

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

TUESDAY 8TH NOVEMBER, 2016

AT 6.30 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Dean Cohen BSc (Hons)

Vice Chairman: Councillor Brian Salinger

John Hart
Dr Devra Kay
Alison Cornelius

Alon Or-bach
Graham Old
Agnes Slocombe

Alan Schneiderman
Peter Zinkin
Adam Langleben

Substitute Members

Sury Khatri
Lisa Rutter

Nagus Narenthira
Stephen Sowerby

Tim Roberts
Laurie Williams

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday 3 November 10AM. Requests must be submitted to Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

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

Andrew Charlwood – Head of Governance

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

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 12
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FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Environment Committee

29 September 2016

Members Present:-

AGENDA ITEM 1

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

Councillor John Hart
Councillor Alison Cornelius
Councillor Graham Old
Councillor Alan Schneiderman
Councillor Agnes Slocombe

Councillor Peter Zinkin
Councillor Adam Langleben
Councillor Alon Or-Bach
Councillor Nagus Narenthira (In place of
Councillor Dr Devra Kay)

- 1. MINUTES OF THE PREVIOUS MEETING**
- 2. ABSENCE OF MEMBERS**

An apology of absence was received from Councillor Devra Kay.

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

The Chairman Councillor Dean Cohen declared non-pecuniary interest as he is a member of the Thames Regional Flood and Coastal Committee (RFCC).

The Chairman Councillor Dean Cohen declared non-pecuniary interest as he is a governor of Menorah Foundation School.

Councillor Schneiderman and Councillor Old each declared a non-pecuniary interest as users of the 13/82 bus route.

Councillor Salinger declared a non-pecuniary interest as the owner of an electric car.

All Councillors remained in the room for the consideration of the relevant items and took part in the decision making process.

- 4. REPORT OF THE MONITORING OFFICER (IF ANY)**

None.

- 5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)**

The Environment Committee noted the details of public questions that had been submitted by residents. They were given the opportunity to ask a supplementary question. The Committee noted that Ms Mary O'Connor was not able to attend the meeting.

The Committee noted that the following people made public comments.

Name	Item
------	------

Jon Klaff	7
Geoff Johnson Ron Smith	6 – Bowling Green
James Dawson	6 – Great North Rail
Myk Tucker	11 – Highways

Following the Comments that were made Members of the Committee were given the opportunity to ask questions of residents.

The Chairman noted the advice from the Governance Officer in regards to the total time allowed as stated in the Council's Constitution. The Chairman used his discretion to extend the time to allowed to enable all residents the opportunity to make public comment, this was Committee supported by the Committee.

6. MEMBERS' ITEMS

Councillor Schneiderman – Blind and Partially Sighted Bowling Club

Councillor Alan Schneiderman introduced the item and requested that the Committee support the intentions of his Member's Item.

The Commissioning Director for Environment outlined that Officers had met with all bowling clubs to discuss the saving proposals which had been reported and agreed by the Environment Committee and Full Council. He also stated that all Members had been written to in order to outline the proposals.

Councillor Alan Schneiderman requested that the Council should protect the blind and partially sighted bowling club. He therefore requested that equalities impact assessment be conducted.

Having considered the report the Environment Committee:

Resolved:

- That the Environment Committee noted the report.
- That the Environment Committee requested that officers are instructed to consider an equalities impact assessment at the appropriate time.
- That the Environment Committee noted that Members of the Council can submit an application for Area Committee grant funding.
- That the Environment Committee recommend that in the event that any report is reported to the Environment Committee, consideration be given to the Member's Item and it be outlined how the Council engaged with the bowling club.
- That the Environment Committee requested that consideration be given to the position of the bowls club in the event that a future report be submitted to the Environment Committee.

Having been put to the vote the Environment Committee unanimously agreed.

Councillor Or-Bach – Road works violations by utility companies

Councillor Alon Or-bach introduced the item and requested that the Committee support the intentions of his Member's Item. He requested that the Environment Committee was

informed how Re Ltd monitored the impact of works by utility companies on Barnet's roads to ensure that appropriate enforcement action is taken when required. The Commissioning Director for Environment indicated that a range of enforcement activities were undertaken and details could be provided to members.

Having considered the Member's Item the Environment Committee:

Resolved

- The Environment Committee noted the report
- That the Commissioning Director for Environment be requested to circulate enforcement activity information to Committee Members as highlighted in the Members Item

Having been put to the vote the Environment Committee unanimously agreed.

Councillor Langleben – Great Northern Rail

Councillor Adam Langleben introduced the item, invited members to also include the Thames Link service operated by Govia in their consideration, and requested that the Committee support the intentions of his Member's Item.

Resolved:

- That the Environment Committee requested that the route operator, Govia be invited to a future meeting in respect to the Great Northern route and the Thames Link route to present service information.

Having been put to the vote the Environment Committee unanimously agreed.

7. CYCLING IN BARNET

The Commissioning Director for Environment introduced the item and the intentions of the report. He informed the Environment Committee of the development of the Cycling Strategy as part of the Boroughs Transport Strategy and noted the next steps the Borough will take to further develop cycling infrastructure. He stated that following the Committees approval work would begin to develop a cycling strategy as part of the overarching long term transport strategy.

Having considered the report the Committee:

Resolved

- That the Environment Committee agreed that a Cycling Strategy for Barnet be formulated as part of the overall Transport Strategy for the Borough.
- That the Environment Committee agreed to the proposed next steps outlined in this report to install more cycle infrastructure in the Borough and seek further data on cycling activity in Barnet.
- That the Commissioning Director for Environment be requested to contact Transport for London to gain a better understanding of the cycle quietways proposals.

- That the Commissioning Director for Environment be instructed to conduct a benchmarking exercise to review accidents stats with neighbouring Boroughs.
- That the Environment Committee noted their support for all forms of transport to ensure they are as safe as possible.
- That the Environment Committee noted that the Council's Area Committees should receive a report(s) on the cycle quiteways/cycling for their respective Committees.

8. STREET SCENE ALTERNATIVE BUSINESS MODEL (ADM)

The Commissioning Director for Environment introduced the item and outlined the contents of the report including the recommendations that the Committee were requested to consider.

The Environment Committee considered the options documented in the report which included those contained in recommendation 2. The Committee noted that the current senior management oversight of the Street Scene Service was delivered by the Barnet Group. Councillor Alan Schneiderman stated that it was possible for an in house service delivery option which was not managed by the Barnet Group. The Commissioning Director outlined the history of management issues within the service, the medium and long term financial plan and stated that the final decision relating to the Street Scene Alternative Business Model would be made by the Environment Committee in March.

Councillor Alon Or-bach stated that an in house option should be reported and captured clearly for Members of the Council to consider and determine. He concluded by outlining that a fair range of options should be considered.

The Committee noted that Barnet UNISON had circulated a report to Members of the Environment Committee.

A motion was moved by Councillor Alan Schneiderman which was seconded by Councillor Adam Langleben that sought to add an in house delivery alternative option and delete an outsourced option.

The Chairman requested that the Committee voted on this:

Vote – 5

Against 6

The motion was therefore lost.

Having considered the report and the Environment Committee were requested to vote on the report's recommendations. However prior to this the Committee unanimously agreed to amend the wording of recommendation 3 to read:

That Environment Committee approve a public consultation on the recommended options shortlist (as above) and the project to inform the Revised Outline Business Case (OBC2).

The Chairman requested that recommendations 1, 2 and 3 be voted on and therefore the vote was recorded as

For – 6

Against – 5

Immediately following the vote Councillor Alan Schneiderman moved to refer the report to Full Council. This was supported by a total of 5 Members of the Committee, being the number required for a referral under the Council's constitution.

Resolved:

- That the specified number of members of the Environment Committee require the item to be referred to the next practicable meeting of Full Council for consideration and determination on account that that a directly managed in house delivery alternative option should be considered as one of the shortlisted options and the outsourced option be removed.
- That recommendation 3 be amended as agreed by the Environment Committee (above) for further consideration by Full Council

9. SILKSTREAM AND MONTROSE PARK

The Commissioning Director for Environment introduced the item and the intentions of the report. He confirmed the recommendation in the report and requested the Committee to consider this.

Having considered the report the Committee unanimously agreed:

- That the Environment Committee noted the results from the engagement and consultation for the current design plan for Silk Stream Valley Park, and endorsed a planning application based on the design principles in Appendix 1
- That the Environment Committee noted the miss alignment of timescales for the Silk Stream Valley Park transformation and Environment Agency flood alleviation in the Silk Stream Valley.
- The committee also requested the Commissioning Director for Environment continues to work with the Environment Agency to understand the implications and risks to both project and update Members of the Committee.

