 states our vision for Environment:

- Complete modelling and implementation of Alternative Delivery Model (ADM), to ensure contribution to the £5.9 million per/annum saving by 2019/20. Whilst at the same time improving performance and overall quality;
- Continue on-going program to reuse, recycle or compost up to 50% of all household waste by 2020;
- Design and implement an improved commercial waste collection service for local businesses with the aim of achieving up to 50% recycling/composting performance by 2020;
- Continue on-going review of street cleansing operations to improve quality standard for litter and detritus;
- Where appropriate enhance targeted waste enforcement to promote social responsibility and prevent certain forms of anti-social behaviour.

3.2 Meeting Corporate Plan Outcomes 2015 - 2020

The committee will focus on improving the following outcomes:

Parking	Parking is an important service to residents. An improvement programme has created a more efficient parking database for permits and PCNs, a new Parking Policy and web-enabled new GIS parking system which displays all of our parking restrictions and
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	parking bays.
Waste and recycling	Barnet has amongst the highest levels of recycling and the lowest levels of waste compared with similar councils. This results in high levels of resident satisfaction and maintains the green and clean nature of the borough
Parks and green spaces	Barnet is seen as a national leader in developing attractive suburban parks with its communities that promote health and wellbeing, conserve the natural character of the area, and encourage economic growth
Street cleansing	Barnet has amongst the lowest levels of littering compared with similar councils. This results in high levels of resident satisfaction and maintains the green and clean nature of the borough
Cemetery and crematoria	Barnet has a cemetery and crematoria service that delivers the highest possible standards in meeting the needs of the bereaved safely. This includes services including administration, burial, cremation, memorial management, and ground maintenance and cremation memorial options.
Highways	Highways and network management in Barnet delivers a high quality, responsive service that optimises travel times across the borough by both roads and pavements, is safe for users, and reflects the growing nature of the borough
Regulatory services	Regulatory Services in Barnet are effective, targeted, proportionate and easy to access and navigate by users. Breaches in regulatory services are effectively and efficiently enforced and costs recovered by the council. Regulatory services are directly contributing to public health and improved public safety.
Efficiency and holding providers to account	Many of the services within the remit of this committee are delivered through contractual relationships. It is important to ensure that these providers are held to account to deliver what is required at the cost expected.

3.3 The Environment Commissioning Plan (2015 – 2020), approved by the Committee 10 March 2015, set out the priorities, outcomes and commissioning intentions.

Commissioning Intentions

3.4 The Commissioning Intentions for 2015 - 2020 agreed by committee on the 10 March 2015 will support the delivery of statutory requirements, services and aims of the Environment Committee.

The Commissioning Intentions have a series of actions, projects and milestones and align under the seven service components of the Environment Committee. These components include transformation projects that will contribute to delivery savings by 2019-20, whilst improving performance and overall quality. These components and Intentions are as follows:

- **Service component: Parking**

Outsourced service delivering our aims to:

- Keep traffic moving;
- Make roads safer;
- Reduce air pollution;
- Ensure as much as possible that there are adequate parking places available on the high street, and,
- That residents can park as near as possible to their homes.

- **Service component: Waste and Recycling**

Reuse, recycle or compost 50% of all household waste by 2020. Minimise the amount of municipal waste being sent to landfill.

Provide a waste collection service that is accessible and easy to use, that encourages residents to recycle their waste effectively.

Provide waste services to local businesses that are cost effective and that allows them to manage their waste sustainably.

Encourage residents to change behaviours in relation to waste.

- **Service component: Parks and Green Spaces**

Create a high quality physical environment that contributes to the quality of life of residents and visitors.

Manage and maintain parks and open spaces that support healthy living and contribute to building a thriving local economy.

Work with partners to secure investment in new public spaces.

Implement relevant delivery models that deliver a stable and sustainable financial position.

Build stronger local communities by promoting volunteering and other forms of community engagement.

- **Service component: Street Cleansing**

Maintenance of a clean and well cared for local environment, and public spaces, that enhance local areas and support economic wellbeing.

Relevant and targeted enforcement, that promotes prevention of forms of anti-social behaviour.

Build stronger local communities by promoting volunteering and other forms of community engagement.

- **Service component: Cemeteries and Crematoria**

Outsourced service contributing to savings whilst improving performance and overall quality. Including encouraging community involvement; achieving the Gold Standard of the Charter for the Bereaved; and introducing a memorial safety policy.

- **Service component: Highways**

Outsourced service contributing to savings whilst improving performance and overall quality. Including the Streetworks and London Permits Scheme (LoPS); the Highway Safety Inspection and Repairs Programme; and the delivery of a strategic approach to highways.

Street lighting, contributing to savings by 2019/20. Including a review of street lighting delivery to maintain quality standards relating to lighting levels, whilst minimising costs.

- **Service component: Regulatory Services**

Outsourced service contributing to savings whilst improving on existing service levels. Contributing to the production of the Joint Strategic Needs Assessment; responding to service requests; and undertaking planned and proactive inspections.

3.5 The following outlines the key activities being delivered in 2015/16 to take forward our vision for Environment:

- Development of the Boroughs Municipal Waste Strategy
- Development of the Boroughs street cleaning and enforcement strategies
- Introduction of electronic car parking permits
- Continued focus on improving recycling performance
- Development of the Boroughs parks and Open Spaces Strategy and Playing Pitch Strategy
- Address performance issues as highlighted in Table 3 – identify areas of concern in relation to the levels of detritus across the Borough and develop an action plan to deliver improvements

- As part of the work to develop the municipal waste strategy, look to further improve recycling across the Borough by updating the recycling improvement plan, focusing on food waste recycling and improving dry recycling from flats

Performance monitoring

- 3.6 Performance across the Council is monitored by the Performance and Contract Management Committee. This committee receive quarterly reports on progress and spend for each 3 month period of the year. Where performance is considered a concern and relevant to the work of a thematic committee a referral will be made.
- 3.7 This committee will receive annual reports to ensure members are informed on performance as part of their decision making.

Financial performance

- 3.8 The main delivery units that provide services commissioned by the Environment Committee, Street Scene and Parking and Infrastructure, 2014/15 financial performance is outlined below.

Parking and Infrastructure

The provisional outturn for Parking & Infrastructure at the end of Quarter 4 was an underspend of £0.247m. This is largely due to the reduced contribution to the general fund that the SPA is expected to make. This has in the main resulted from reduced income from resident's permits.

- **Street lighting** - The provisional outturn is £0.014m under budget, reflecting the successful implementation of Control Management System (CMS) which enables the dimming control of lighting levels and also the programme of LED lanterns being completed on footpaths. This is now helping to achieve the planned £0.2m saving which is to be delivered in 2014-15.
- **Parking (Car Parks – Non-SPA) and Infrastructure (Highway Reactive works and Sign Shop)** - The provisional outturn shows an underspend of £0.109m is due to staff savings being achieved within the highways DLO which are helping to offset a reduction in sign shop sales levels. For off street car parking an overachievement of the budgeted income has been achieved after the original budget was reduced to a more realistic historical output level.
- **Parking (Special Parking Account)** - The SPA provisional outturn is to budget. This has taken into account contract payments to the parking service provider, as well as income levels for PCNs, on street parking, and permits. This reduced surplus (compared to a surplus of £7.544m in 2013-14) is largely due to reduced resident's permits income following a judicial review ruling that reduced prices. An increase in bus lane PCN income and suspensions income due to

increased volumes is helping to offset reducing income, for on street PCN's.

Street Scene

The outturn for Street Scene at the end of quarter 4 is an overspend £42k.

- **Waste & Recycling** - The final outturn for waste and recycling services has seen an underspend of £84k.
- **Greenspaces** - The service area outturn is on budget. This is due to prudent purchasing of supplies and services and robust controls of staffing levels.
- **Street Cleansing** - The street cleansing service has an overspend of £64k. Throughout 2014/15 the service has been developing a new improved delivery model to commence in April 2015. This is expected to deliver savings of £450k on annual basis. The 2014/15 overspend reflects the inclusion of additional costs related to this restructure.
- **Street Scene Management & Business Improvement teams** - These teams have a combined overspend of £67k. The overspend in the business improvement team has been due to additional staffing that has helped to support and deliver wider efficiencies within street scene.
- **Mortuary** - The mortuary has overspent by £117k due to one off costs incurred as part of the shared service with LB Brent which will lead to longer term savings.

4. REASONS FOR RECOMMENDATIONS

- 4.1 The Commissioning Plan was developed following consultation and agreed in March 2015. This report highlights performance and priorities which should be noted and taken forward where appropriate.

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 5.1 None

6. POST DECISION IMPLEMENTATION

- 6.1 Commissioning plans will be reviewed in Autumn 2015 to contribute to business planning for the council for 2016/20.

7. IMPLICATIONS OF DECISION

- 7.1 **Corporate Priorities and Performance**

7.1..1 As outlined in section 1 of this report, the work of this committee directly impacts on the previous 2013/16 Corporate Plan and the new 2015/20 Corporate Plan.

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

7.2..1 The Environment Committee accounted for 7.1% of the Council's budget in 2014-15; this will increase to 8.4% in 2015-16.

Table 5: Overview of budget

	2014-15 net (£000s)	2015-16 net (£000s)	% difference
Environment	24,948 (7.1% of council budget)	23,461 (8.4% of council budget)	-5.9%%
Total Council Expenditure	286,412	276,465	-3.5%%

7.2..2 The below table sets out the Medium Term Financial Strategy for the Environment Budget up to 2020.

Table 6: Overview of the Adults and Safeguarding related budget and savings

Net budget	2014-15 (£000s)	2015-16 (£000s)	2016-17 (£000s)	2017-18 (£000s)	2018-19 (£000s)	2019-20 (£000s)
Environment Budget	24,948	23,461	21,627	21,154	21,112	22,047
Planned savings (In-year)	(1,205)	(1,851)	(3,560)	(1,410)	(800)	(100)
Additional savings	-	-	(1,125)	(1,199)	(428)	(25)
Actual	24,432					

7.3 Legal and Constitutional Reference

7.3..1 The Council's Constitution, in Part 15 Annex A, Responsibility for Functions, states in Annex A the functions of the Environment Committee including:

- To include specific responsibilities for commissioning the following:
 - Street Scene including pavements and all classes of roads
 - Parking provision and enforcement
 - Road Safety
 - Street Lighting
 - Transport and traffic management
 - Refuse and recycling
 - Street Cleaning
 - Waste Minimisation
 - Waterways
 - Allotments

- Parks and Open Spaces
- Fleet Management
- Trees
- Cemetery and crematorium and Mortuary
- Trading Standards
- Contaminated land and all statutory nuisances.
- Flood Risk Management (scrutiny aspect)
- Council highways functions
- Gaming, entertainment, food and miscellaneous licensing in so far as not otherwise the responsibility of the Licensing Committee or the Licensing Sub-Committee, and Health and Safety regulation (otherwise than as an employer).
- To approve fees and charges for those areas under the remit of the Committee
- To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including fees and charges proposals and virements of underspends and overspends on the budget. No decision which results in the amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.

7.3..2 The Council's Constitution, in Part 15 Annex A, Responsibility for Functions, states in Annex A the functions of the Performance and Contract Management Committee including:

- Monitoring of performance against targets by Delivery Units and Support Groups, including Adults and Communities.
- To make recommendation to Policy and Resources and Theme Committees on the relevant policy and commissioning implications arising from the scrutiny of performance of Delivery Units and External Providers.

7.3..3 Whilst the Council can delegate some of its functions it cannot delegate its duties; this includes the public sector equality duty and other statutory duties. The commissioning Committees of the Council have a vital role in ensuring that providers fulfil their contractual requirements and do not cause the Council to be in breach of its statutory duties

7.4 **Risk Management**

Risks are managed on a continual basis and reported as part of the Council Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report.

7.5 **Equalities and Diversity**

7.5..1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

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

This report highlights strategies, projects and priorities aimed at improving services and opportunities available to groups with protected characteristics. This includes:

- Delivering schemes to ensure there are adequate parking places available for residents to park as near as possible to their homes.
- Creating a high quality physical environment that contributes to the healthy living and quality of life of residents and visitors.
- Reviewing street lighting delivery to maintain quality standards relating to lighting levels, enhancing resident safety.
- Encourage and engage residents in relation to their behaviour toward waste.

7.5..2 Relevant protected characteristics are – age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

7.6 Consultation and Engagement

A large consultation and engagement exercise took place to develop the commissioning plan. Specific consultation and engagement programmes will take place for each programme as necessary.

7.7 This report is in line with the Council's Constitution and therefore falls within the remit of the Environment Committee which determined by its terms of reference.