10. RESPONSE TO TRANSPORT FOR LONDON'S (TFL) CONSULTATION ON BUS SERVICE PROPOSALS; ROUTES 13, 82, 113, 139 AND 189

The Commissioning Director for Environment introduced and outlined the recommendations which the Committee were requested to consider and determine. He requested that Members provide comments to Officers in order for the response to be submitted to Transport for London.

The Environment committee noted the report and appendix 2. The Committee strongly objected to any changes that would result in any reduction to frequency or capacity from the current level of service. The Committee considered that service level should be improved.

Resolved

- That the Committee agreed that the Commissioning Director for Environment submit the Council's response having taking into account the comments of the Committee
- That the Committee agreed that the Commissioning Director for Environment redraft the response in consultation with the Chairman and the opposition spokesperson Councillor Alan Schneiderman

11. HIGHWAYS WORK - QUARTER 1 UPDATE

The Commissioning Director for Environment introduced the item and the intentions of the report. He confirmed the recommendations in the report and requested the Committee's consideration.

The committee noted the update be provided within the report in respect to surface dressing and the verbal representation that was provided by the Commissioning Director for Environment. The Committee heard that any claims for damage which residents have submitted will be considered and managed by the insurance service. Councillor Adam Langleben requested that he be provided with information relating to remedial work that had been conducted following the implementation of the 137 roads that were resurfaced.

Having considered the report the Environment Committee:

Resolved:

- That the Environment Committee noted the list of carriageway and footway planned maintenance schemes completed in the first quarter of the financial year, shown in Appendix A.
- That the Environment Committee noted the list of Section 106 schemes completed in the first quarter of the financial year, shown in Appendix B.
- That the Environment Committee noted the list of Local Implementation Plan (LIP) funded schemes completed in the first quarter of the financial year, shown in Appendix C.
- That the Environment Committee requested that Members of the Committee received information on the remedial work that had been conducted following the implementation of the surface dressed roads.

12. COMMITTEE FORWARD WORK PROGRAMME

Having considered the report the Environment Committee:

Resolved:

That the Environment Committee noted the work programme and therefore agreed that the November meeting commence at 6:30pm.

13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

The Chairman noted that he had agreed that LIP Annual Spending Submission Proposals be submitted and considered by the Committee. Therefore he introduced the report and highlighted the recommendations.

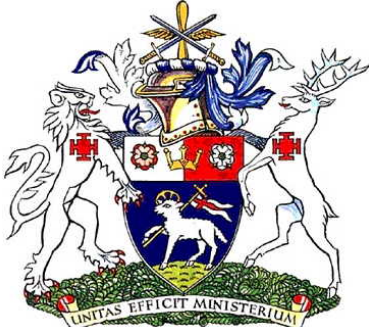
Having considered the report the Environment Committee:

Resolved

- That the Environment Committee approved the 2017/18 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A for submission to Transport for London
- That the Environment Committee delegated authority to the Commissioning Director for Environment, to adjust the funding of the proposals should TfL advise a lower borough allocation for the Corridors Neighbourhoods and Supporting Measures Programme than in 2016/17, based on the principle of a pro-rata adjustment but taking into account other factors that may have an impact.
- That the Environment Committee requested an update on car clubs and locations.

The meeting finished at 21:50

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	<h2>Environment Committee</h2> <h3>08 November 2016</h3>
<p>Title</p>	<p>Member's Item</p> <p>Alon Or-bach - Bus Services Bill – Clause 21</p> <p>Alan Schneiderman - Footway Treatments</p> <p>Adam Langleben - Orbital rail in Barnet</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Paul Frost, Governance Service Team Leader Email: Paul.Frost@Barnet.gov.uk Tel: 020 8359 2205</p>

<h2>Summary</h2>
<p>The report informs the Environment Committee of a Member's Item and requests instructions from the Committee.</p>
<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Environment Committee's instructions in relation to this Member's item are requested.

1. WHY THIS REPORT IS NEEDED

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

Name of Councillor	Member's Item
Cllr Alon Or-bach	<p data-bbox="528 528 975 566">Bus Services Bill – Clause 21</p> <p data-bbox="528 607 1481 931">London benefits from a regulated bus service with Transport for London setting fares, routes and timetables. Unfortunately, this is not the case outside London where since deregulation in 1986 fares have risen faster than inflation while bus usage has fallen by more than a third, helping to create a congestion crisis. This is a concern to Barnet residents living on the border of the borough and those who may use non-TfL services to travel outside of London, including routes No. 84 and 84A from New Barnet to St Albans or Luton.</p> <p data-bbox="528 972 1461 1189">We are encouraged that the Bus Services Bill goes some way to re-regulating the bus industry. We also note that Clause 21 of the Bus Services Bill, which would ban local authorities from forming their own bus companies in the future, was defeated this week in the House of Lords by an amendment from Labour Peer, Lord Kennedy.</p> <p data-bbox="528 1229 1485 1413">I request that the Chair of the Environment Committee writes to the Secretary of State for Transport supporting the removal of this clause from the Bill, and setting out Barnet Council's opposition to this policy emerging again in the progress of the Bill or in future legislation.</p>
Alan Schneiderman	<p data-bbox="528 1447 842 1485">Footway Treatments</p> <p data-bbox="528 1525 1461 1704">Given recent complaints from residents about using tarmac instead of paving stones for footways, including in Granville Road N12 and Beresford Road N2, I request that the Environment Committee reviews the current policy on footway treatments. This review should include:</p> <ol data-bbox="528 1744 1461 2022" style="list-style-type: none"> <li data-bbox="528 1744 1385 1816">1. Giving residents a choice between using paving stones or tarmac for footways in their road <li data-bbox="528 1856 1461 1962">2. Reinstating paving stones in roads where tarmac has been laid without consulting residents and where a majority of residents are in favour of this <li data-bbox="528 2002 1378 2022">3. Improving communication with residents so that they fully

	<p>aware of the options for their road</p> <p>I also request that the committee reviews the way that footway repairs are scheduled to take into account the views of local residents in roads where the footways are in a poor or unsafe condition.</p>
Adam Langleben	<p>Orbital rail in Barnet</p> <p>Barnet has no orbital public transport routes apart from buses.</p> <p>Given the problem of congestion and pollution caused by the number of vehicles on our roads, the forecast growth in the local population, the increase in daily vehicle movements as a result of a re-developed Brent Cross (up to 29,000 according to the Brent Cross Cricklewood Coalition), the need to improve connectivity between Brent Cross Shopping Centre, Brent Cross Tube Station and Thameslink, and the impact all of this has on the local economy and residents health, I request that the Environment Committee considers what the options are for orbital rail in Barnet.</p> <p>In particular, I request that the lack of orbital rail routes in the borough is referred by the Committee to the Transport Strategy Project Board and Elected Member Working Group, for them to investigate possible solutions.</p>

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

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

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

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

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

	<p>Environment Committee</p> <p>08 November 2016</p>
<p>Title</p>	<p>Referred Items From Finchley and Golders Green Area Committee</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Ward</p>	<p>Various</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix A - Proposed Parking Review of the North Finchley Controlled Parking Zone (CPZ) - Cost Estimate Appendix A - Drawing no. 20493.29c Existing North Finchley CPZ Plan Appendix B - Referred Petition - Granville Road</p>
<p>Officer Contact Details</p>	<p>Paul Frost Paul.frost@barnet.gov.uk 020 8359 2295</p>

<p>Summary</p>
<p>The Finchley and Golders Green Committee have requested that the attached reports at Appendix A and B be considered by the Environment Committee</p>

<p>Recommendations</p>
<ol style="list-style-type: none"> 1. That the Environment Committee note the content of the report and appendices. 2. That the Environment Committee consider and resolve Appendix A and B while noting section 1 of this report.

1. WHY THIS REPORT IS NEEDED

The Finchley and Golders Green Committee concluded that the attached reports illustrated in Appendix A and B be referred to the Environment Committee for consideration and determination as outlined below:

1.1 Proposed Parking Review of the North Finchley Controlled Parking Zone (CPZ) - Cost Estimate

- As outlined in the Council's Constitution, Responsibility for Functions it is outlined that if 2 or more Members of an Area Committee request immediately after a vote has been taken that the item is referred to its parent committee the item should be referred to the next possible meeting setting out the reasons for the referral.
 - Therefore the Environment Committee note that the Finchley and Golders Green Committee at its meeting on 26 October 2016 resolved to refer the item to the Environment Committee because the proposal affected the Finchley and Golders Green constituency and the Chipping Barnet constituency. Therefore it was considered that the Environment Committee should consider and determine the item as illustrated within appendix A.