8. BACKGROUND PAPERS

8.1 2013-16 Corporate Plan, 2014-15 update, Environment Committee 12 June 2014 (item 5, Appendix B)

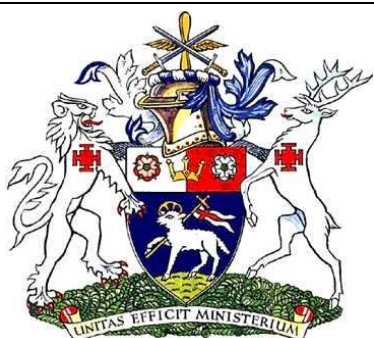
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=7878&Ver=4>

8.2 2015-20 Corporate Plan, Council, 14 April 2015 (Item 13.3)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=7820&Ver=4>

8.3 2015-20 Environment Committee Commissioning Plan, Environment Committee 10 March 2015 (Item 9)

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=7882&Ver=4>



Environment Committee

24 September 2015

Title	Alley Gating - Effective Community Safety Intervention
Report of	Commissioning Director, Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1: An Assessment of the Evidence Relating to Alley Gating.
Officer Contact Details	Kiran Vagarwal, Strategic Lead Safer Communities Kiran.vagarwal@barnet.gov.uk , Tel: 0208 359 2953 Peter Clifton, Community Safety Manager Peter.clifton@barnet.gov.uk , Tel: 0208 359 6071

Summary

Available evidence suggests that alley-gating schemes can be effective in reducing residential burglary, reducing anti-social behaviour (ASB) such as fly tipping and improving public confidence – however the cost effectiveness of similar alley-gating schemes reviewed has been quite variable.

This report details research that has been carried out into similar schemes and recommends an approach for Barnet that identifies a delivery model which maximises the cost effectiveness of individual schemes.

Recommendations

- | |
|--|
| 1. That the Committee consider and comment on the costs and the cost benefits of an alley gating scheme set out in appendix 1 of this report. |
| 2. That the Committee delegate the alley gating approach to the Area Committees in order for consideration to be given as part of area based interventions. |

1. WHY THIS REPORT IS NEEDED

1.1 The Chairman of the Environment Committee raised an urgent item at the 15 July 2015 meeting in relation to misuse of unregistered land in respect to such areas being fly tipped and in some circumstances encountering rough sleepers. The Committee resolved that:

The Commissioning Director for Environment produce a report to the next meeting which outlines options to combat this issue.

1.2 Therefore this report has been produced to provide an initial assessment as to the viability of alley-gating as a community safety and environmental intervention. This report sets out:

- i. A brief explanation of what is alley-gating.
- ii. The prima facie case for alley-gating.
- iii. An assessment of what the evidence says (national and local).
- iv. Exploration of costs.
- v. Consideration of the strategic alignment of this type of intervention with Barnet's priorities.
- vi. A cursory survey of different delivery models.
- vii. Conclusion and recommendations.

1.3 For the purpose of this report alley-gating will be defined as:

'The installation of security gates across a footpath and alleyways. It is a form of situational crime prevention that attempts to reduce the opportunity to commit crimes such as domestic burglary'¹

1.4 The scope of this report is limited to the application of alley-gates to alleys and paths which are not public rights of way.

The Prima Facie Case For Alley-gating.

(The link between alley-gating and positive local outcomes)

The connection between alleyways and offending

1.5 Many residential streets have utility alleys running along the rear of houses. The original purpose of these alleys variously includes: providing residents

¹ 'Installing Alley-gates practical lessons from Burglary Prevention Projects' Shane Johnson and Camille Loxley July 2001 (Home Office Briefing Note 2/01)

easy access to the rear of properties, acting as the domestic rubbish collection point; or providing vehicle access to resident's garages. It is quite common for an alleyway to no longer be used for its original purpose.

1.6 In some locations alleyways have come to be viewed as providing access routes for offenders, and facilitating crime and antisocial behaviour². Alleyways may provide opportunities for crime and anti-social to take place due to the natural cover they provide, lack of formal or informal surveillance and little guardianship.

1.7 A 2009 study into residential burglary in Barnet concluded:

The geographic layout of Childs Hill (and Barnet in general) has more widely spaced houses, rear gardens, back alleyways than more central boroughs in London. These factors create increased opportunities for burglaries to occur, specifically where entry is gained through the rear of the premises. It is estimated this effect contributes around an extra 450 burglaries [in Barnet] per year.

Stated benefits of alley-gating

1.8 Proponents of Alley-gating can point to the following benefits^{3 4}:

- Alley-gates 'increase the effort' for offenders to gain access to the alley area at the rear of houses – hence reduce the use of the area for crime or ASB activities.
- Alley-gates can help households 'reclaim' control and ownership of rear areas (whether they be private gardens, communal alleyways or paths).
- 'When installed and properly used, alley-gates should control access to vulnerable target areas⁵'
- Improving the environment – e.g. reduced fly tipping, rubbish and littering.
- Increasing community involvement- Residents may be encouraged to take greater ownership of the area.
- Increased resident satisfaction with the area in which they live.
- Reducing residential burglary.
- Reducing arson attempts.
- Reducing the fear of crime.

² 'The prevention of domestic burglary' Niall Hamilton-Smith and Andrew Kent in the 'Handbook of Crime Prevention and Community Safety' Nick Tilley 2005

³ (a) Installing Alley-gates practical lessons from Burglary Prevention Projects' Shane Johnson and Camille Loxley
July 2001 (Home Office Briefing Note 2/01)

(b) The prevention of domestic burglary' Niall Hamilton-Smith and Andrew Kent in the 'Handbook of Crime Prevention and Community Safety' Nick Tilley 2005

⁴ The prevention of domestic burglary' Niall Hamilton-Smith and Andrew Kent in the 'Handbook of Crime Prevention and Community Safety' Nick Tilley 2005

⁵ Installing Alley-gates practical lessons from Burglary Prevention Projects' Shane Johnson and Camille Loxley
July 2001 (Home Office Briefing Note 2/01)

- Reduced opportunities for groups of people to cause disturbance or annoyance - this could mean anything from drinking in the alleys to taking drugs.
- Stopping access to those intent on spraying garages and walls with graffiti.
- Fewer problems with dog fouling by stray dogs.
- Provide safe play areas for children.

Strategic Alignment with Barnet's Community Safety Strategy 2015-2020

1.9 Given the evidence that Alley-gating:

- can be effective in reducing Burglary, reducing ASB, increasing community confidence;
- has the potential to improve the environment through reduced fly tipping, rubbish and littering;
- has the potential to increasing community involvement through residents being encouraged to take greater ownership of the area;

There is an apparent alignment between the likely outcomes of an effective alley-gating delivery scheme and the strategic aims and priorities set out in Barnet's Community Safety Strategy 2015-2020. Specifically contributing towards the following outcomes:

Outcome 1: Residents and businesses feel confident that the police and Council respond to crime and ASB in their area.

Outcome 6: Sustained reductions Burglary and other high volume crime types.

The scheme will also contribute to each of the three overarching objectives in the strategy:

Objective 1. To provide a victim centred approach to victims of crime and anti-social behaviour.

Objective 2. To maintain reductions in crime and anti-social behaviour.

Objective 3. To improve the perception of Barnet as a safe place to live, work and visit.

Types of Delivery Models

1.10 A cursory review of open source information relating to alley-gating delivery models operated by other London local authorities identifies that the strongest ally-gating delivery models tend to be those which:

- Provide a clear interface between residents who are thinking about pursuing an alley-gating scheme and the Council.
- Clearly demark responsibility for the different stages of implementing a scheme between residents and Council.

- Provide a clear timetable and process map so that residents can understand what is expected.
- Are transparent about the criteria for application are reviewed against for example for funding or part funding.

1.11 It is also apparent that the different delivery models can be broadly characterised by the question of who has responsibility for the different stages and requirements of implementing the alley-gates and maintaining the alley-gated area. These are listed in the table below:

Table 1: Who has responsibility for the different stages and requirements for implementing an alley gate.

Task	Responsibility of...
Securing agreement from all relevant parties (e.g. residents, home owners, people who may be effected by the gates)	Residents OR Council
Conducting Land registry checks	Residents OR Council
Applying for planning permission if relevant	Residents OR Council
Financing purchase of gates and instillation cost	Residents OR Council
Issuing copies of keys	Residents OR Council
Maintaining gates once installed	Residents OR Council
Removing rubbish or overgrowth as necessary to allow gate instillation	Residents OR Council
Removing rubbish /overgrowth from the area (i.e. after gates are in place)	Residents OR Council
Providing advice	Council

1.12 Depending on the delivery model the costs, cost variance, resource implications for the Council can differ greatly. In order to capture the benefits of providing a universal alley-gating model while minimising resource and cost implications (especially cost variability) for the Council, the model recommended is set out in table 2.

Table 2: Model Proposed

Task	Responsibility of...
Securing agreement from all relevant parties (e.g. residents, home owners, people who may be effected by the gates)	Residents
Conducting Land registry checks	Residents
Applying for planning permission if relevant	Residents
Financing purchase of gates and installation cost	Council provide 50% match funding with the remaining funding being raised by local residents. Schemes are agreed and funded through the Area

	Committee process
Issuing copies of keys	Residents
Maintaining gates once installed	Residents
Ownership of gates	Residents
Removing rubbish or overgrowth as necessary to allow gate installation	Residents
Removing rubbish or overgrowth from the gated area (i.e. after gates are in place)	Residents
Providing advice	Council

1.13 This model suggested in table 2 somewhat similar to Ealing’s model. The Ealing model is outlined to residents in a way that is clear and easy to understand.

2. REASONS FOR RECOMMENDATIONS

2.1 This report has highlighted:

- That the costs of an alley-gating scheme can vary from locality to locality.
- Local community engagement and partnership is crucial to ensure local ownership and long term sustainability for example the securing of the gage and maintaining the restricted areas.
- The need and appropriateness of installing an alley gate to prevent crime and ASB will be based on local if not street based data if we were to provide a scheme that targets resources effectively in the areas that have the most need and ensure full evaluation of impact.
- The benefits of increasing community confidence and reducing the fear of crime.

2.2 The area forums have been identified as a potential forum that could consider this scheme as one of their local interventions as this would ensure that the scheme is driven by local community need and targets the right areas.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative delivery models in other local authorities have been considered. There are no funding streams available to fund a borough wide alley-gating scheme. The preferred model set out in section 1.23 of this report is best aligned with the Council’s vision set out in its 2015-2020 Corporate Plan as highlighted in section 3.4 of this report. Therefore, the recommendations made in this report can lead to ensuring such an intervention is driven by local community need.

4. POST DECISION IMPLEMENTATION

- 4.1 If the recommendation is approved to present the information for consideration to the area forums the following action will be taken:
- i. This information will be presented to the area forums to consider.
 - ii. Barnet Community Safety Team will produce area based analysis on burglary and alley ways to support the presentation of information at the forums.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The approach recommended in this report furthers the priorities set out in Barnet's Corporate Plan 2015-2020 in a number of ways, specifically:

- (a) More involved and resilient communities – developing greater community participation, engagement and involvement. The approach suggested in this report supports the Council's vision to develop a new relationship with residents that enables them to be independent and resilient and to take on greater responsibility for their local areas. Recognising that residents would like to be more involved in what happens in their community.
- (b) Barnet's local environment will be clean and attractive.
- (c) Barnet will be amongst the safest placed in London, with high levels of Community cohesion, and resident's feelings safe – the Council will work with communities and partners to achieve long-term sustained reductions in crime and reduce overall crime including burglary and prevent and deter anti-social behaviour and repeat victimisation.

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

- 5.2.1 If the Committee decides an alley gating scheme is required for the borough there will be cost implications to the Council. The exact cost of the scheme will be dependent on the delivery model and approach agreed. Costs would include staff resources to manage and deliver the scheme as well as the installation of the gates.
- 5.2.2 The average cost that has been estimated from other information included in appendix 1 is estimated to be £2,000 per gate. The recommended model will require a match funding contribution from residents. There will be also be staffing costs to manage and deliver the scheme as well as the process for installing the gates. This will have to be considered on a case by case basis and approved by the Area Committees.

5.3 Social Value

Not relevant to this report.

5.4 Legal and Constitutional References

5.4.1 Under Section 17 of the Crime and Disorder Act 1998, it is also a duty of the Council (and other partner agencies, including police, fire & rescue, GLA, TfL) when exercising its functions to have due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder (including anti-social behaviour), misuse of drugs, alcohol and other substances and re-offending.

5.4.2 The Council's Constitution (Responsibility for Functions – Annex A) sets out the Terms of Reference of the Environment Committee which includes Street Scene and Footways.

5.4.3 In each case a due diligence Land Registry check is required to identify any registered owner of the alleyway who will need to be notified of the proposal. However in many cases the absence of registration will mean that the land is in unknown ownership. Any gating of a private alleyway will require the consent of adjoining landowners having use of the alleyway.

5.5 Risk Management

Not applicable to this report.

5.6 Equalities and Diversity

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

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

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services. There is no equality impact issues relating to the matters set out in this report. When analysing information on victims, offenders or location of crime and ASB generally, the protected characteristics are recorded, analysed and disproportionate trends identified when planning the appropriate strategic and operational intervention.

5.7 Consultation and Engagement

5.7.1 Engagement and consultation with local area committee's may be required.

5.8 **Insight**

Not relevant to this report.