1.2 Referred Petition - Granville Road

- The Finchley and Golders Green Committee at its meeting on 26 October 2016 resolved to refer the Granville Road petition contained in appendix B of this report. The petitions outlined 3 substantial issues, two of which were referred to the Environment Committee for consideration and determination.
- The Environment Committee are requested to consider:
 1. the options for pavement resurfacing
 2. the communications associated with the implementation of the current policy.

2. REASONS FOR RECOMMENDATIONS

2.1 The instructions of Environment Committee are required with regard to the recommendation of Chipping Barnet Area Committee for Environment Committee to consider the attached report and its recommendations.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 The committee's decisions will be minuted and any actions arising implemented through the relevant Commissioning Director or the committee, where appropriate, at a future meeting.

5. IMPLICATIONS OF DECISION

- 5.1 Issues 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 **Social Value**

None in the context of this report.

- 5.4 **Legal and Constitutional References**

Annex A to responsibility For Functions details the Environment Committees specific responsibilities.

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	<p>Finchley and Golders Green Area Committee</p> <p>26 October 2016</p>
<p style="text-align: center;">Title</p>	<p>Proposed Parking Review of the North Finchley Controlled Parking Zone (CPZ) - Cost Estimate</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>Woodhouse, Totteridge and West Finchley</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Drawing no. 20493.29c Existing North Finchley CPZ Plan</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Richard Chalmers email Richard.chalmers@barnet.gov.uk</p>

<h3>Summary</h3>
<p>This report sets out the requirements of a review of parking in North Finchley Controlled Parking Zone (CPZ) and the cost estimates for carrying out the review including an informal consultation. This report does not detail the cost of the implementation any changes that come out of the review as the scope of the amendments is not yet known.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Area Committee notes the content of the report in relation to a review of parking in North Finchley CPZ.
<ol style="list-style-type: none"> 2. That the Area Committee decides whether a parking review should be undertaken in the North Finchley CPZ by way of an informal consultation with all those living and operating in properties in the North Finchley CPZ.

3. That, subject to the decision made in 2. above, the Area Committee agreed funding of £8,000 from their Area Committee Budget for the informal consultation.
4. That subject to the decision made in 2. above, and the funding being made available as referred to in 3. above, the outcome of any informal consultation is reported back to a future meeting of the Finchley and Golders Green Area Committee for a decision on how to proceed.

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was reported to the 30 March 2016 Finchley and Golders Green Area Committee requesting a review of the all-day 9am – 5pm parking restrictions in the NF zone of the North Finchley Controlled Parking Zone (CPZ). The petition was signed by 62 signatories. The petition stated:

'We submit this petition asking for a change in parking restrictions from 9 am to 5 pm to a more reasonable 2pm to 3pm., within the residential roads mentioned above.

Over the last few years many requests have been made for a change in the rather draconian parking restrictions in residential roads covering Torrington Park, Ravensdale Avenue, Friern Watch Avenue, Mayfield Avenue, Friary Road, Derwent Crescent and many more. Some roads within the borough have no restrictions at all, others have partial restrictions and others have ALL day restrictions. The residents of all these roads pay council tax but those with parking restrictions are paying parking charges in addition! It follows therefore that those with parking restrictions are penalised whereas those without are not.'

- 1.2 At the Committee the matter was escalated to the 10 May Environment Committee for consideration. Ward Member Cllr Alan Schneiderman introduced the item and requested that the North Finchley CPZ be considered and included in a CPZ review.
- 1.3 The Chairman suggested that a full report is produced and reported to the Finchley and Golders Green Area Committee which includes all cost implications.
- 1.4 While the petition contained 62 signatures, records indicate that there are more than 6,000 properties which fall within the North Finchley CPZ, the extent of which is shown on Drawing no. 20493.29c.
- 1.4 Consequently Officers consider that the petition in itself is not necessarily a mandate that further action should be taken, and the Committee is asked, having considered the content of the petition and this report, to decide whether a review of the North Finchley CPZ should be undertaken.
- 1.5 If it is decided that a review should be undertaken, Officers consider that this should entail an informal consultation (letter and questionnaire) as this would give every household and business in the CPZ the opportunity to give their views.

- 1.6 Depending on the response rate and content of responses, this should then give the council a clearer understanding of whether there are any parking issues across the area, and subsequently help determine whether there is sufficient demand for any changes to be made to the CPZ.
- 1.7 The cost carrying out an informal consultation, including analysis of the responses, liaising with Ward Councillors regarding the findings, and reporting the findings to the relevant Committee will be approximately £8,000.
- 1.9 For information, an approximate cost of the signage changes a wholesale reduction in hours of the Monday to Saturday 9am to 5pm CPZ would entail would be in the region of £50,000, plus advertising costs and all Officer time in any future statutory consultation and implementation processes.

2. REASONS FOR RECOMMENDATION

- 2.1 As the petition was only received from a small percentage of the residents within the existing CPZ, Officers consider that this is not necessarily a reflection of others that further action should be taken. As such the Committee is asked to decide whether a wider informal consultation should be undertaken. This would give the council a clearer understanding of the parking issues in the area and help determine whether any changes should be made in the area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.4 In considering the petition and costs, the Committee may consider not to review parking in the North Finchley CPZ area and the controls should remain unchanged.

4. POST DECISION IMPLEMENTATION

- 4.1 That should it be decided that the North Finchley CPZ should be reviews, the results of the informal consultation are reported back to a future meeting of the Finchley and Golders Green Area Committee for consideration and a recommendation for future action.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in the North Finchley CPZ and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contribute to strategic objectives of "keeping Barnet moving through the efficient management of the roads and pavements network" by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to "The Sustainable Community Strategy for Barnet 2010-2020.

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

- 5.2.1 The estimated costs of carrying out a review of the North Finchley CPZ, are estimated to be £8,000. These costs could be met from the Finchley and Golders Green Area Committee Budgets.

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

- 5.4.2 The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework the Area Committees can discharge functions including those related to local highways and safety schemes.

5.5 Risk Management

- 5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any amendments to the CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

- 5.5.2 It is considered the issues involved amending a CPZ may lead to some level of public concern from local residents who feel do not wish for the CPZ to be amended, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposed CPZ, which will then be assessed and incorporated into this report and design if necessary.

5.6 Equalities and Diversity

- 5.6.1 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.
- 5.6.2 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.
- 5.6.3 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.7 Consultation and Engagement

- 5.7.1 Subject to review being agreed, an informal consultation in the North Finchley CPZ will be undertaken and details of the consultation will be outlined on the council's website.

5.8 Insight

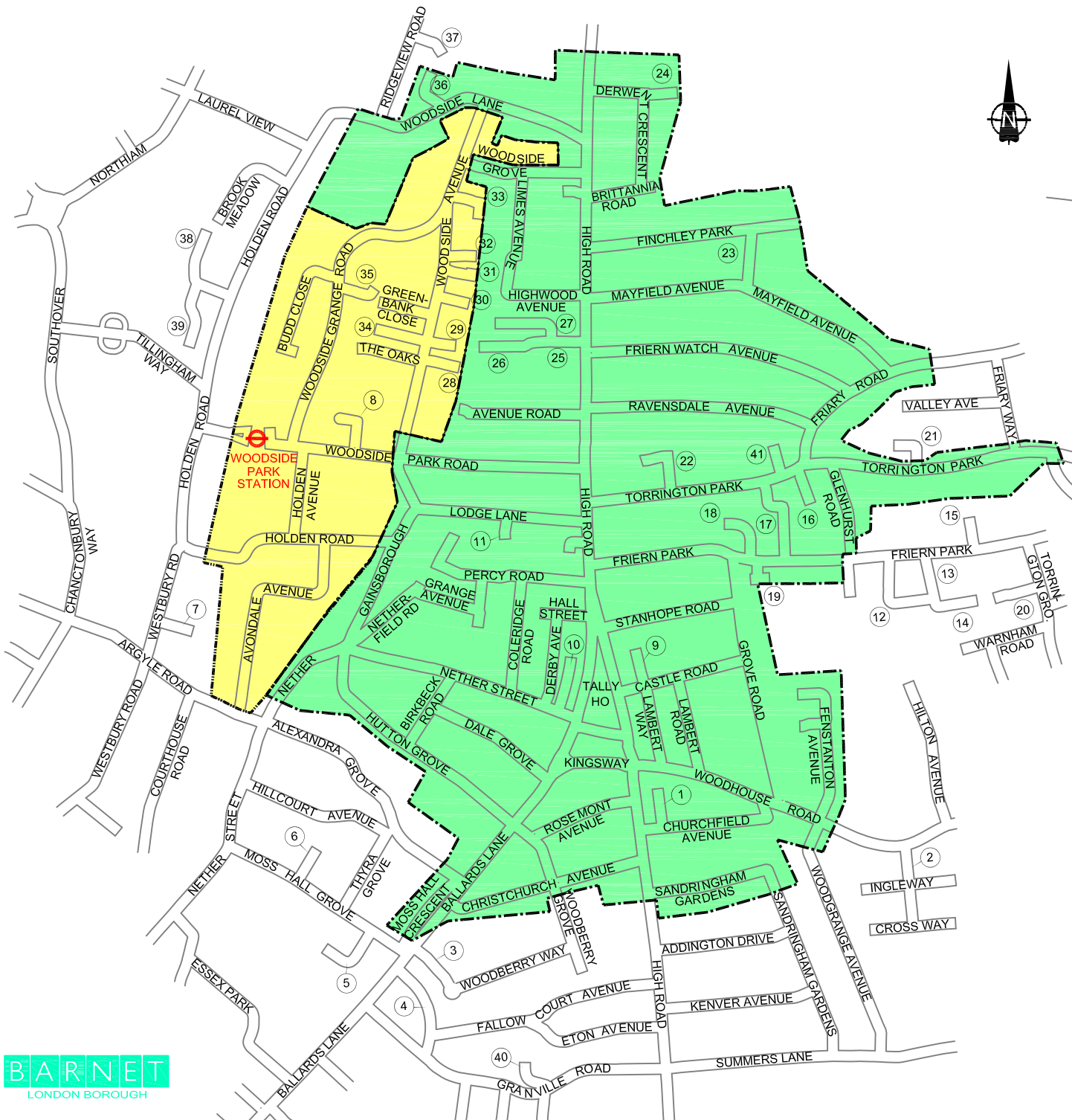
- 5.8.1 None in relation to this report.