6. **BACKGROUND PAPERS**

'Installing Alley-gates practical lessons from Burglary Prevention Projects'
Shane Johnson and Camille Loxley

July 2001 (Home Office Briefing Note 2/01)

'The prevention of domestic burglary' Niall Hamilton-Smith and Andrew Kent
in the 'Handbook of Crime Prevention and Community Safety' Nick Tilley 2005

Appendix One

An Assessment of the impact and installation of Alley Gating.

-What the national and local evidence has to say on the benefits of alley gating-

1. National Research

1.1 Evidence for Burglary Reduction:

- A reduction in the residential burglary rate of 50% to 60% was observed in four standalone trials (Armstrong 1999, Young 1999, University of Liverpool 2003).
- Seven large component studies as part of a national reducing burglary initiative demonstrated a 15% reduction in burglary (change relative to a control area)⁶.
- The paper 'Alley-gating revisited' Armitage & Smithson 2007 reviewed studies which assessed the impact of alley-gating on burglary and found that "Previous studies of Alley-gating schemes and their crime reduction impacts have revealed positive findings. These studies focused mainly on the reduction of burglary in the scheme areas, with reductions ranging from 37% (net of changes in the wider area) to 65% (gross reduction)." Several evaluations are described in detail in this paper, as an illustration, here is one example:

The Abbey Ward Alley-gating Scheme in Merton, London Reed and Nutley (1998) report the findings of an evaluation of an Alley-gating scheme in one particular ward (Abbey) in Merton, London. Crime pattern analysis revealed that the Abbey ward, which contained 14 per cent of the population, was experiencing 22 per cent of the crime in the borough and that burglary was 50 per cent higher than the next highest ward. The local partnership applied for SRB funding to implement a variety of crime reduction measures, one of which was alley-gating.

An independent evaluation revealed that in the one year period following the installation of 170 gates, rear entry burglary was reduced by 50 per cent. Reed and Nutley (1998) state that in a one year period, where alley-gating schemes had been completed, not one burglary via the back alleys was reported."

1.2 Evidence for non-burglary reduction related benefits for example ASB and Public Confidence:

⁶ The prevention of domestic burglary' Niall Hamilton-Smith and Andrew Kent in the 'Handbook of Crime Prevention and Community Safety' Nick Tilley 2005

Armitage & Smithson 2007 conducted a survey of residents in locations where Alley-gating schemes had been implemented. Their conclusions are summarised below:

- Schemes demonstrated a wider impact than solely the reduction of crime (such as burglary).
- Alley-gates have led to an increased satisfaction with the area, reductions in reported levels of ASB and increased feelings of safety.
- For almost all categories the levels of ASB in the gated areas were statistically significantly lower than in the non-gated areas.
- The schemes demonstrated a sustainable impact on crime and ASB – a follow up survey conducted four years later as part of the study identified that the improvements had been sustained. This is in contrast to some other types of community safety interventions which demonstrate diminishing returns after the initial impact.
- The sustainability of gates is likely due to the fact they provide complete closure to the defined area, are durable and permanently affect the routine activities of offenders.

2. Local Evidence

2.1 Review of an Alley-gating scheme in Barnet:

The Safer Communities Partnership implemented an Alley-gating scheme in Child Hill during 2011, in the two and a half year period after the gates were installed the street in the scheme, demonstrated a gross burglary reduction of 56% and a net reduction (net of change in the wider area) of 23%.

2.2 Review of the Enfield Alley-gating model:

The below summary of alley-gating in Enfield borough is based on an enquiry made by Barnet Community Safety Team to Enfield Community Safety Team.

2.3 Alley Gating in Enfield Borough:

- Started in 2009.
- At the start the scheme received approximately £100k funding (from various sources - Local Authority and GLA funding).
- The costs per 'scheme' or per 'gate' varied depending on the circumstances however the costs would typically amount to a few thousand per gate. This cost covered both implementation of the gate and also the costs of site visits, obtaining residents consent etc.
- The main focus of the alley gating tactic in Enfield is to reduce residential burglary. Alley gating has been part of Enfield's 'Safe as Houses' anti-burglary project.

2.4 Alley Gating in Enfield 2009 – 2012. Process (as in 2009):

- i. Crime analyst identified top streets for rear approach burglary.

- ii. Environmental Officer visited identified streets to identify if viable to install gates and how many would be needed.
 - iii. Neighbourhood Police team engages residents to secure consent from the residents in the street in question.
 - iv. Dedicated Alley Gating Officer (was a full time role) coordinates the above steps, also coordinates applications for planning, publicity and the instillation of the gates. The costs of the scheme/gates were covered by the local authority (i.e. zero cost to residents, except in the case where the gating is on private land rather than land the local authority are responsible for).
- 2.5 Following the above process by 2011, 88 schemes had been implemented (a single scheme may have a number of gates to fully close of an alley or network of alleys). The results analysis carried out by Enfield showed a 46.7% reduction in the targeted streets after the first year (compared to a 7% decrease in the same period over the rest of the borough). Enfield further state that the reduction has been sustained rather than being a short term reduction only.
- 2.6 From 2012 the Enfield process has changed somewhat (see below) and has had significantly less funding than that during 2009-11. This has resulted in a corresponding decrease in the number of gates being installed in Enfield since 2012.
- 2.7 Alley Gating in Enfield 2012 onwards:
- Process same as in 2009 (see above) with the below exceptions:
- a) Due to reductions in funding step (iv) in the above process is no longer able to be carried out by an officer solely dedicated to alley gating, and is instead covered by an Environmental Protection officer as one of their remits.
 - b) Since 2012 there has been a very large reduction in the funds available for the project so the number of schemes able to be implemented has reduced.

3. Costs and benefits

(Review of overall costs and the costs vs. benefits)

Costs

- 3.1 According to publically available information from Redbridge Council: "Typically an alley gate scheme costs in excess of £1,000 the final cost is dependant on how many gates there are within a scheme, the width of the entrances and whether railings are needed as well."
- 3.2 Publically available information from Hillingdon Council provides the below estimates as approximate guidelines:
- Gates £1,450 each
 - Keys £3.50 each

- Lock box £75 each
- Powder coating £280 per gate

3.3 It is to be noted that in addition to the direct costs such as materials and gate installation costs, a universal alley gating delivery model for Barnet would also need to take into account the indirect costs of resourcing the model (for example training to provide staff with the required knowledge to administer the scheme, to advise residents, the analytical support required to ensure evidence is considered prior to installation and evaluation on the impact of the scheme).

Cost benefit reviews

3.4 According to Hamilton-Smith and Kent (2005) three schemes participating in the national Reducing Burglary Initiative conducted cost benefit evaluation of their alley-gating schemes. These demonstrated a cost benefit ratio of £1 invested: £1.17 saved in terms of crime reduction benefits.

3.5 They also found that the cost-effectiveness of different alley-gating schemes was quite variable depending on various factors including: the degree of community consultation required; legal, planning and design work; physical characteristics of the location (i.e. which may require more expensive gates).

3.6 Therefore when implementing a delivery model for alley-gating schemes - careful consideration needs to be given around procurement practices as well as the structure of the delivery model (i.e. who is responsible for what including costs).

3.7 The Barnet alley-gating scheme implemented in Childs Hill in 2011 achieved gross benefits of approximately £10k per year in terms of burglary crime reduction savings. It is to be noted that this does not imply all of this saving is directly realised by the Council - this estimate is based upon the home office produced unit cost estimates for different crime types. The estimates take into account anticipatory costs for example security expenditure, consequential costs (e.g. property stolen, emotional or physical impacts), and response costs (e.g. costs to the criminal justice system).

Marginal benefit

3.8 Given that there is no universal borough wide alley gating offer being delivered by the Council – it is likely that the introduction of even a small scale alley-gating delivery model, by providing an additional Council response option to community concerns, would provide a marginal benefit in terms of the impact on public confidence that the local authority acts to reduce crime and ASB.

4. Ealing's Delivery Model

4.1 This report provided an example of a proposed model should alley gating be considered which is somewhat based on the model operated by Ealing. The

responsibility allocation between residents and the local authority is demarked very clearly in their guidance:

http://www.ealing.gov.uk/info/200030/crime_prevention/717/alley_gating

	AGENDA ITEM 9
	Environment Committee 24 September 2015
Title	Local Implementation Plan (LIP) 2016/17 Annual Spending Submission
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix – Proposals for inclusion in 2016/17 Annual Spending Submission to TfL
Officer Contact Details	Jane Shipman, jane.shipman@barnet.gov.uk , 020 8359 3555

Summary
<p>This report contains a summary of the proposals for inclusion in the Annual Spending Submission to Transport for London (TfL) for 2016/17 LIP funding are set out, based on the programme of investment contained within the LIP three year delivery plan modified to reflect adjustments made in last year’s submission, to accommodate the actual expected funding and to define schemes in relation to an undefined allowance for regeneration proposals. Approval of these for submission is sought.</p>

Recommendations
<p>That the Environment Committee approve the 2016/17 Local Implementation Plan (LIP) Annual Spending Submission detailed at Appendix C for submission to Transport for London</p>

1. WHY THIS REPORT IS NEEDED

1.1 2016/17 LIP Annual Spending Submission

1.2 In April 2012 the Mayor of London approved the Local Implementation Plan (LIP) for Barnet that was produced in response to the Mayor's Transport Strategy (MTS) published in May 2010. The approved LIP incorporated a Delivery Plan for the period 2011/12 to 2013/14 to deliver the priorities identified in the LIP.

1.3 In 2013 all the London boroughs updated their Second LIPs to include a refreshed Delivery Plan for the period from 2014/15 to 2016/17. These were agreed by TfL in December 2013 and TfL expect these to form the basis for each authority's 2016/17 LIP Annual Spending Submission.

1.4 On 16 September 2014 the Environment Committee approved 2015/16 LIP Annual Spending Submission that was similarly based on the programme of investment included in the refreshed delivery plan. This identified adjustments to the Delivery Plan proposals to manage the level of funding available and other changes to requirements over time. The likely 2016/17 requirements as identified at that time were also included, based on an estimate of the likely funding.

1.5 Expected 2016/17 funding allocations are now available, which affects the programme to some extent, and other changes to requirements are also identified in the Appendix of this report sets out the proposed 2016/17 funding application, identifying the changes to the proposals as identified in the September 2014 report and 2015/16 Annual Sending Submission.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation for inclusion in the annual spending submission are heavily based on the proposals included in the agreed three-year delivery plan as modified in the last annual submission. A loosely defined item for 'Future Regeneration Priorities' has been adjusted in value to address the variation in the level of funding available and re-defined to address some specific areas, generally consistent with the original definition:

Specific issues have been identified that might be addressed from this funding have been identified as studies and development of proposals for:

- North Finchley – more detailed work to develop the previous studies that have considered the potential for road layout changes around the Tally Ho gyratory. £50k
- Burnt Oak – consider options to make junction of the A5/Watling Avenue more pedestrian friendly. £50k
- Chipping Barnet – study to consider changes to the high street to address the aspirations of the Chipping Barnet Town Team. £50k
- Options appraisal A1-M1 link. £30k
- New Southgate – support Crossrail 2 work and development of ideas for A406 tunnel in the area. £9k

- Review of lorry restrictions in operation in the borough. £20k

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative detailed approaches might be introduced to manage the funding available while delivering on the borough transport priorities or adjusting the allocation of funding between proposals. However, there is an expectation that proposals are based on the 3 year delivery plans and have attempted to remain consistent with the previous year decision.

4. POST DECISION IMPLEMENTATION

- 4.1 Once approved the 2016/17 Annual Spending Submission proposals will be submitted to TfL via a pro-forma spreadsheet or direct to the TfL Borough Portal (a web based tool developed by TfL to manage allocation of funds, reporting, forecasting and subsequently claiming of funding). TfL generally approve the schemes submitted in December for the following year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This report addresses the Corporate Plan strategic objective that: the council, working with local, regional and national partners, will strive to ensure that Barnet is a place where services are delivered efficiently to get value for money for the taxpayer. It approves the annual spending submission to TfL which provides the mechanism by which LIP funding of schemes is approved by TfL and identifies prioritisation schemes aimed at ensuring work is focused on those proposals that address agreed priorities and provided good value for money.

Schemes included in the Annual Spending Submission directly address the corporate plan delivery objective of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic, increased recycling principal road resurfacing schemes and traffic management schemes.” They also help address the objectives “Barnet’s children and young people will receive a great start in life”; “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built and job opportunities created”, through delivery of school travel proposals, road safety education and training and engineering schemes and work to support regeneration and town centre proposals.

- 5.1.2 School Travel Planning activities and activities that encourage walking and cycling in general help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. Injuries and deaths from road traffic accidents also have an impact on health and health services.

- 5.1.3 The Joint Strategic Needs assessment identifies that pollution levels are higher along arterial routes, particularly the North Circular, M1, A1 and A5. This has health impacts related to air quality. It also identifies that the majority of people visiting town centres in Barnet do so by foot, bicycle or public

transport. Encouraging this, particularly in less healthy areas, could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 Core funding for the implementation of the LIP is provided by TfL through a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues, separate maintenance programmes for Principal Roads and Bridges based on condition and a borough discretionary budget of £100k for use for any transport purpose.