6. BACKGROUND PAPERS

- 6.1 30 March 2016 Finchley and Golders Green Area Committee
<https://barnet.moderngov.co.uk/documents/s30844/Petitions.pdf>
- 6.2 12 May 2016 Environment Committee Report.
<https://barnet.moderngov.co.uk/documents/s31759/Referred%20from%20Finchley%20and%20Golders%20Green%20Area%20Committee.pdf>

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NORTH FINCHLEY CONTROLLED PARKING ZONE





BARNET
LONDON BOROUGH

Road Index:-

- | | | | |
|----------------------|------------------------|-----------------------|----------------------|
| 1. Churchfield Way | 11. Albert Street | 21. Copwood Close | 31. Squirrels Close |
| 2. School Way | 12. Cardrew Avenue | 22. Fairfield Close | 32. Little Cedars |
| 3. Woodberry Gardens | 13. Torrington Avenue | 23. Lynton Avenue | 33. Claire Court |
| 4. Montrose Crescent | 14. Cardrew Close | 24. Coniston Close | 34. Nansen Village |
| 5. Burnbrae Close | 15. Rose Bank Close | 25. Fredericks Place | 35. Grange Way |
| 6. Mossborough Close | 16. Welbeck Close | 26. Theobalds Avenue | 36. Croft Mews |
| 7. Springfield Close | 17. Okehampton Close | 27. Whittington Mews | 37. Charnwood Place |
| 8. Ashbourne Close | 18. Victoria Grove | 28. Cliveden Close | 38. Guildown Avenue |
| 9. Castle Mews | 19. Northwood Gardens | 29. Sonia Gardens | 39. Lorian Close |
| 10. Regent Close | 20. St. Michaels Close | 30. St. Andrews Close | 40. Graywood Court |
| | | | 41. Torrington Close |

KEY:-

-  Existing All Day Zone
Operates Mon - Sat 9am - 5pm
-  Existing One Hour Zone
Operates Mon - Fri 2pm - 3pm

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	<p><u>Finchley and Golders Green</u> <u>Area Committee</u></p> <p>26 October 2016</p>
<p style="text-align: right;">Title</p>	<p>Petition for the Committee’s Consideration (Granville Road)</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various within Finchley and Golders Green Constituency</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Iphigenia Christophoridou, Assurance Officer Email: iphigenia.Christophoridou@barnet.gov.uk Tel: 020 8359 3822</p>

Summary
<p>This item provides Members of the Finchley and Golders Green Area Committee with information relating to various petitions that have met the requisite number of signatures in order to be considered by the Committee.</p>

Recommendations
<p>1. That the Finchley and Golders Green Area Committee note the petitions received by the Council.</p>
<p>2. That following consideration of the petitions highlighted at 1.1, the Committee are requested to give instructions as outlined at section 5.4.1.</p>

1. WHY THIS REPORT IS NEEDED

1.1 The Head of Governance was notified of five petitions that have over 25 signatures which relate to the Finchley and Golders Green constituency. Details of these petitions are as follow:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Granville Road	Ms Maimaris	<p>The overwhelming majority of people we spoke to do not want a cheaper tarmac surface on the pavements if this is indeed the proposal. There are many concerns about how it will look, that it will bring down the appearance of the road, that it will be uneven, that it won't last and will crack, that it will become sticky in the summer, that it will encourage even more vehicle drivers to mount the pavement.</p> <p>We also asked residents whether they were consulted about this in any way by Barnet Council and no resident we spoke to had been consulted in any way. The letter gives only 2 weeks advance notice of the works and when you ring the number given in tiny print at the bottom, you are given a ref no but no one from the actual team calls back. i have called five times and had no response. I call this very poor practice from Barnet Council, a Council which purports to listen to its residents. Most local authorities have a policy of getting back to residents within 2 working days. We would like to know why we have not been consulted. If indeed the proposal is tarmac, why has Granville Road been singled out in this way?</p> <p>I attach signatures from the 31 Granville Road residents who object to tarmac. Of these, while the works are being done, 21 would like to see measures put in place to make Granville Road safer for residents, to prevent vehicles from mounting the pavements, driving down the pavements and speeding down the road. Walking down the road,</p>	31

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
		<p>especially the end near to the Conservative Offices, one feels vulnerable. When you are walking with a child you are at risk of being hit by something mounting the pavement while driving and indeed this nearly happened to my husband.</p> <p>Residents would like a consultation on this. We'd like to feel as Council Tax payers we have a say in what happens to the road we live on.</p> <p>We were unable to talk to every resident on the street and ask people living in flats due to time but I imagine for many of these residents it would be the same - that they had not heard and that they were unclear from the letter as to what the Council is proposing.</p>	

1.2 In accordance with the Council's Constitution, Public Participation Rules, petitions which receive 25 signature and over but less than 2,000 will be considered by the relevant Area Committee.

2. REASONS FOR RECOMMENDATIONS

2.1 It is a constitutional requirement for Area Committees to consider petitions which receive 25 signature and over but less than 2,000.

2.2 There are no recommendations contained in this report. The instruction of the Area Committee is therefore requested. The actions available to the Committee are set out at section 5.4.1.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director or Committee as appropriate at a future meeting.

5. IMPLICATIONS OF DECISION

5.1.1 As and when issues raised through petitions are received such relating issues

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 **Social Value**

5.3.1 Petitions provide an avenue for Members of the Public to request the Council to take an appropriate action. It is therefore and as identified within this report appropriate for the Finchley and Golders Green Area Committee to consider this petition which may lead to a future determination by the relevant Commissioning Director or Committee as appropriate at a future meeting.

5.4 **Legal and Constitutional References**

5.4.1 Council Constitution, Public Participation and Engagement – paragraph 6.6 provides that;

Petitions which receive over 25 signatures will be referred to the relevant Area Committee. The following actions are available to the Committee:

- Note the petition
- Ask officers to present a report to a future meeting of the Area Committee
- Formally refer to a relevant Committee
- Formally instruct an officer (within their powers) to take action
- To bring the matter to the attention of the Ward Councillors (who will consider and respond to the issue individually)

5.5 **Risk Management**

5.5.1 Failure to deal with petitions received from members of the public in a timely way and in accordance with the provisions of the Council's Constitution carries a reputational risk for the authority.

5.6 **Equalities and Diversity**

5.6.1 Pursuant to the Equality Act 2010 ("the Act"), the council has a legislative duty to have 'due regard' to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The 'protected characteristics' are age, race, disability, gender reassignment, pregnancy, and

maternity, religion or belief and sexual orientation. The 'protected characteristics' also include marriage and civil partnership, with regard to eliminating discrimination.

5.7 **Consultation and Engagement**

5.7.1 None in the context of this report.

5.8 **Insight**

5.9 The Council Constitution, Public Participation and Engagement provides a function that enables residents to engage with the Council. This process offers the opportunity for residents to bring a matter to the attention of the Council and therefore requests that an action be considered and determined as outlined at section 5.1 of this report.