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

5.2.3 Approved funding will be incorporated into the 2016/17 budget. The amount requested and being bid for from TfL under the 2016/17 LIP is £3.413m, and for Principal Roads is £1.344m as outlined in the appendix.

5.3 Social Value

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

5.4 Legal and Constitutional References

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

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

5.4.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan

5.5 Risk Management

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

5.6 Equalities and Diversity

5.6.1 The annual spending submission includes programmes of road safety education initiatives and small scale traffic management and safety schemes that will tend to benefit groups currently disproportionately affected by road traffic collisions. This can include young people and older people, males, and some minority ethnic groups. Provision for 20mph proposals especially near

schools is expected to particularly benefit children.

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

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

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

5.7 Consultation and Engagement

5.7.1 Specific consultation in relation to the 2016/17 ASS has not been undertaken.

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

5.8 Insight

5.8.1 The full LIP sets out the data informing the transport priorities used, and injury accident data, data from other public sources and survey data informs the prioritisation proposed.

6. BACKGROUND PAPERS

6.1 On 16 September 2014 the Environment Committee resolved: That the Committee approve the proposals set out in Appendix 1 of the report for inclusion in Barnet's 2015/16 LIP Annual Spending Submission to TfL. This report, appendix and decision can be found at: <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8093&Ver=4> (item 7). The report also provides fuller background information on the LIP.

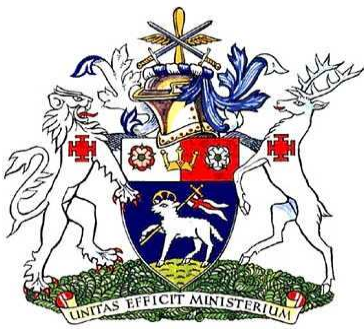
6.2 Annual Spending Submission guidance for 2016/17 is provided here, together with 2014/15-2016-17 guidance that addressed the LIP three year delivery plan:

<https://tfl.gov.uk/corporate/publications-and-reports/local-implementation-plans>

More general information and Statutory Guidance in relation to LIPs is available here:

<https://tfl.gov.uk/info-for/boroughs/local-implementation-plans?intcmp=20412#on-this-page-1>

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Environment Committee
24 September 2015

Title	Enforcement of Single Yellow Lines on Bank Holidays
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – PCNs issued on Bank holidays Appendix 2 – Contravention Codes Appendix 3 – Bank Holiday Single and Double Yellow Line Enforcement over two year
Officer Contact Details	Claire Symonds, Commercial & Customer Services Director 0208 359 7082 Claire.symonds@barnet.gov.uk Paul Bragg, Infrastructure and Parking Manager 020 8359 7305, Paul.bragg@barnet.gov.uk Gavin Woollery-Allen, Senior Engineer – Traffic and Development (Re) gavin.woollery-allen@barnet.gov.uk

Summary

In November 2014, this Committee agreed a new Parking Policy which sets out the Council’s approach to parking and in particular how it undertakes parking design and enforcement. This report is in response to a previous request by this Committee to provide specific details on the current practice of enforcing single yellow lines on Bank Holidays.

Recommendations

- 1. That the Environment Committee note the reasons why single yellow lines are required on Bank Holidays and authorises that parking enforcement continues for the reasons set out in this report.**
- 2. That the Environment Committee agree that the signs at the top 10 locations listed in Appendix 3 where the most PCNs have been issued be reviewed and improved to ensure motorists are clear when the parking controls operate and to improve compliance.**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the November 2014 meeting of this Committee, members agreed a new Parking Policy which included a schedule indicating the days of enforcement for specific parking restrictions. The Policy makes provision for enforcing single yellow lines on Bank Holidays with the exception of Christmas Day.
- 1.2 At the Environment Committee of 11th June 2015 a Member's item was received in relation to the practice of particularly enforcing single yellow lines on Bank Holidays. The Committee agreed that a further report providing answers to specific issues discussed is brought back to a future Committee and this report contains the information requested.
- 1.3 One of the objectives of agreeing a new policy was to move away from the historical amalgamation of separate decisions accumulated on a case by case basis and to develop a reasoned and consistent approach. It also provides a framework to monitor the performance of delivering the Councils aims and objectives.
- 1.4 It is a popular misconception that Bank Holidays are the same as Sundays and that waiting restrictions do not apply. Where a sign states 'Monday to Saturday' this therefore also includes a Bank Holiday Monday. For the Bank Holiday to be exempt the sign would also have to include the words 'Except Bank Holidays'.
- 1.5 All single yellow line waiting restrictions within the borough were designed on the basis that the restriction would also apply on a Bank Holiday and as such none of the signs currently include the wording 'Except Bank Holidays'.
- 1.6 Parking enforcement contributes to the authority's transport objectives. The aim is to increase compliance with parking restrictions through clear, well designed, legal and enforced parking controls. Civil parking enforcement provides a means by which an authority can effectively deliver wider transport strategies and objectives. Enforcement of parking controls ensure that parking in town centres and other shopping areas is convenient, safe and secure, including appropriate provision for motorcycles and deliveries.
- 1.7 Parking controls have been developed over time to meet the following objectives:

- Improving road safety;
- Managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists),
- Improving the local environment;
- Improving the quality and accessibility of public transport;
- Meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car; and
- Managing and reconciling the competing demands for kerb space of:

residents; shops; businesses; visitors (especially where there are many tourist attractions and hotels); pedestrians; delivery vehicles; buses, taxis, private hire vehicles; cars; bicycles; and motorcycles.

- 1.8 All proposals were subject to a thorough design review process which involved a qualified engineer assessing the specific needs based on the circumstances of each location and determining the appropriate parking controls to resolve a particular issue.
- 1.9 The design and provision of yellow lines is primarily focussed on addressing the parking issues which occur locally on a regular basis (i.e. during the regular working week and/or on weekends) in order to meet the Council's aims to keep traffic moving and making roads safer.
- 1.9 Although it is accepted that traffic conditions on a public/bank holiday differ from what occurs on an equivalent "normal" day, it should be noted that due to various cultural events in the borough, there are areas which, on a public/bank holiday, generate additional traffic and attract a large number of visitors during a focussed period, which in turn would affect traffic flow and road safety without adequate enforcement of parking restrictions.
- 1.10 To allow parking on yellow lines on Public/Bank holidays would be contrary to the Council's stated transport objectives and its statutory Network Management Duty of ensuring the expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 (TMA), as allowing motorists to park in lengths where they would otherwise be restricted, would likely result in increased congestion and a higher risk of accidents. It is for this reason that officers do not recommend any changes to the current parking enforcement regime.
- 1.11 The table in Appendix 1 shows the number of Penalty Charge Notices (PCNs) issued, by contravention type (Appendix 2), on bank holidays over the last two years. The majority of PCNs issued are for Code 01 contraventions - '*Parked in a restricted street during prescribed hours*'. A total of 2590 PCNs were issued on bank holidays during this period. It is therefore clear that enforcement of parking controls on bank holidays is necessary to ensure free flow of traffic and improve road safety.
- 1.12 There are approximately 2,200 single yellow lines waiting restrictions signs that would require replacement should a decision not to enforce on bank

holidays is taken. The cost of replacing these signs is estimated £132,000 at £60 per sign.

- 1.13 The cost of reviewing the top ten locations is estimated at £10,000.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Effective management of the road network is a key part of a long- term strategy for a modern, efficient and sustainable transport system. The Traffic Management Act 2004 imposes an explicit duty on local authorities to manage their network so as to reduce congestion and disruption. In agreeing the new parking policy at this Committee's meeting in November 2014, the Council ensured that its policies and standards with regards to parking enforcement are transparent, fair and consistent and that its duties under the TMA are met.
- 2.2 The restrictions that currently exist have been introduced, in many cases as a result of requests from residents and following extensive investigations and consultation. In relation to the restrictions that prohibit vehicles from waiting at a specific location these have been implemented to assist in the management of the highway network and specifically to meet with the duties imposed on the highway authority to maintain the free movement of traffic and hence avoiding congestion, whilst also ensure that the network is safe for all users.
- 2.3 On that basis the restrictions in place are considered essential in ensuring that the Council's duty to effectively and efficiently manage the highway network is met.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In relation to the Parking Policy, the alternative option is not to implement the new Parking Policy (or parts of it) which would be inconsistent with approving the Policy in the first place and would leave the authority open to challenge.

4. POST DECISION IMPLEMENTATION

- 4.1 To implement the Council's newly adopted Parking Policy by enforcing all non-compliant parking related to single yellow lines.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Barnet Council will work with local partners to create the right environment to improve the satisfaction of residents and businesses with the London Borough of Barnet as a place to live, work and study.

- 5.1.2 The priority outcomes set out in the latest Corporate Plan are:

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

5.1.3 The effective implementation of the Parking Policy will help to achieve the above priority outcomes, particularly in respect of improving the satisfaction of residents through improved confidence in the Council due to operating an effective parking service which is detailed in a clear, publicised Policy which demonstrates that consistent processes are being followed in order to deliver the defined aims and objectives.

5.1.4 Shared responsibility includes motorists ensuring that they understand and practice compliant parking and in so doing take account of policy and guidance documents and in particular complying with the Highway Code recommendations.

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

5.2.1 The enforcement carried out currently serves to improve compliance and also provides income into the Special Parking Account.

5.2.2 The cost of reviewing and improving signs at the top 10 locations is expected to be £10,000. This would be funded from the SPA.

5.2.3 If a decision was taken to cease enforcement this would reduce the SPA income and hence the SPA funding allocated for other service provision (those allowable) would not be sufficient to sustain the services at planned levels.

5.2.4 It would not be appropriate to simply cease enforcement. In order to remain consistent and compliant with statutory guidance the signage at all single yellow line locations would need to be replaced with a sign that identifies that the restrictions do not apply on a Bank Holiday. As there are a considerable number of signs that would need replacing there would be significant costs related to carrying out this work.

5.2.5 If enforcement were ceased there would also be a need to review and amend the existing Traffic Management Order to accommodate any proposed change and this would have a cost implication.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution (Responsibly For Functions, Annex A) gives the Environment Committee certain responsibilities related to the street scene

including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management including agreement of the London Transport Strategy Local Implementation Plan.

- 5.3.2 Under the Road Traffic Act 1991 the Council took over the enforcement of all parking places on the highway in 1994. In 1994 following a pilot where decriminalised enforcement covered three areas, the Council applied for an order to be made designating the whole borough a Special Parking Area which was duly done - with the exception of the current Transport for London Road Network and the M1 motorway. Consequently the Council is empowered to enforce the full range of "decriminalised" parking controls that it implements in any borough road.
- 5.3.3 In using the powers under the Road Traffic Regulation Act 1984, the authority has a duty, amongst other considerations, to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities both on and off the highway. This is pursuant to section 122 of the Road Traffic Regulation Act 1984.
- 5.3.4 The Department for Transport issued in February 2008 "The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions" (the "Statutory Guidance"). The Statutory Guidance is published by the Secretary of State under section 87 of the Traffic Management Act 2004. Section 87 (2) requires local authorities to have regard to the Guidance in the delivery of Civil Enforcement of Parking Contraventions.
- 5.3.5 The Department for Transport issued in November 2010 to all local authorities a document entitled: "Operational Guidance to Local Authorities: Parking Policy and Enforcement – Traffic Management Act 2004" ("DfT Guidance"). The DfT Guidance sets out the policy framework within which the Government believes all local authorities should be setting their parking policies.

5.4 Risk Management

- 5.4.1 Not enforcing parking restrictions in an effective and consistent manner would lead to confusion and would certainly have a detrimental impact on the Highway Authority's ability to comply with its Traffic Management Duties, including ensuring the safety of the highway and the effective and timely movement of traffic.
- 5.4.2 Any potentially negative view of the Council's Policy regarding the deployment of restrictions and the enforcement of them is outweighed by the need for a clear and understandable parking policy that explains the purpose of the parking controls in place throughout the borough.
- 5.4.3 Those road users who claim that they do not understand the signage in place should be reminded that all drivers have a responsibility to ensure that they obey the Highway Code and comply with parking restrictions. There are many sources of information available to drivers, including a number of web sites

whose main objective is to help drivers avoid paying PCNs. Even these sites identify that there is a myth that exists that Bank Holidays are treated the same as Sundays.

5.5 Equalities and Diversity

5.5.1 The Equality Act 2010 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 was carried out as part of the development of the parking policy. The overall feedback from this assessment did not indicate any adverse impacts to the protected groups or lead to any reassessment of the policy. Their involvement and participation gave confidence that our proposals were appropriate to the needs of the diverse groups that this policy may impact.

5.6 Consultation and Engagement

5.6.1 The Council's new parking policy (and hence its proposals) was developed through a robust and extensive public consultation exercise, which was approved by this committee.