5.10

6. **BACKGROUND PAPERS**

6.1 The submitted petitions to the Council.

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	<p>Environment Committee</p> <p>08 November 2016</p>
<p>Title</p>	<p>Business Planning 2017/18 – 2019/20</p>
<p>Report of</p>	<p>Commissioning Director for 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 A – Environments Committee Revenue Savings Programme Appendix B – Environments Committee’s Vision and Commissioning Priorities overview</p>
<p>Officer Contact Details</p>	<p>Patricia Phillipson – Interim Head of Finance, Commissioning Group 020 8359 2800 patricia.phillipson@barnet.gov.uk Kitran Eastman – Strategic Lead – Clean & Green Kitran.eastman@barnet.gov.uk 020 8359 2803</p>

Summary

On the 18th November 2014, the Environment Committee approved a five-year Commissioning Plan, and in March 2015 indicative proposals for achieving £10.3 million savings by 2019/20. The Commissioning Plan and Savings programme set out the strategic priorities, commissioning intentions and indicative budget proposals of the Environment Committee up to 2019/20

A Business Planning report was considered by Policy and Resources Committee on the 28 June 2016 outlining the council’s updated Medium Term Financial Strategy (MTFS) to 2020. The paper set out the proposed revenue and capital budget amendments for 2016/17 as well as setting out the previously agreed savings requirements across Theme Committees for the period 2017-20.

Policy and Resources Committee asked Theme Committees to confirm delivery of savings against plans agreed at the March 2016 Council meeting. The overall targets for Theme Committees remains the same but Policy and Resources Committee have asked that if any proposals are now either unachievable or will not deliver on their original estimate, they must be supplemented by bringing forward new proposals to meet the gap.

The budget projections through to 2020 are indicative figures. The budget will be formally agreed each year, after appropriate consultation and equality impact assessments, as part of Council budget setting, and therefore could be subject to change.

Recommendations

1. That the Environment Committee approves the refreshed revenue saving programme in Appendix A for referral to Policy and Resources Committee

1. WHY THIS REPORT IS NEEDED

- 1.1 The past five years have been challenging for all local authorities; the combination of reduced public spending and increasing demand meant that Barnet needed to save £75 million between 2011 and 2015, just over a quarter of its budget. As far as possible, the council sought to meet this challenge through savings to the ‘back office’ to protect our front-line services. During this time of significant challenge, the council has seen levels of resident satisfaction remain high both in terms of satisfaction with the council as well as with a range of local services. The latest Residents’ Perception Survey indicates that 89 per cent of residents are satisfied with Barnet as a place to live and 77 per cent feeling that the council is doing a good job.
- 1.2 With financial pressure on the council set to continue, the next four years will continue to present challenges however, there will also be some significant opportunities. Savings plans to close the £80.1 million gap (2016-20) were agreed by Full Council in March 2016, with £5 million to be funded by reserves in 2019/20. Funding savings from reserves is not sustainable in the long term, however, the chief financial officer recognises that the council tax base beyond 2020 is expected to increase, based on projected council tax receipts from new housing in the west of the borough and therefore the use of reserves is projected to be necessary for one year only.
- 1.3 However, in spite of these challenges, there are significant opportunities for Barnet, with a focus on protecting vital services by managing demand and directing resource to those most in need. Successful demand management relies on an understanding of the types of demand that are arising, and how we can reprofile this demand to deliver positive outcomes. Many of our service transformation programmes have demand management at their core to ensure that this objective is met. There is also an increased focus on building community resilience; helping residents to help themselves so that they are equipped to do more for their communities and become less dependent on statutory services.
- 1.4 As funding from central Government reduces to zero, the council will need to generate its income through local and regional sources of funding – Council Tax, Business Rates, fees and charges, and the commercialisation of some services where appropriate. Whilst challenging, this also provides all authorities with an opportunity as the further devolution of funding means that increasingly, councils will become masters of their own destinies. The council is also placing an increased focus on investment in infrastructure and is continuing with its ambitious regeneration plans, which will create over 20,000 new homes and 30,000 new jobs in the borough. Our regeneration programme will also generate more than £11m in recurrent income by

2025 and £50m in one off income by 2020, which is to be invested in the borough's infrastructure.

- 1.5 Theme Committees are asked to confirm delivery of savings against plans agreed at the March 2016 Council meeting. The overall targets for Theme Committees remains the same and any proposals that are not either unachievable or will not deliver on their original estimate will need to be supplemented by bringing forward new proposals to meet the gap.

Environment Committee Revenue Savings Programme

- 1.6 In November 2014, the Environment Committee approved a five-year Commissioning Plan, and in March 2015 and indicative proposals for achieving savings by 2019/20. The Commissioning Plan and Savings programme set out the strategic priorities, commissioning intentions and indicative budget proposals of the Environment Committee up to 2019/20
- 1.7 Appendix B provides an overview of Environments 's Committee's current Vision and Commissioning Priorities
- 1.8 The Environment Committee has approved a savings package of £6.5 million from 2016/17 to 2019/20 which was profiled for the following years:
- 1.9

	2017/18	2018/19	2019/20	Total
Programmed	£2,315 k	£2,165 K	£2,080 K	£6,560K
Anticipated to achieve in year	£1,790	£1,265	£1,705	£4,760

- 1.10 As can be seen in the table above a number of areas are anticipated to under achieve, and as such new savings have been sort.
- 1.11 Appendix A sets out the revised savings proposals for Environment Committee through to 2020.
- 1.12 Additional Savings Proposals include

#	Savings	Amount	Year
G6	Rationalisation of CCTV contracts	£200 k	2019/20
G7	Possible introduction of a permit charge to cross the footway (skips and building materials)	£200 k	2018/19
G8	Advertising within parks	£100 k	2018/19
S1	Additional capital investment focused on permanent highway repair , and Capitalisation of highways work where it is enhancing our assets – Sustainable savings for 2017/18 and 2018/19	£2,100 K	2017/18

S2	Doing things differently in greenpaces including "low quality / low value" green spaces	£200 k	2018/19 & 2019/20
S3	Improving process for Controlled Parking Zone changes/introductions	£100 k	2018/19
R1	Increase on savings allocated in 2019/20	£200 k	2019/20
R2	Increase on savings allocated in 2019/20	£700k	2019/20

1.13 The new savings package from 2017/18 to 2019/20 totals £6.8 million profiled for the following years:

2. REASONS FOR RECOMMENDATIONS

	2017/18	2018/19	2019/20	Total
Previous Programme	£2,315 k	£2,165 K	£2,080 K	£6,560K
New Programme	£3,965 k	£1,915	£1,300	£6,560 K

2.1 **Recommendation 1** - It is recommended that the Environment Committee approves the refreshed revenue saving programme in Appendix A for referral to Policy and Resources Committee. This report sets out the indicative proposals for how the Committee will achieve the revenue savings to deliver target savings confirmed by the Council's Policy and Resources Committee on 28 June 2016 and which accord with the priorities of the Environment Committee set out in paragraph the Commissioning Plan.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative approach is not to approve the savings programme. This, however, is not considered good practice and may expose the Council to the risk of not achieving its savings targets.

4. POST DECISION IMPLEMENTATION

4.1 If the Committee is so minded to approve the recommendations then these proposals will be considered by the Policy and Resources Committee on 1 December 2016 and will form part of the delivery of the Council's Medium Term Financial Strategy.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

- Of opportunity, where people can further their quality of life
- Where people are helped to help themselves, recognising that prevention is better than cure
- Where responsibility is shared, fairly

- Where services are delivered efficiently to get value for money for the taxpayer

5.1.2 The Council's priorities include:

- Maintaining the green and pleasant nature of the borough by reducing the amount of litter and detritus to the lowest level in London.
- Using encouragement, behaviour change and, where necessary, enforcement to persuade litterers to not drop litter in the Borough, including chewing gum and dog fouling.
- High quality services maintained whilst reducing unit costs to the lowest amongst Barnet's statistical neighbours.

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

5.2.1 **Finance & Value for Money**: The reviews of the savings programme are part of ensuring value for money, and meeting the MTFS. For information, there is a report on Reviewed Fees and Charges elsewhere on agenda.

5.2.2 **Procurement**: At this time there are no implications. Individual projects will be initiated and procured as needed in line with Barnet's Standing Orders

5.2.3 **Staffing**: At this time there are no implications. Individual projects will be initiated and impact on staffing assessed

5.2.4 **Property**: At this time there are no implications.

5.2.5 **IT**: At this time there are no implications.

5.2.6 **Sustainability**: At this time there are no implications.

5.3 **Social Value**

5.3.1 In taking forward the proposals due regard will be paid to the Public Services (Social Value) Act 2012. The Act will be a useful tool in ensuring that our activities are embedded in prevention and early intervention. We will seek to look for added value providers can bring in delivering our services such as where apprenticeships are provided.

5.3.2 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

5.4 **Legal and Constitutional References**

5.4.1 All proposals emerging from the business planning process will need to be considered in terms of the Council's legal powers and obligations (including,

specifically, the public sector equality duty under the Equality Act 2010). All proposals are already or will be subject to separate detailed project plans and reports to committee. The detailed legal implications of these proposals are included in those reports which will have to be considered by the Committee when making the individual decisions.

5.4.2 Environment committee is approving these proposals for referral to Policy and Resources Committee. These proposals will then be referred to Council so that Council can approve the budget envelope and set the Council Tax. There will be contingencies within the budget envelope so that decision makers have some flexibility should any decisions have detrimental equalities impacts that can not be mitigated.

5.4.3 The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This includes

- To approve fees and charges for those areas under the remit of the Committee
- To submit to the Policy and Resources Committee proposals relating to the Committee's budget for the following year in accordance with the budget timetable.
- To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including and virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and

5.5 Risk Management

5.5.1 The Council has taken steps to improve its risk management processes by integrating the management of financial and other risks facing the organisation. Risk management information is reported quarterly to the council's internal officer Delivery Board and to the relevant Committees and is reflected, as appropriate, throughout the annual business planning process.

5.5.2 Risks associated with each individual saving proposal will be outlined within the individual Committee report as each proposal is brought forward for the Committee to consider.

5.6 Equalities and Diversity

5.6.1 Equality and diversity issues are a mandatory consideration in the decision-making of the council. This requires elected Members to satisfy themselves that equality considerations are integrated into day to day business and that all proposals emerging from the finance and business planning process have properly taken into consideration what impact, if any, there is on any protected group and what mitigating factors can be put in train.

5.6.2 The public sector equality duty is set out in s149 of the Equality Act 2010:

A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- (a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and
- (c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, the need to:

- (a) Tackle prejudice, and
- (b) Promote understanding.

Compliance with the duties in this section may involve treating some persons more favourably than others but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

The relevant protected characteristics are:

- Age;
- Disability;
- Gender reassignment;
- Pregnancy and maternity;

- Race;
- Religion or belief;
- Sex; and
- Sexual orientation.

5.6.3 As individual proposals are brought forward for consideration by the Environment Committee, each will be accompanied by an assessment of the equalities considerations, setting out any potential impact of the proposal and mitigating action. The equalities impact of all other proposals will be reviewed as proposals develop and will inform the final consideration of the savings proposals by the Policy and Resources Committee on 23rd February 2017.

5.6.4 Where there are changes, it is inevitable that there is likely to be an impact on individuals in different ways. However at each stage of the process, the council will conduct full EIA to ensure that where some current and future clients are impacted, proper measures are considered to minimise the effect as far as possible. Those affected by any changes resulting from any of the proposals will be fully engaged.

5.6.5 The revenue savings sheet shown as Appendix A currently indicates current assessments which have been completed. As the full impact of these changes is understood, each initiative will undertake to work with those affected and consider options available to them to help mitigate any adverse impact. Where necessary proposals will not be implemented or agreed until members have fully considered the equality impacts and responses to any consultation.

5.6.6 All human resources implications will be managed in accordance with the Council's Managing Organisational Change policy that supports the Council's Human Resources Strategy and meets statutory equalities duties and current employment legislation.

5.7 Consultation and Engagement

5.7.1 As a matter of public law the duty to consult with regards to proposals to vary, reduce or withdraw services will arise in 4 circumstances:

- where there is a statutory requirement in the relevant legislative framework;
- where the practice has been to consult or where a policy document states the council will consult then the council must comply with its own practice or policy;
- exceptionally, where the matter is so important that there is a legitimate expectation of consultation and
- where consultation is required to complete an equalities impact assessment.

5.7.2 Regardless of whether the council has a duty to consult, if it chooses to consult, such consultation must be carried out fairly. In general, a consultation can only be considered as proper consultation if:

- comments are genuinely invited at the formative stage;
- The consultation documents include sufficient reasons for the proposal to allow those being consulted to be properly informed and to give an informed response;
- there is adequate time given to the consultees to consider the proposals;
- there is a mechanism for feeding back the comments and those comments are conscientiously taken into account by the decision maker / decision making body when making a final decision;
- the degree of specificity with which, in fairness, the public authority should conduct its consultation exercise may be influenced by the identity of those whom it is consulting and;
- Where relevant and appropriate, the consultation is clear on the reasons why and extent to which alternatives and discarded options have been discarded.
- The more intrusive the decision the more likely it is to attract a higher level of procedural fairness

5.7.3 Public consultation on the overall budget for 2017/18 will commence on 5th December 2016 following the Policy and Resources Committee on 1st December 2016 before the final savings are recommended to Full Council on the 7th March 2017.

5.7.4 The public consultation will give residents an opportunity to comment on the 2017/18 overall budget and Environment Committee's individual proposals to deliver the 2017/18 savings identified in this report, before final decisions are formalised in the council's annual budget.

5.7.5 In terms of service specific consultations, the council has a duty to consult with residents and service users in a number of different situations including where proposals to significantly vary, reduce or withdraw services. Consultation is also needed in other circumstances, for example to identify the impact of proposals or to assist with complying with the council's equality duties. Where appropriate, separate service specific consultations have already taken place or are currently taking place for the 2017/18 savings. The current consultations are:

- Alternative Delivery Model – Street Scene
- Bowling Green – Engagement with Clubs

6. **BACKGROUND PAPERS**

6.1 [Environment Committee November 2015 Papers](#) – Environment Committee Commission Plan

6.2 [Environment Committee March 2015 Papers](#) – Environment Committee Business Planning

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Environment Committee

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis			
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2016/17	2017/18		2018/19			2019/20		
								£000	£000	FTE	£000			FTE	£000	FTE
Efficiency																
E4	Street Scene - Parks and Open Spaces	Responsibility	Service changes and Community Engagement Regarding Parks Services: Under this proposal the management of bowling greens would transfer from the council's responsibility to a range of locally-based community organisations, the delivery of annual bedding planting would either cease or transfer to "adopt a place" schemes. In addition, officers will look to return areas of parks and open spaces to "natural" areas and so reduce the level of maintenance as well as revising highway grass cutting frequencies and improving scheduling	Engagement is currently on going (2016/17) with bowling clubs on an individual basis. The implementation of any proposed scheme will be dependant upon the completion of the relevant EIA process, once the proposals with each site/club are known. Other service specific consultation will be undertaken if required,	This is a change in service standards but is not anticipated to impact on service delivery. Allowing some areas to return to nature will increase biodiversity and aid nature conservation	This saving may have an adverse impact on customer satisfaction. Some areas may have a positive impact if not successfully communicated i.e. positive impacts of returning areas to nature	An Equalities Impact Assessment will be completed prior to implementation of savings proposal.	3,954	(345)					(345)	(8.73)%	
E5	Commissioning Group - Parking Services	Fairness	Re-procure the Parking Contract: The current contract for parking and enforcement services is due to expire in 2017. The decision to re-procure the service allows further cost savings to be identified through sharing services with partnering authorities, making contract management savings using varied specifications or through investing in modern IT systems.	Service specific consultation will be undertaken if required, once it has been identified if there are impacts on staff or residents	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Equalities Impact Assessment has been completed and indicated that the proposal does not impact on service delivery or council staff. This will kept under review as the proposals develop further and any updated as necessary	4,400			(150)			(150)	(3.41)%	
E8	Street Scene - Alternative Delivery Model	Opportunity	Increased Productivity and Reduction of Overheads: Restructure of the Street Scene business model - options may include a social enterprise, mutual, LATCO shared service or outsourcing for Waste, Recycling, Street Cleansing and Grounds Maintenance services. A decision about a future alternative model will be subject to a full detailed business case and options appraisals.	ADM consultation is taking place in November and December 2016	This saving is not anticipated to impact negatively on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	There is a potential equalities impact this will be reviewed as proposals develop and ahead of implementation of the savings. An initial Equalities Impact Assessment for staff and residents has been completed and is available at https://barnet.moderngov.co.uk/mgChooseDocPack.aspx?ID=8590	13,797	(250)		(450)			(700)	(5.07)%	