6 BACKGROUND PAPERS

LONDON BOROUGH OF BARNET PARKING POLICY – NOVEMBER 2014
TRAFFIC MANAGEMENT ACT 2004

APPENDIX 1

Number of PCN's issued on Bank holidays over a two year period and by offence type.

Contravention codes	01	02	16	21	23	24	26	27	30	34	40	45	47	62	99	Grand Total
Boxing Day																
26/12/2014	82	12						1			3		1	11		110
Early May Bank Holiday																
05/05/2014	220	15	1				2	1	2		4	1	1	7	1	255
04/05/2015	261	12	4	3			1	7			4		2	19		313
Easter Monday																
21/04/2014	141	34			1		2	2	2		3	1	3	9		198
06/04/2015	160	3					2	2	2		3	1		15		188
Good Friday																
18/04/2014	136	19	1				4	3			3		3	9		178
03/04/2015	143	7						3	1		4		1	26		185
New Year's Day																
01/01/2014	114	21						3		110	4	1		8		261
01/01/2015	145	19						2	1		2			16		185
Spring Bank Holiday																
26/05/2014	201	26					1	5			2		1	11		247
25/05/2015	194	24	3			1		1			7		1	18	1	250
Summer Bank Holiday																
25/08/2014	187	15	1	1			3	4	2		5		1	6	1	226
Grand Total	1984	207	10	4	1	1	15	34	10	110	44	4	14	155	3	2596

Appendix 2

Contravention codes, descriptions and charge level

(H) = Higher penalty level (L) = Lower penalty level

01 - Parked in a restricted street during prescribed hours (H)

02 - Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force (H)

16 - Parked in a permit space or zone without displaying a valid permit (H)

21 - Parked wholly or partly in a suspended bay or space (H)

23 - Parked in a parking place or area not designated for that class of vehicle (H)

24 - Not parked correctly within the markings of a bay or space (L)

26 - Parked in a special enforcement area more than 50cm from the edge of the carriageway and not within a designated parking place (H)

27 - Parked in a special enforcement area adjacent to a footway, cycle track or verge lowered to meet the level of the carriageway (H)

30 - Parked for longer than permitted (L)

34 - Being in a Bus Lane (H)

40 - Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner (H)

45 - Parked on a taxi rank (H)

47 - Parked on a restricted bus stop or bus stand (H)

62 - Parked with one or more wheels on or over a footpath or any part of a road other than a carriageway (H)

99 - Stopped on Pedestrian Crossing or crossing area marked by Zig Zags (H)

Appendix 3

Bank Holiday Single and Double Yellow Line Enforcement over two year period (2014 -2015)

Top 10 Locations

TOP 10 ROADS WHERE PCN's ISSUED		Numbers Issued
1	High Road, N20	128
2	Finchley Road, NW11 (Location G)	81
3	Woodside Park Road, N12	74
4	Lodge Lane, N12	61
5	Finchley Road, NW11 (Location H)	60
6	East Barnet Road, EN4	56
7	Athenaeum Road, N20	40
8	West Heath Drive, NW11	35
9	Queens Road, NW4	35
10	Alderton Crescent, NW4	33

Note:

In total there were 2,191 PCN's issued in a total of 270 roads over a two year period

	<p>AGENDA ITEM 11</p> <p style="text-align: center;">Environment Committee</p> <p style="text-align: center;">24 September 2015</p>
<p>Title</p>	<p style="text-align: center;">Damage to the Public Highway Caused by Development Activities</p>
<p>Report of</p>	<p>Commissioning Director, Environment</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1 – Example of licence conditions</p>
<p>Officer Contact Details</p>	<p>Mario Lecordier – Mario.lecorder@barnet.gov.uk – Tel 020 8359 5258</p>

<p>Summary</p>
<p>This report seeks to address concerns about damage caused to the highway as a result of development activities and works on land adjacent to the highway.</p> <p>The report informs Members of the current process of managing development work affecting the public highway and proposes a new condition to the existing hoarding and crane licences conditions requiring a sum of money to be deposited with the Council prior to the commencement of works which could be used to fund any subsequent repairs necessary to the highway.</p>

Recommendations

- 1. That the Environment Committee note the contents of this report**
- 2. That the Environment Committee give authority to require a new condition requiring the deposit of a sum of money to cover the cost of repairs of any potential damage to the highway, such sum to be determined based on the reconstruction costs of the affected area of highway, be added to Hoarding and Crane Licence conditions issued under the Highway Act 1980 is delegated to the Commissioning Director for Environment.**
- 3. That the Environment Committee note that a pilot scheme is trialled for a period of three months in Finchley and Golders Green where a large number of development activities is currently underway, whereby an Officer will inspect development sites in this area and where visible damage to the highway fronting the development is observed, serve notice under Section 133 of the Highways Act 1980 on the property owner informing them of the Council's intention to recover the cost of the damage from them.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Damage to the highway as a result of development and construction activities on land adjacent to the highway has become an increasing cause of concern to the Council. To address these concerns Legal Advice from HB Public Law has been obtained to understand:
 - Whether there is any legislation or way that the Highway Authority can request a deposit from anyone working on a property or site which will require access on or over the public highway, the action of which could cause damage to the public highway.
 - How the Highway Authority would have the power to enforce such a requirement.
 - Clarification as to what evidence would be required to ensure a successful claim against an individual or company should damage be caused as part of their works.
 - Whether any other Local/Highway Authority has implemented a scheme where deposits are requested from anyone undertaking any works which are likely to have a detrimental effect on the public highway and how successful they have been in recovering costs for repair.
- 1.2 There a number of existing provisions under the Highways Act 1980 where works can be carried out on the public highway under an agreement or licence, such as:-
 - Section 278 Agreement (Offsite Highway Improvements to facilitate new development) – a local Highway Authority can enter in to a legal agreement with a developer (in order to facilitate new development) for

the developer to either pay for, or make alterations or improvements to the public highway. This could be in the form of new junctions, roundabouts, traffic signals, pedestrian crossing facilities, existing highway improvements, etc. As part of these agreements, the Highway Authority ensures that the public highways are improved in the vicinity of new development and where necessary photographic joint condition surveys are undertaken prior to the start of the development to establish existing defects and assess damage caused by development activities.

- Section 38 Agreement – the Local Authority can enter in to a legal agreement with a developer to adopt a new highway provided that the highway has been constructed to a specified standard and to the satisfaction of the local authority.
- Section 184 Works (Domestic & New Development Vehicle Crossover Applications including new private accesses) - a developer or resident will seek Highway Authority approval for the construction of vehicle crossovers, or alterations to, any site access or accesses where these are the only highway works required to be executed to enable the development or if they need to be constructed in advance of the main works under a Section 38 or 278 Agreement. In some instances the scope of a Section 184 Works may be a crossover or be extended to cover additional minor works such as relaying a short length of kerbing either side of a new access, re-positioning a road gulley, or for the provision of a street light to illuminate an access. On new developments where the application is processed by the Local Authority Development Control Team, we try to ensure that the public highway fronting the development is reinstated at the end of the development and a photographic condition survey is undertaken to assess existing defects on the public highway and to establish any new damage caused by the development activities.
- In addition Section 171 of the Highways Act 1980 allows the Highway Authority to permit an individual to temporarily deposit building materials, rubbish or other things on the public highway or to make a temporary excavation under licence.
- Works are also carried out by Statutory Undertakers and their contractors generally under Section 50 of the New Roads and Street Works Act 1991 where a licence is granted permitting an individual to place or retain apparatus in the street and to maintain that apparatus by breaking open the public highway.
- In circumstances like these for both Section 171 and Section 50 licences we have created a formula to calculate the size of deposit based on the extent of excavation or works. In general where licences are requested for placing materials on the highway or licences for large plant such as cranes, the highway is inspected and photographed both prior and post works. The applicant is then invoiced for any damage resulting from the works. However, there is no duty placed on developers, builders, residents, etc. to notify the authority when works are taking place on

private property which is exempt of planning permission or building regulation approval.

- In all the above cases the developer is usually required to deposit a secured bond or cash with the Highway Authority usually for a percentage of the value of the highway works. Appropriate fees are then payable to the Local Highway Authority for the administration of any of these agreements, legal services, technical approval, site inspections, and issue of certificates. It is possible that the developer may also be required to pay a commuted sum to the Highway Authority for the maintenance of the works for a period from 10 to 25 years.
- Damage to the public highway is less of an issue when any of these agreements are in place. However, there are occasions where developers, builders, business owners and residents carry out works to properties within the borough and which may not require any of the above agreements, planning permission or building regulation approval.
- Damage to the highway occurs on a daily basis such as parking on verges, footways etc. and experience shows how difficult it is to recover costs when the third party is uncooperative. Although it is evident that damage has occurred as part of the work being undertaken, it is often difficult to prove who is actually responsible for causing the damage and is dependent upon the developer, builder, and business owner or resident in accepting responsibility and agreeing to recompense the Highway Authority for the damage to the public highway.
- The hire of a skip deposited in the front garden of a property for removal of garden waste, for example, or the unloading of materials for landscape gardening, neither of which would require a licence or notification to the Highway Authority, could equally cause damage to the footway or highway asset. The refurbishment of property may still require the unloading of materials and deposits of skips, but not be subject to planning permission or building regulation approval, and the Local Authority would be unaware of such works until being notified of damage to the public highway.

1.3 HB Public Law was not aware of any scheme implemented by other local authorities where deposits are requested from anyone undertaking works likely to have a detrimental effect on the public highway and how successful the authority had been in recovering costs of repairs.

2. REASONS FOR RECOMMENDATIONS

2.1 Damage to the highway resulting from development work can add a considerable burden to the already stretched highway maintenance revenue budget. In addition, the Council is often seen as ignoring such damage, to the benefit of the developer, leading to reputational damage and loss of confidence in the Council's ability to deal with this issue.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Paragraph 1.2 above details a number of well-established legal agreements and licences currently in use to manage highway works resulting from medium to large scale developments. There are however no such agreements to manage work affecting the highway as a result of small development which do not require planning permission and are carried out under the Permitted Development criteria.

4. POST DECISION IMPLEMENTATION

- 4.1 The requirement for a deposit to repair any highway damage resulting from development activities will ensure that funding is available for repairs and help improve resident's satisfaction with the Council. In addition, if the pilot trial is successful the scheme could become self-funding and rolled out across the borough to improve the condition of the footway and residents' satisfaction.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan has a commitment that *'Barnet's local environment will be clean and attractive, with well-maintained roads and pavements'*, The Council is also committed to ensure that services are delivered efficiently to get value for money for the taxpayer.

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

- 5.2.1 Re will be commissioned to develop an administrative process required to collect and refund deposits as well as the associated inspection and evidence gathering functions of the condition of the highway before and after the development. It is expected that this function will be self-funding with the cost passed to the applicant.
- 5.2.2 A holding account will need to be created to hold/refund deposits over several financial years. Where deposits are refunded in full, no interests will be paid.
- 5.2.3 In addition to the deposit applicants will be charged a non-refundable administration fee of £167.00 which is similar to that agreed and listed in the Council's fees and charges for administering payments associated with licences for depositing building materials on the highway.

5.3 Legal and Constitutional References

- 5.3.1 It is proposed to use existing powers under the Highways Act 1980 to require a deposit to be paid as part of the scaffold, hoarding and crane licence agreements. The approach taken at present is one of enforcement using powers under the Highways Act 1980. Under Section 133 of the HA 1980, the Highway Authority may make good any damage caused to footways of publicly maintainable streets where that damage has arisen in

consequence of any excavation or other work on land adjoining the street. The cost of such repairs can then be recovered from the Owner of the land or the person causing or responsible for the damage. Where a person carrying out works requires a licence e.g. for the erection of scaffolding or hoarding around the premises; skip hire etc. the licence maybe granted on such conditions as the Council sees fit (subject to withstanding legal challenge on ground of reasonableness should the Licensee appeal the imposition of a condition to the Magistrates Court) and include a requirement for the licensee to place a sum of money on deposit prior to commencing any work, for use by the Council in the event of damage to the highway.

5.3.2 The requirement could be enforced as a breach of condition of a licence either by way of a civil claim in the County/High Court or as a prosecution in the Magistrates Court. Examples of Licence Conditions are contained in the Advice.

5.3.3 For a successful prosecution for breach of conditions, the Council would need to have to have evidence of the state of the highway or footpath before the alleged damage and after. Good photographic evidence coupled with written evidence from suitably qualified officers should be sufficient. The Council would also need to prove that the actions of the Licensee caused the damage.

5.3.4 The Council's Constitution (Responsibly for Functions, Annex A) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management.

5.4 Risk Management

5.4.1 There are no risks identified as a result of this report. It is considered that the proposed recommendations will lead to an improvement in the condition of the highway near and around development sites and reduce the risk of any third party claims as a result of trips and falls.

5.5 Equalities and Diversity

5.5.1 The proposals will provide a safe walking environment for those who are disabled or less abled and visually impaired.

5.6 Consultation and Engagement

5.6.1 A comprehensive communication campaign will be developed to inform and advise of the Council's intention to recover the cost of repairing any damage to the highway as a result of development work.