Environment Committee

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis				
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2016/17	2017/18		2018/19			2019/20			
								£000	£000	FTE	£000			FTE	£000	FTE	
E10	Street Scene - Street Cleansing	Fairness	Review of Street Cleansing Services: Reduction in Street Cleansing by reducing overall number of operational teams. Detailed proposals will determine areas that might be suitable for reductions including : Fly-tip frequencies, frequency of Deep Cleanse, extension of litter picking and monitoring intervals and Town Centre servicing. There will be a corresponding change to levels of supervision including utilising the latest technology to design better routes and monitor them more effectively. Officers will introduce an increased level of enforcement activity to reduce the need for street cleansing in areas of littering and fly tipping and greater use will be made of people serving community sentences.	Service specific consultation will be undertaken if required following the Environment Committee decision on the ADM in March 2017. The introduction of time banded collection to support the cleansing of town centres will be carried out in Q4 of 2016/17	There may be a localised reduction in service delivery as new arrangements are introduced.	There will be a potential adverse impact on customer satisfaction	Initial equalities analysis has been undertaken and indicates there is a potential negative impact on staff and/or service users. A full EQIA will be completed as specific plans emerge. These will be kept under review as proposals develop and any staff implications will be subject to a full staff consultation as per the councils agreed process.	2,939	(600)						(600)	(20.42)%	
Total									(1,195)	0	(600)	0	0	0	(1,795)		
Growth and Income																	
G1	Street Scene - Parks and Open Spaces	Opportunity	Invest in 3G Pitches (x3): This proposal will see the Council secure additional investment (in partnership with funding bodies such as The Football Foundation) in modern 3G sports pitches across the borough. The Council will benefit from a mechanism for sharing the additional income generated from new pitches with any delivery partner.	Service specific consultation will be undertaken if required	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user Equalities Impact Assessment is required because the proposal does not impact on service delivery or staff. This will kept under review as the specific proposals develop and any changes reported back at the next Committee decision within the business planning process. The need for an EIA will be kept under review and carried out if required	2,641				(100)				(100)	(3.79)%
G2	Street Scene - Commercial Waste and Waste Collection and Street Cleansing Income.	Opportunity	Income generation from Non-Statutory Waste Services and Green Waste: A challenging income generation target across a range of chargeable services including but not limited to: additional collections, and the identification of new services where charging the user more in order to offset the impact of wider budget reductions is appropriate. To be delivered through a fundamental review of all transactional services e.g. development of the trade and commercial waste services including recycling and a review of commercial activity to identify new or improved income opportunities. Further work to be done with commercial waste to both obtain contracts and offer recycling services.	Service specific consultation will be undertaken if required.	This saving is a change to service delivery.	This saving will not have an adverse impact on customer satisfaction	An Equality Impact Assessment will be completed for those services which affect residents prior to implementation of savings proposal.	(1,930)	(200)			(300)			(1,000)	(1,500)	77.72%

Environment Committee

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis			
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2016/17	2017/18		2018/19			2019/20		
								£000	£000	FTE	£000			FTE	£000	FTE
G3	Street Scene and Commissioning Group - demand management via enforcement and education	Fairness	Reduce Demand for Services through targeted enforcement and Education - increase the investment in enforcement and public communication activities to reduce the amount of fly tipping, littering and ASB - provides a reduction in overall operating costs and a small revenue stream above investment costs.	Trial for Streetscene enforcement is taking place from July 2016 to January 2017, this includes gathering feedback from residents and businesses. If successful a full service will be introduced and a service specific consultation will be undertaken if required	Improved use of resources	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	An Equality Impact Assessment will be completed following the gathering of data from the trial. This will kept under review as the specific proposals develop and any changes reported back at the next Committee decision within the business planning process.	2,939	(25)		(25)				(50)	(1.70)%
G4	Commissioning Group	Fairness	Cost recovery from a full review of fees and charges across all Environmental Committee business areas. This will include making sure that all fees are collected.	New fees and charges included into the fees and charges and the report for budget consultation and results feed into the budget approvals process	None	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	A full Equality Impact Assessment will accompany the fees and charges report for Environment committee report for approval. This will kept under review.	(1,350)	(270)		(240)		(130)		(640)	47.41%
G5	Street Services - Reduction / Delay in Growth Assessment and changes to agency staff recruitment	Fairness	Improve service Efficiencies to Reduce Growth Demand: Current budget forecasts include growth related to the new developments to waste collection and recycling service. Service efficiencies will be introduced to absorb additional work within the current workforce	No service specific consultation	None	None	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff.	12,276	(75)						(75)	(0.61)%
G6 - New	Commissioning Group - Safer Communities	Opportunity	Rationalisation of CCTV contracts across ANPR / MTC / ASB. Increase income generation (sale of services to businesses and Insurance industry). Further rationalisation control room function (shared services model)	No service specific consultation is required	Improved efficiency of the service	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff.	817					(200)		(200)	(24.48)%
G7 - New	Commissioning Group - Highways	Opportunity	Possible introduction of a permit charges to reduce damage to footways. Permit would be issued when development is planned to allow skips and building material to cross the footway	Service specific consultation will be undertaken if required	This saving is a change to service delivery.	This saving could have an adverse impact on customer satisfaction - or may be positive	An Equality Impact Assessment will be completed prior to implementation of savings proposal. This will kept under review as the specific proposals develop.	1,145			(200)				(200)	(17.47)%

Environment Committee

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis			
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2016/17	2017/18		2018/19			2019/20		
								£000	£000	FTE	£000			FTE	£000	FTE
G8 - New	Commissioning Group - Parks Advertising	Opportunity	Advertising in Council Parks and Open space. There are no current plans for income generation through advertising within parks and open spaces, so a expansion into advertising in these areas will rolled out and suitable sites and types of advertising found.	Service specific consultation will be undertaken if required	Increased Income	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff This will be kept under review. The parks and open spaces strategy consultation brought forward the principle of making our greenspaces more financially sustainable through alternative income and investment routes	3,954			(100)				(100)	(2.53)%
Total									(570)	0	(965)	0	(1,330)	0	(2,865)	
Service Redesign																
S1 - New	Commissioning Group - Highways	Opportunity	Review historic and current highways asset maintenance regime, categorise it between "emergency repair" (which would remain a revenue cost and not form part of this saving) and "investment in our asset". Investment in our asset spending would be that which increases the life and /or enhances the usability of the asset. As such this money can be capitalised. Additionally further capital investment will be focused on permanent highway repair and repair of the highways infrastructure asset base that both prolongs the life of the asset and enhances the overall use of the public realm. This will reduce revenue expenditure	No service specific consultation is required	Review of financial allocation systems	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not negatively impact on service delivery or staff.	3,468	(2,100)	9			2,100		0	0.00%
S2 - New	Commissioning Group - Parks and Open Spaces	Opportunity	Following the specific site surveys for all green spaces in the Parks and Open spaces strategy 2016, we will review and look at changes to how we maintain all our greenspace and who maintains our greenspaces, especially those that are "low quality / low value". This could be as whole greenspaces or parts there within, and could included offering the spaces to local groups, planting as urban forests (mayor's air quality strategy), change to allotments (positive health benefits) etc.	Service specific consultation will be undertaken if required, which may be on a site by site or area by are basis	Potential change of use of greenspaces	This saving could have an adverse impact on customer satisfaction	An Equality Impact Assessment will be completed, and be kept under review as the specific proposals develop, which may be by site, area, or usage.	3,954			(50)	2	(150)	2	(200)	(5.06)%

Environment Committee

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis			
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2016/17	2017/18		2018/19			2019/20		
								£000	£000	FTE	£000			FTE	£000	FTE
S3 - New	Commissioning Group - Action to reduce the overall cost of CPZ implementation	Opportunity	Currently a proportion of the Borough is covered by a CPZ - additional roads are added on an ad hoc basis and the process is costly as it can result in abortive work and inefficient consultation. Options would be to reengineer the process, except in exceptional circumstances only carry out those that are funded through area committees or developers or carry out a strategic review and keep to the member approved schedule	Service specific consultation will be undertaken if required - CPZ introductions or changes have specific consultation routes which must be followed set down in the relevant legislation	Change to service delivery	This saving could have an adverse impact on customer satisfaction	An Equality Impact Assessment will be completed. This will be kept under review as the specific proposals develop.	(1,350)			(100)				(100)	7.41%
Total									(2,100)		(150)		1,950		(300)	
Reducing demand, promoting independence																
R1	Commissioning Group - NLWA	Fairness	Movement to menu pricing within the North London Waste Authority and waste disposal diversion projects: The current cost of waste disposal is based on a long-standing system where each Council pays an average price per tonne in proportion to its relative size. This payment is made two years in arrears. The introduction of menu pricing will see the Council pay a price per tonne specifically for the type and volume of waste sent for disposal within the year that the disposals occurs. This will incentivise Councils to minimise waste and will generate a saving based on Barnet sending less waste for disposal compared with other members of the North London Waste Authority. Future waste diversion savings are reliant on demand management projects, changes to collection services and the success of communications campaigns.	No service specific consultation required.	This saving is not anticipated to impact on service delivery.	This saving will not have an adverse impact on customer satisfaction and it is possible that it may enhance perception that the Council provides value for money.	Initial analysis indicates that no staff and or service user EIA is required because the proposal does not impact on service delivery or staff.	10,632	(50)		(100)		(300)		(450)	(4.23)%