6. BACKGROUND PAPERS

6.1 None

APPENDIX 1

Examples of the types of conditions that could be included for this purpose are as follows:

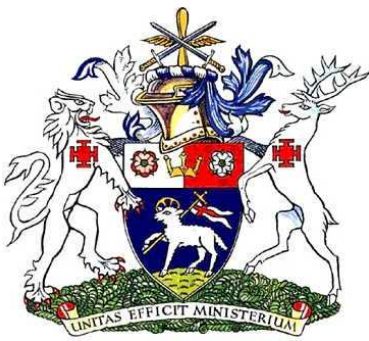
1. *The Licensee shall comply with all relevant legislation and licence conditions*
2. *The Licensee shall indemnify the Council against all costs arising from the erection, use and removal of the structure including works required to the structure deemed necessary by the Council and carried out by them and any claim in respect of injury, damage or loss arising from the presence of the structure*
3. *Prior to the erection/deposit of the structure permitted by the licence, the Licensee shall deposit the sum specified in the site-specific conditions with the Council*
4. *Prior to leaving the site at the conclusion of the works, the Licensee shall repair all damage caused to the Highway to the satisfaction of the Council*
5. *Upon the completion of the repairs to the satisfaction of the Council and cases where no repairs are required, the sum referred to in Condition 3 above shall be returned to the Licensee*
6. *In the event of the Licensee leaving the site prior to completion of any or all of the repairs, the sum in Condition 4 above shall be retained by the Council to fund the necessary repairs. In the event that the cost of the repairs is less than the sum deposited, the excess shall be returned to the Licensee, and in the event of the sum deposited being less than the cost of the repairs, the Licensee shall be liable to pay the balance within 28 days of demand from the Council*
7. *For the purpose of Condition 4, the term “damage” includes any cracking, chipping, breaking, staining and/or marking which has arisen as a direct result or in consequence of*
 - (i) *the erection, deposit, use or dismantling of the structure upon the Highway*
 - (ii) *the enclosure of any part of the Highway by the structure and/or*
 - (iii) *any of the works associated with, or requiring the erection, deposit or use of the structure*
8. *The Licensee shall identify and notify the Council of the extent of all existing damage to the Highway prior to commencement of the works*
9. *The Licensee shall notify the Council of the completion of the works by the end of the next working day and shall agree a date and time for a joint inspection of the site*

[Site Specific Conditions]

Right of Appeal

A Licensee may appeal to a magistrate’s court against the conditions imposed by a licence within 21 days of the grant of a licence. Failure to comply with the terms of a licence could lead to termination of the licence and/or prosecution and a fine of up to £5,000.

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Environment Committee

24 September 2015

Title	Saracens Event Day Controlled Parking Zone (CPZ) Update
Report of	Commissioning Director - Environment
Wards	All
Status	Public
Enclosures	Appendix 1 – Suggested roads for removal from CPZ
Officer Contact Details	Mario Lecordier, Mario.lecordier@barnet.gov.uk

Summary

This report provides an update on the Saracens Event Day CPZ in relation to the following items:

1. Event Day Resident’s Permits – Progress update
2. Event Day Visitor’s Vouchers – Progress Update
3. Event Day CPZ Hours of Operation
4. Event Day CPZ Boundary Review
5. Review of the Event Day CPZ - Past this Point signage

Recommendations

1. That the Environment Committee note the content of this report and agree:
 - That the Event Day CPZ Hours of Operation are not reduced.
 - That the Event Day CPZ Boundary Review is amended to exclude the Mill Hill Broadway Area bounded by the A1 Barnet By-Pass to the east, A5100 The Broadway to the north, the M1 to the West and Bunns Lane to the South.
 - That any revised signs as a result of the discussion with the Department For Transport (DfT) on the Review of the - Past this Point signage, are installed and consulted with Ward Members and residents where necessary before installation.

- **That residents are limited to 16 visitors' vouchers per year as detailed in Paragraph 1.3.1 of this report.**

1. WHY THIS REPORT IS NEEDED

1.1 Requests have been received from Saracens and local Ward Councillors to provide an update on the operation of the Saracens Event Day Controlled Parking Zone (CPZ) in relation to the following items:

1. Event Day Resident's Permits – Progress update
2. Event Day Visitor's Vouchers – Progress Update
3. Event Day CPZ Hours of Operation
4. Event Day CPZ Boundary Review
5. Review of the Event Day CPZ - Past this Point signage

1.2 Event Day Resident's Permits – Progress update

1.2.1 The new e-permit system is expected to become operational at the end of September 2015, however many of the Event Day Permits will not require renewing at that point, as many of them expire between December 2015 and March 2016.

1.2.2 The Council has considered renewing all existing permits and issuing new e-permits when the system is live. This will create resource problems now and in a years' time when the permits would all need renewing at the same time. Therefore to overcome this, if a paper Event Day permit has not been replaced with an e-permit the vehicle will not receive a PCN if it has a valid paper permit in place which was not displayed.

1.2.3 To implement this the Council has trialled interrogating the permit system on site from the CEO's handheld which has established that this will be possible. On that basis the Council's Parking Enforcement Contractor NSL will be instructed to check the permit system and this should remove the concern and frustration from residents that they will receive a PCN because they did not realise that it was an Event Day and/or forgot to display their permit. Clearly any resident vehicle that does not have a valid permit would still receive a PCN.

1.2.4 The first Saracens league game is on 26 September 2015. Saracens will distribute a newsletter, to residents informing them of forthcoming match fixtures. Saracens also distribute hard copy information leaflets 3 times/year to update residents on future Fixtures and Events at the Allianz Park Stadium.

1.3 Event Day Visitor's Vouchers – Progress Update

1.3.1 Residents within the Event Day CPZ are currently able to obtain a maximum of 88 Event Day visitor's vouchers which has in the past led to abuse and misuse. It is recommended that residents should be limited to 16 visitor's vouchers per year. The Customer Services Supervisor would review cases

where this is considered to be inadequate by an applicant and where necessary refer to the Parking Manager for guidance on whether this can be granted. The Traffic Management Orders have not been amended and the flexibility to legally issue additional visitors permits is therefore retained.

1.4 2013 Review of the Event Day CPZ

1.4.1 A review of the Event Day CPZ was carried out in the Summer 2013 following the completion of the first season of Saracens playing at Allianz Park. The review was undertaken and the decision of the Delegated Powers Report Review of Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Copthall Stadium) NW4 of 26 September 2015 was that following the Event Day CPZ Review, no changes are made to the operation of the Event Day CPZ apart from minor amendments to the layout as outlined in the report and these were to be progressed through the relevant statutory consultation procedures.

1.5 It was considered that based on the feedback received from the Event Day CPZ Review, it would appear that residents and businesses are satisfied that the Event Day CPZ is meeting its objectives of minimising obstructive parking whilst providing adequate parking for residents, businesses and their visitors. Where requests have been made for more parking spaces in specific locations, these have been investigated and where possible more parking spaces will be provided. Feedback in relation to the need for improved publicity of event dates has been considered and the Council will continue to work with Saracens to ensure that information is available well in advance of events. The Council's Enforcement Team was made aware of the feedback received in relation to the enforcement of the zone.

1.6 The Review was also considered by the Business Management Overview and Scrutiny Committee Date 7 October 2013 - Saracens Controlled Parking Zone – Update Report. The Committee noted the update on the Review of the Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Copthall Stadium).

1.7 Event Day CPZ Hours of Operation

1.7.1 The Event Day CPZ currently operates between 1pm and 6pm on Event days. Saracens and Ward Councillors have requested an amendment to reduce the operational hours so that the Event Day CPZ operates between 2pm and 5pm. This is to reduce the impact on the ability of visitors to the area to park on Event Days.

1.7.2 The hours of operation, 1pm – 6pm on Event Days, were agreed as it is possible that match start times may vary. All games are televised and match times may vary depending on the type of competition (Premiership Match or Heineken Cup Match), and the various broadcasters that are covering these matches. Therefore, in order for the Event Day CPZ to operate effectively, the hours of operation need to accommodate all potential match times, which on occasions may start as early as 12 midday or 1pm and as late 5pm. In

addition, up to two additional Major Events (of over 5000 Spectators) can be held at the stadium, as these events could occur at varying times the 1pm – 6pm would give the protection to the residents if the timings of these events differ to a typical rugby match.

1.7.3 It is also noted that when the review of the Event Day CPZ was undertaken in September 2013, residents did not request a change in the Event Day CPZ operating hours as part of this exercise. In addition, there has recently been no direct correspondence to the Traffic and Development Parking Design team requesting that the hours of operation of the Event Day CPZ are reduced.

1.7.4 Therefore, without further evidence being provided it is recommended the operational hours of the Event Day CPZ are not reduced to 2pm -5pm and remain at 1pm – 6pm.

1.8 Event Day CPZ Boundary Review

1.8.1 Saracens and a number of Ward Members have requested that some roads are removed from the Event Day CPZ as shown on the Plan at Appendix 1. These are:

- All roads within the existing Mill Hill CPZ.
- All the roads to the east of the Event Day CPZ bounded by Great North Way, Cophall Stadium, Bitacy Hill and Holders Hill Road including Holders Hill Drive, Avenue, Crescent and Gardens.
- Roads in Hendon Ward bounded by A1 Great North Way, Pearson Street, Church Road, Greyhound Hill, Watford Way.

1.8.2 This request will result in the Event Day CPZ being reduced in size by approximately 50%. Although the requests have been received from some of the local ward Councillors it should be noted that the residents of the area did not directly ask for their roads to be removed from the Event Day CPZ as part of the review undertaken in 2013.

1.8.3 In addition, there are no recent records of direct correspondence to the Council requesting that these particular roads are removed from the Event Day CPZ.

1.8.4 Therefore, without further evidence being provided it is recommended that the extent of the Event Day CPZ boundary remains unchanged.

1.9 Mill Hill Broadway

1.9.1 There is a view, supported by Saracens and officers, that the Event Day Saturday restrictions in the Mill Hill Broadway area have an adverse impact on the vitality and economic activity of this Town Centre. It is felt that the majority of supporters are now accustomed to traveling to Mill Hill Broadway underground station and taking the free shuttle bus service to the stadium and would therefore unlikely drive to the area if the event day restrictions were lifted. It is therefore proposed, subject to consultation, that all roads within the Mill Hill CPZ are removed from the Event Day CPZ. This review will be

undertaken as a first phase independently of any wider review of the Event Day CPZ.

- 1.9.2 All reasonable costs of undertaking this review will be met from the Saracens S106 contribution which was agreed as part of Planning Permission (H/00928/11) issued on the 30th March 2012.

1.10 Review of the Event Day CPZ - Past this Point signage

- 1.10.1 It is considered that the Event Day CPZ is operating reasonably well. However, there are concerns that the 'Past this Point' controls in certain roads (signs only with no bay markings) are confusing to drivers as they are not aware of where they can park. This has led to a number of appeals (300) at the Parking and Traffic Appeals Service (PATAS).

Many of these cases have been lost at appeal stage and the adjudicators have not only proposed that the Council cancel the PCN's but have also more recently awarded costs. While the adjudicators are aware that the scheme has DfT approval they have however expressed their own concerns regarding the clarity of the signage and have sympathised with motorist's confusion. Costs have been awarded in view that the Council is not reacting to the concerns raised and continue to enforce regardless. This situation cannot be sustained and the Council has to be seen to be taking account of the concerns and acting on them

- 1.10.2 The Saracens Proposed Event Day Parking Restrictions together with the locations of the signs approved by Department for Transport approval of 6th December 2012 under ref No. GT 50/071/0006-1 is shown on Drawing No 745322 attached to this report. When the Event Day CPZ was implemented the signs were located as per this approval.
- 1.10.3 Therefore, Officers are in liaison with the DfT to confirm if any additional signage can be erected to help improve drivers understanding of the 'Past this Point' restrictions. The outcome of the discussions with the DfT will be progressed in the form of a design which subject to statutory requirements will be consulted on before progressing with the necessary changes.

2. REASONS FOR RECOMMENDATIONS

- 2.1 It is considered that there are currently insufficient requests from the local community to review the operational hours and the extent of the Event Day CPZ boundary (except for Mill Hill Broadway) at this current time.
- 2.2 Failure to address the signage issue will be detrimental to further enforcement of the CPZ and will lead to further criticism by the adjudication service and likely further cancellations and cost awards.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

A review of the operational hours and extent of the Event Day boundary have been discussed and at this time it is considered that there is insufficient support from within the Event Day CPZ to make any changes to the current operation.

4. POST DECISION IMPLEMENTATION

- 4.1 Any representations regarding the Event Day CPZ for the local community are monitored.
- 4.2 Implement the requirements related to improved signage following the DfT discussions on the additional signage within the 'past this point' roads are reported back to a future Environment Committee, with costings and locations of any additional signage that is proposed.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

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

- 5.2.1 All reasonable costs of administering the Event Day CPZ and revising if necessary will be met by Saracens Ltd as set out in the S106 Agreement which was signed in accordance with the condition attached to the Planning Permission (H/00928/11) issued on the 30th March 2012.
- 5.2.2 The recommendations outlined in this report are not believed to have a significant impact on the Special Parking Account (SPA).

5.3 Legal and Constitutional References

- 5.3.1 The Council's Constitution (Responsibly for Functions, Annex A) gives the Environment Committee certain responsibilities related to the street scene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management.

5.4 Risk Management

- 5.4.1 It is considered that the issues involved are not likely to give rise to adverse policy considerations as the Event Day Controlled Parking Zone (CPZ) was designed to prioritise available kerbside space for residents and their visitors

in an area identified as being likely to attract those attending Saracens matches by motor vehicle and wishing to park in local roads.

- 5.4.2 There is a risk that if the 'Past this Point' signage remains unchanged as described in paragraph 1.9 of this report the Council will continue to lose appeal cases with costs awarded to the appellant which will also lead to reputational damage.

5.5 Equalities and Diversity

- 5.5.1 The principle of introducing Controlled Parking Zones in the borough in order to address particular parking pressures is already well established and aside from protecting kerbside space for local residents and their visitors on event days, is not envisaged to exclusively disadvantage or benefit any members or particular sections of the local community. Additionally, motorists displaying a valid Disabled Badge in their vehicle can park for unlimited periods in permit holder only areas and bays without further charge, thereby affording more protection to this section of the community than would be the case if restrictions were not in place on event days.

- 5.5.2 Street design should be inclusive, providing for all people regardless of age or ability. There is a general duty for public authorities to promote equality under the 2010 Equality Act. There is also a specific obligation for those who design, manage and maintain buildings and public spaces to ensure that disabled people play a full part in benefiting from, and shaping, an inclusive built environment.

- 5.5.3 Designers will be required to refer to Inclusive Mobility, The Principles of Inclusive Design and Guidance on the Use of Tactile Paving Surfaces (1999) in order to ensure that the designs are inclusive.

- 1.5.4 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
1. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 2. advance equality of opportunity between people from different groups
 3. foster good relations between people from different groups

5.6 Consultation and Engagement

- 5.6.1 The proposal to remove all roads within the Mill Hill Broadway CPZ from the Event Day CPZ will be subject to a consultation with all residents and business of this area.

- 5.6.2 Discussions and consultation will take place with the DfT on the additional signage within the 'past this point' roads.

6. BACKGROUND PAPERS

- 6.1 Planning and Environment Committee on 2 February 2012 resolved to approve the planning application ref H/00928/11 made by Saracens Ltd to develop Barnet Copthall Stadium subject to the completion of a Section 106 Agreement and referral to the Secretary of State.
- 6.2 On 12 March 2012 the Secretary of State issued a Direction not to call in the Planning Application and the decision as to whether planning permission should be granted therefore remained with the London Borough of Barnet.
- 6.3 On 30 March 2012 the Council granted the planning permission and issued the Decision Notice for the Planning Application ref H/00928/11 and the agreement under Section 106 of the Town and Country Planning Act 1990 relating to land at Copthall Stadium, Barnet was completed and signed.
- 6.4 The decision of the Delegated Powers Report No.1795 – Proposed Event Day Controlled Parking Zone in the vicinity of Barnet Copthall Stadium NW4 – proposing an Event Day Controlled Parking Zone in the area surrounding Barnet Copthall Stadium was that the proposed CPZ be progressed through the relevant statutory consultation procedures.
- 6.5 The decision of the Delegated Powers Report No. 1868 - Proposed Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Copthall Stadium) NW4 – advising of the outcome of statutory consultation and the decision to introduce the Event Day Controlled Parking Zone as originally proposed with minor layout amendments. It was also agreed that the measures be reviewed at the end of the 2012/13 season with consideration given to any further changes or recommendations as necessary.
- 6.6 The decision of the Delegated Powers Report Review of Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Copthall Stadium) NW4 of 26 September 2015 – which recommended that following the Event Day CPZ Review, no changes are made to the operation of the Event Day CPZ apart from minor amendments to the layout as outlined in the report.
- 6.7 Business Management Overview and Scrutiny Committee Date 7 October 2013 - Saracens Controlled Parking Zone – Update Report

Decisions:

The Committee considered a report which provided an update on the Review of the Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Copthall Stadium).

The Committee welcomed the Cabinet Member for Environment, Councillor Dean Cohen, Pam Wharfe, Director for Place and Neil Richardson, Highways Manager, Traffic and Development who were in attendance to present the item.

Officers reported that whilst the scheme was largely unchanged, there had been some amendments to signage following feedback from Ward Members.

Members were advised that Saracens would be improving publicity around match days, creating a list of frequently asked questions and undertaking proactive community engagement.

Officers advised the Committee that any PCNs issued incorrectly could be claimed back by residents in the zone (e.g. permit holders who were not displaying their permits during controlled hours). It was suggested that the registration number of vehicles in the CPZ zone should be registered on a database and made available to Civil Enforcement Officers to ensure that Penalty Charge Notices (PCNs) were not incorrectly issued to permit holders.

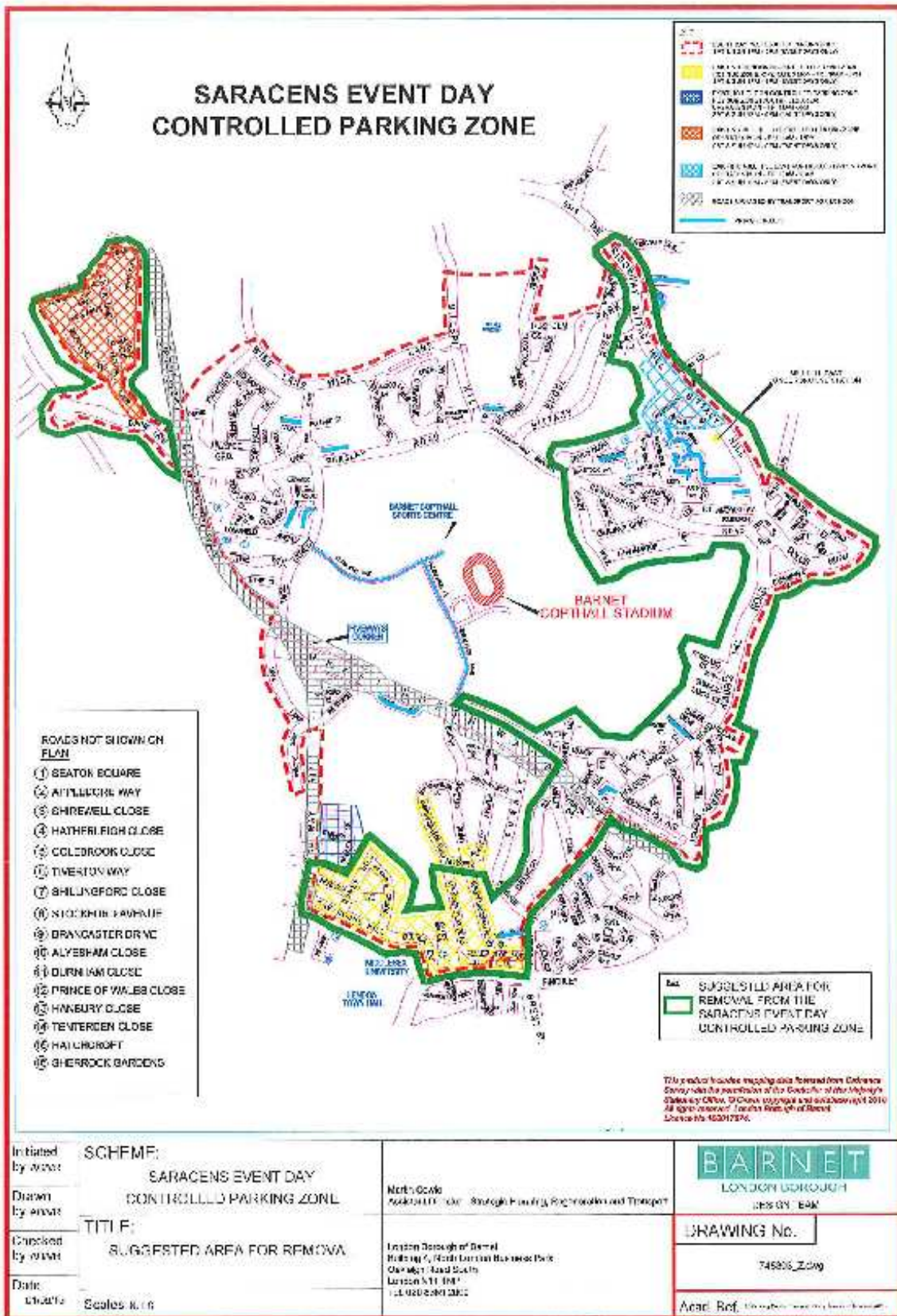
The Committee were addressed by Councillor Sury Khatri, a Mill Hill Ward Member. He reported that he had submitted a number of questions and comments on the scheme which had not resulted in any amendments. He noted that his suggestion regarding the introduction of electronic signage which could vary CPZ hours on an event by event basis had been ruled out on cost grounds.

Councillor Khatri highlighted that only 6.8% of residents had responded to the consultation and suggested that this was not a representative sample of residents in the CPZ.

RESOLVED that:

1. The Committee note the update on the Review of the Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Copthall Stadium) as set out in the report and above.
2. The Committee recommend that the Council and Saracens develop a Communications Plan to ensure that residents in the Event Day Controlled Parking Zone are aware of match days and restrictions.
3. The Committee recommend that there be a review of Event Day Controlled Parking Zone signage, including an exploration of variable electronic signage options.
4. Officers be recommended to create a database include details of all households and vehicles with a registered permit in the Event Day Controlled Parking Zone to prevent the incorrect issuing of Penalty Charge Notices to residents.

APPENDIX 1





Environment Committee
24 SEPTEMBER 2015

Title	Moving Traffic Contraventions
Report of	Commissioning Director – Environment
Wards	All
Status	Public
Enclosures	Appendix 1 –Location ranking based on video traffic surveys
Officer Contact Details	Paul Millard, Project Manager, Commercial Services, 0208 359 2230 paul.millard@barnet.gov.uk

Summary

The Environment Committee received a report on 15 July 2015 regarding CCTV enforcement and requested an update on progress made. This report lists the locations of Moving Traffic Contraventions and Schools where enforcement could be carried out using CCTV cameras. Since then, full Council on 28 July agreed to adopt the powers to carry out moving traffic contravention enforcement.

Recommendations

1. That the Environment Committee note the contents of this report and the implementation timescale.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee on 11 June 2015 received an update on potential locations for the deployment of CCTV to undertake traffic and parking enforcement was requested.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are approximately 100 locations where moving traffic enforcement could be potentially undertaken. All these locations were however reviewed as a desk top exercise, based on local knowledge, to determine the most problematic sites in terms of compliance, which resulted in 58 locations being identified where further traffic surveys were undertaken to determine the level of contraventions at these locations..
- 2.2 A further 32 locations outside schools were identified by the Council's Schools Travel Coordinators where CCTV parking enforcement would be undertaken to improve the safety of school children and increase compliance to parking controls at these sites.
- 2.3 In total, a first phase of 52 locations (32 schools and up to 20 Moving traffic locations) have been selected for the enforcement of traffic and parking violations with CCTV. These Cameras will be deployed until compliance increases after which the cameras will be moved to a different location.
- 2.4 It is anticipated that cameras will initially be deployed at between 20 and 40 sites dependent on the number of cameras required to enforce any given location and available funding.
- 2.5 **SCHOOLS LOCATIONS** were based on the local knowledge of the school travel coordinators who are familiar with the parking problems experienced during the school drop-off and pick-up times and regular complaints and queries from local residents, parents or the schools themselves. The list of schools are as follows:

1	Ayesha Community Education, Montagu Road, NW4 3ES	17	St Paul's CofE Primary School The Ridgeway, NW7 1QU
2	Wessex Gardens Primary school Wessex Gardens, NW11 9RR	18	Our Lady of Lords RC School Bow Lane, N12 0JP
3	Deansbrook Infant and junior Hale Drive, NW7 3ED	19	Brookland Inf/Jnr Hill Top, NW11 6EJ
4	St Paul's C of E Primary School The Avenue, N11 1NQ	20	Christ's College Finchley East End Road, N2 0SE
5	St Agnes' RC School Thorverton Road, NW2 1RG	21	St Mary & St John CofE Primary Prothero Gardens, NW4 3SL
6	Fairway and Northway Primary School The Fairway, NW7 3HS	22	Cromer Road Primary School Cromer Road, EN5 5HT
7	Queenswell Infant and Junior	23	Colindale Primary School

	Schools Sweets Way, N20 0NQ		30 Poolsford Road, NW9 6HP
8	St Margaret's Nursery School Margaret Road, EN4 9NT	24	St Catherine's RC School Vale Drive, EN5 2ED
9	Summerside Primary School Crossway, N12 0QU	25	Holly Park Primary School Bellevue Road, N11 3HG
10	Manorside Primary School – Squires Lane, N3 2AB	26	Monken Hadley CofE Primary School Camlet Way, EN4 0NJ
11	Garden Suburb Jnr/Inf Childs Way, NW11 6XU	27	St Joseph's RC Primary School Watford Way, NW4 4TY
12	East Barnet School Chestnut Grove, EN4 8PU	28	Whitings Hill Primary School Whitings Road, EN5 2QY
13	St James' Catholic High School Great Strand, NW9 5PE	29	Tudor Primary School Queen's Road, N3 2AG
14	Ashmole Academy Cecil Road, N14 5RJ	30	Woodridge Primary School Southover, N12 7HE
15	Parkfield Primary School St David's Place, NW4 3UB	31	Lyonsdown School 3 Richmond Road, N5 1SA
16	Mill Hill Foundation (Mill Hill School, Belmont and Grimsdell) The Ridgeway, NW7 1QS	32	Hendon Prep School 20 Tenterden Grove, NW4 2HP

2.6 **MOVING TRAFFIC CONTRAVENTION LOCATIONS** have been prioritised from recent video traffic surveys undertaken on 3 week days (Monday , Wednesday and Saturday) between 7am and 7pm at all 58 locations to identify the level of compliance and any road safety and traffic congestion issues. The traffic survey results were used to identify the sites with the highest level of contraventions which adversely impact on road safety, congestion and journey time. Effective CCTV enforcement at these locations will contribute to delivering the Council's Parking Policy's aims, which are to:

- Keep Traffic Moving
- Makes Road Safer
- Reduce Air Pollution

2.7 Based on the traffic survey results, 20 locations have been selected where the Council will initially roll out enforcement of traffic and parking contraventions using Automatic Number Plate Recognition (ANPR) CCTV cameras.. The number of sites may be increased or decreased dependent on the outcome of the procurement exercise and available budget.

2.8 The location of the first twenty sites is given in appendix 1 of this report.

2.9 The timescale for implementation is 1st February 2016. The number of sites where enforcement will be undertaken on day one will depend on the work needed to ensure the road markings and signs are compliant and the winning bidder's approach and ability to mobilise and install the cameras.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not Applicable

4. POST DECISION IMPLEMENTATION

4.1 Approval to fund and introduce Moving Traffic Contravention (MTC) enforcement with CCTV cameras in Barnet was obtained at the 24th January 2014 Environment Committee and subsequently ratified by the Policy and Resources committee. An application will now be made to London Councils' Transport and Environment Committee (TEC) seeking approval to operate MTC within the scheme of enforcement that they administer for London. The application will include confirmation that we will operate in full compliance with the CCTV enforcement Code of Practice. Barnet's application will be considered at the meeting of TEC on 16th October 2015.

4.2 Further survey work will now be carried out on the initial locations to determine what additional measures are required to make these sites compliant.

4.3 The Procurement timetable is shown below:

Task	Completed By
Invitation to Tender Closes	18 th September
Evaluation of Bidders	29 th September
Procurement Board Approval	15 th October
Winning Bidder Announced	16 th October
London TEC Approval	15 th October
Alcatel Period finished	30 th October
Mobilisation starts	1 st November

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.2 The Council will work with local, regional and national partners and 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

- 5.3 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 will be reported at appropriate future stages of implementation.
- 6.2 The cost of procuring and installing the CCTV cameras will be met from a Capital allocation of £1.4million approved by the Policy and Resources Committee.
- 6.3 The Parking Enforcement Contractor will review the contraventions captured by CCTV and issue Penalty Charge Notices (PCN's) when valid. The representation process (which consists of challenges to issued PCNs) will be administered by Barnet Council's Parking Client Team.
- 6.4 The Client Team will grow to support this process and additional associated work. A new structure reflecting this growth was approved under Officer Delegated Power in June 2015. It is expected that the additional staff cost will be offset by savings arising from the improved performance that these roles are expected to achieve within the SPA and also the savings identified as part of the NSL re-alignment and associated contract changes.
- 6.5 There will also be other minor costs in configuring existing IT systems to accommodate the new CCTV installation. However these will also be offset 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 Some of the sites identified for enforcement will be on boundary roads within neighbouring boroughs. It will therefore be necessary to formally agree with these boroughs that enforcement on the road network that falls within their areas will be exercised by Barnet. Such arrangements are contained 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
- 9.2 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.
- 9.3 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 The Council will issue warning notices during the first two weeks of enforcement to allow adjustments in behaviour.

11. BACKGROUND PAPERS

- 11.1 Implementation of New Parking Policy – 24th January 2014 Environment Policy Report
 - 11.2 Policy and Resources Budget report 2015
 - 11.3 The Environment Committee - 15 July 2015
 - 11.2 Report to Full Council – 28 June 2015
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APPENDIX 1

Street Name	Effect	Restriction	Priority of non-
Ravensdale Avenue	Box Junction at High road and Ravensdale Avenue	Box Junction	1
A5 West Hendon	Introduce box junctions with Cool Oak Lane and Station Road/ Perryfield Way	Box Junction	2
Brent View Road	Compulsory left turn into West Hendon Broadway	Compulsory left	3
West Hendon Broadway	Box junction at junction with Brent View Road	Box Junction	4
Tilling Road	Banned left turn into Brentfield Gardens	Banned left turn	5
A5 Cricklewood	Box junction marking at junction with Kara Way	Box Junction	6
A5 Cricklewood	box junction marking at junction with Depot Approach and Ashford Road	Box Junction	7
Ballards Lane, N3	Introduce box junction marking at Ballards Lane/ Nether Street/ Regents Park Road junction	Box Junction	8
The Hyde	Introduce box junction marking at junction with Kingsbury Road	Box Junction	9
Station Road, Edgware	Introduce box junction marking outside entrance to Broadwalk Shopping Centre	Box Junction	10
Ravensdale Avenue	Banned right turn out of Sainsbury's car park into Ravensdale Avenue	Banned Right Turn	11
High Street, Barnet	Introduce box junction with St Albans Road and Wood	Box Junction	12
Cricklewood Lane	Banned right turn out of superstore into Cricklewood	Banned Right Turn	13
Finchley Road	No right turn into Rodborough Road from Finchley Road	Banned Right Turn	14
Rodborough Road, NW11	Banned right turn into Finchley Road	Banned Right Turn	15
The Grove, N3	Banned right turn into Ballards Lane	Banned Right Turn	16
High Road, N2	No right turn into Baronsmere Road when proceeding north in High Road, N2	Banned Right Turn	17
High Street, Edgware	Banned u-turns through various gaps in central	Banned U-Turn	18
Myddleton Park	Banned left turn into Oakleigh Road North	Banned left turn	19
East Barnet Road	Box junction marking at Margaret Road	Box Junction	20
Bow Lane, N3	Compulsory Left turn into Squires Lane	Compulsory left	21
A5 Edgware Road flyover	Various banned turns and banned u-turns on either side of flyover	Banned U-Turn	22
Edgware Road	Banned right turn into Oxgate Lane	Banned Right Turn	23
Grahame Park Way	Banned right turn into Lanacre Avenue	Banned Right Turn	24
Station Road, Edgware	Banned right turn onto West Hendon Broadway	Banned Right Turn	25
Albert Place, N3	One way working and bans right turn into Ballards Lane	Banned Right Turn	26
Station Road, Edgware	Banned right turn into High Street	Banned Right Turn	27
Station Road, Edgware	Banned right turn into High Street	Banned Right Turn	28
Colindale Avenue	Compulsory left turn into the Hyde	Compulsory left	29
Heathview	Compulsory left turn into service road fronting Park Farm Close	Compulsory left	30
Forumside, Edgware	Introduce banned right turn out of Forumside into High Street, Edgware	Banned Right Turn	31
High Street, Edgware	Bans entry onto gap in High Street Edgware.	Banned Right Turn	32
Deansway	No entry on west side of island in Deansway at East End Road junction	No Entry	33
Dollis Road, N3	Banned right turn into Crescent Road	Banned Right Turn	34
Nether Street	Banned left turn into Crescent Road	Banned left turn	35
Cromwell Road	No entry into Cromwell Road from Colney Hatch Lane	No Entry	36
Colindeep Lane	Box Junction	Box junctions	37
Oakleigh Road North	Introduce a one way traffic system in the service road fronting 1260 to 1268 High Road, Whetstone	one way	38
A5 West Hendon	Introduce banned U-turn at central reservation near Cool Oak Lane	Banned U-Turn	39
The Broadway, N7	Banned right turn into Marks and Spencers Car Park	Banned Right Turn	40
Park Road, NW9	Banned right turn from Edgware Road and banned right turn into Edgware Road from Park Road	Banned Right Turn	41
Park Road, NW9	No right turn into West Hendon Broadway from Park	Banned Right Turn	42
Finchley Road	Banned turns into and out of Hermitage Lane and around island site	Banned Right Turn	43
Colney Hatch Lane	Introduce compulsory turn into Woodhouse	Banned left turn	44
Baronsmere Road	No entry into High Road from Baronsmere Road	No entry	45

Highwood Hill	No entry on south side of island site at Marsh Lane	No Entry	46
Spur Road	Banned right turn into London Academy	Banned Right Turn	47
Spur Road	Banned U-turns in both directions	Banned U-Turn	48
Spur Road	Compulsory left turn from London Academy into Spur	Compulsory left	49
East Barnet Road	Banned right turn into Margaret Road	Banned Right Turn	50
Margaret Road	Banned right turn into East Barnet Road	Banned Right Turn	51
The Hyde	Compulsory turns at junction with Capitol Way	Compulsory turns	52
Finchley Road	Compulsory right turn into Finchley Road from Service	Banned Right Turn	53
Mowbray Parade	Compulsory left turn into Broadfield Avenue	Compulsory left	54
Hendon Lane	No entry into Gravel Hill	No Entry	55
The Broadway	No right turn into M&S car park	Banned Right Turn	56
Longmore Avenue	No entry on north-east side of island site at junction with Lyonsdown Road	No Entry	57

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AGENDA ITEM 14	
	<h2>Environment Committee</h2> <h3>24 September 2015</h3>
Title	Environment Committee Work Programme
Report of	Commissioning Director – Environment
Wards	All
Status	Public
Enclosures	Appendix A - Committee Work Programme November 2015 - May 2016
Officer Contact Details	Paul Frost - Governance Service, Team Leader paul.frost@barnet.gov.uk 020 8359 2205

<h3>Summary</h3>
The Committee is requested to consider and comment on the items included in the 2015 work programme highlighted in appendix A.

<h3>Recommendations</h3>
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.

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**London Borough of Barnet
Environment Committee
September 2015 - May 2016**

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

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
10 November 2015			
Implementation of Parking Policy - Footway Parking	To consider the arrangement for footway parking on an initial list of roads	Commissioning Director Environment	Non-key
Highway Asset Management – Network Recovery Plan Whole Life Costing of Footway Maintenance Treatments and Scheme Prioritisation	To note the highway asset management whole life costing	Commissioning Director Environment	Non-key
Schools Permit Engagement	To agree the consultation process on site specific projects	Commissioning Director Environment	Non-key
2016/17 LIP: Submission Approval	To agree the bid to TFL for funding of highway improvement priority projects and schemes	Commissioning Director Environment	Non-key
015/16 Planned Maintenance: Q2 Update	To update members on progress against the 15/16 programme of works	Commissioning Director Environment	Non-key
2015/16 LIP: Mid-Year Review	To update members on progress against the 15/16 programme of works	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
11 January 2016			
2015/16 Planned Maintenance: Q3 Update	To update members on progress against the 15/16 programme of works	Commissioning Director Environment	Non-key
Parks & Open Spaces Strategy: Draft for consultation	To approve the draft strategy for stakeholder consultation	Commissioning Director Environment	Non-key
2016/17 Planned Maintenance Annual Programme	To agree the annual planned maintenance programme for 2016/17	Commissioning Director Environment	Non-key
2016/17 LIP: Final Approval	To agree the annual highways improvement programme for 2016/17	Commissioning Director Environment	Non-key
Fees & Charges 2016/17	To approve relevant fees and charges for 2016/17	Commissioning Director Environment	Non-key
Draft Municipal Waste and Recycling Strategy 2015 to 2030	To note and approve the consultation of the Municipal Waste and Recycling Strategy 2015 to 2030	Commissioning Director Environment	Non-key
8 March 2016			
Borough Cleanliness Strategy: Final Approval	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Draft Enforcement Policy for consultation	To approve the draft strategy for stakeholder consultation	Commissioning Director Environment	Non-key
12 May 2016			
2015/16 Planned Maintenance: Q4 Update	To update members on progress against the 15/16 programme of works	Commissioning Director Environment	Non-key
Enforcement Policy: Final Approval	Agreement of strategy after consideration of outcomes of stakeholder consultation	Commissioning Director Environment	Non-key
Environment Commissioning Plan: Annual Report 2015/16	To note 2015/16 performance against the Commission Plan	Commissioning Director Environment	Non-key
Waste and Recycling Strategy 2015 to 2030	To approve the Municipal Waste and Recycling Strategy 2015 to 2030	Commissioning Director Environment	Non-key