Environment Committee

Line ref	Opportunity Area	Corporate Plan Priority: Fairness, Responsibility or Opportunity	Description of saving	Consultation (How are we consulting on this proposal)	Impact Assessment			Budget				Total savings (All years)	Variance Analysis			
					Impact on Service Delivery	Impact on Customer Satisfaction	Equalities Impact	2016/17	2017/18		2018/19			2019/20		
								£000	£000	FTE	£000			FTE	£000	FTE
R2	Street Scene - Waste and Recycling collection	Fairness	Revised waste offer to increase recycling: The planned ending of central Government support for weekly refuse collection will necessitate a revised waste collection offer to residents that will need to focus on the delivery of challenging recycling targets. The Council collects residual waste, recyclables, and food waste from all households. The proposal is for a comprehensive and targeted communications and engagement campaign which aims to change resident behaviours and drive up recycling rates in order to reduce collection and disposal costs. This includes making it easier to recycle food waste and compulsory recycling of dry and food waste; increasing recycling in flats by working with managing agents to identify the most suitable mix of containers and limiting the capacity for residual waste. The proposals will be supported by small scale pilot projects, incentive schemes and targeted communications projects. However it may become necessary to go to alternate weekly collection if recycling rates continue to plateau and/or the savings identified are not realised.	Service specific consultation, alongside Waste Strategy took place in January/February 2016. Further consultation on the Alternative Delivery Model is currently underway. The implementation of any specific proposed scheme will be dependant upon the completion of the service specific consultation and relevant EIA process, as the details of schemes are known	This saving is anticipated to impact on service delivery.	This saving may have a short term adverse impact on customer satisfaction as collection rounds are changed, but longer term benefits will be delivered in terms of more efficient and effective collection services based on local characteristics rather than a one size fits all approach.	An Equality Impact Assessment will be completed. This will be kept under review as the specific proposals develop. An initial Equalities Impact Assessment for staff and residents has been completed and is available at https://barnet.moderngov.co.uk/mgChooseDocPack.aspx?ID=8590	7,363	(50)				(900)		(950)	(12.90)%
R3	Street Scene - Parks and Open Spaces	Responsibility	Increased Productivity and Reduction of Overheads: Develop a range of alternative management models for parks and open spaces including trusts, management by friends groups and volunteers. Ensure that all costs are recovered from External Agencies such as Barnet Homes and ensure that suitable specifications are in place.	A service specific consultation will be carried out.	Changed delivery model	Possible loss of management control and deterioration of standards	An Equality Impact Assessment will be completed. This will be kept under review as the specific proposals develop.	3,954			(100)		(100)		(200)	(5.06)%
									(100)	0	(200)	0	(1,300)	0	(1,600)	
Overall Total Savings									(3,965)	0	(1,915)	0	(680)	0	(6,560)	

Business Planning Appendix B

ENVIRONMENT COMMITTEE – VISION AND COMMISSIONING PRIORITIES

VISION FOR THE ENVIRONMENT

- Barnet is a green and leafy borough and this is one of the reasons people want to live here
- Ensuring that our parks and open spaces are among the best in London will help to attract more people to the borough
- We will meet the needs of our growing population by minimising waste for disposal and ensuring that collections are sustainable
- We will support the prosperity of our growing borough by keeping the streets consistently clean and safe, day and night
- Highways are maintained to a high standard and areas of high growth and strategic importance being progressively upgraded and improved
- We will meet the highest standards of air quality possible and develop policies to support this, for example, through emission-based permits and our Transport Strategy which is being developed to support moving people away from cars to other means of transport.

COMMISSIONING PRIORITIES

Summary

- We're **investing in our parks and open spaces** to put in place **better governance**, while exploring opportunities for **more sustainable funding** and **using parks as community assets**
- We're **making it easier for businesses and residents in all types of accommodation to recycle**, while listening to their concerns in order to **maintain high levels of satisfaction with waste collection services**
- We're **using new technology to clean the streets more efficiently** and make it **easier for residents to tell us where to focus our efforts**, and keeping them clean through **increased use of enforcement** with a particular focus on town centres
- We're **improving the management of traffic flows and parking across the borough**, which will also help to maintain **road safety and air quality**, and working at regional and national level to **improve radial routes for public transport**
- We are developing a **Transport Strategy** to support the move from cars to other modes of transport, together with an **approach to fees and charges based on environmental impact to help improve overall air quality**
- **Highways and Network Management** within Barnet delivers a high quality, responsive service that optimises travel times across the borough, and taking a **strong enforcement approach against developers who damage highways and footways**
- We are working to deliver the **preferred option within the Street Services ADM**

Parks and open spaces

Attractive suburban parks that promote health and wellbeing, conserve the natural character of the area, and encourage economic growth.

- We will be delivering a 20-30% reduction in funding for parks, so we are looking at **alternative funding streams** to sustain them, such as the Community Infrastructure Levy, heritage funding and commercial use for outdoor events
- We have carried out a thorough **assessment of our parks as community assets** and will now look at how residents use them and how they are likely to want to use them in the future, particularly as the density of housing in the borough increases
- We are delivering major Parks and Open Spaces developments supported through the regeneration programme, drawing on private sector investment as well as our own investment, for example, Montrose Playing Fields, Silk Stream Park, and Clitterhouse Park as part of the Brent Cross development
- We will consult on the Playing Pitch Strategy and develop schemes with national bodies and local interest groups.

Recycling and waste

High levels of resident satisfaction with recycling and waste services and a green and clean borough.

- Recycling is better for the environment and cheaper for the council than disposing of waste; we have set a target to **recycle 50% of all waste by 2020**
- We're **focusing our efforts on 'hot spots'** where the majority of waste for disposal comes from because recycling facilities are often not easily accessible, such as blocks of flats and commercial centres
- We believe businesses should recycle as much as households so we are transforming our commercial waste service to offer all of our customers comprehensive recycling services
- For those who fail to deal with their waste responsibly enforcement action will be taken to ensure fairness to all residents

Street cleansing

Low levels of littering compared with similar councils; resulting in high levels of resident satisfaction and a green and clean borough.

- The biggest cost associated with running the street cleansing service is staff. Therefore, we are **investing in new technology** where this can be used in place of human resources to help the service do its bit to make the necessary savings
- The efficiency of street cleansing services is being improved by using new technology to allocate more resources to areas that tend to get dirty quickly and less to those that tend to stay clean for longer
- It is fair that those who create demand for street cleansing services, for example by littering and fly tipping, should have this behaviour discouraged with **enforcement and fines**. This is particularly important in busy town centres where a lack of **street cleanliness can have a detrimental effect on the local economy**
- There will be a **reduced demand for services** if a stronger line of enforcement is taken, and a small contribution of income from fines will help support the service

Roads and transport

A high quality, responsive, service that optimises travel times across the borough; and which is safe for users and reflects the growing nature of the borough.

- The population of the borough is growing, and with it the need to **keep the roads safe and well maintained** while addressing congestion and air quality issues. We will do this through the development of a borough-wide **Transport Strategy**
- **Investment in key junctions** will improve traffic flows and safety for pedestrians
- It is fair that **motorists should have to compensate for the pollution and congestion their vehicles cause** through CPZs, emissions based parking permits and other charging mechanisms
- Barnet's public transport links in and out of central London are strong, but **radial routes across the borough need to be developed** and made more reliable, so residents across the borough can travel to town centres without using their cars
- **Car free development** is becoming a higher priority for the local planning authority
- We will make **strategic investment** in our **highway network** and will focus on good **value for money from a whole life costing approach**
- We will work with the public and private sector to **improve accessibility to car clubs and electric vehicle charging points**
- As part of the Transport Strategy, we will look to **improve facilities and infrastructure for cyclists and pedestrians**
- We will ensure that we **protect the borough's infrastructure by enforcement against developers who damage highways and footways**

Parking

Parking is an important service to residents and initiatives are in place to enable the parking service to fulfil its aims of **keeping traffic moving, making roads safer, reducing air pollution, ensuring that there are adequate parking spaces on high streets and that residents can park as near as possible to their homes.**

- We have implemented a **Parking Database with improved customer experience** with online permit and PCN transactions and will continue to make improvements to the customer journey
- We have introduced **CCTV enforcement in key locations** outside of schools and junctions **to keep traffic moving and** vulnerable road users safe and will continue to monitor local traffic issues
- We have introduced **transparent parking information** including details of the number of penalty notices issued in which locations and we will publish an annual report
- We will provide more effective and **customer focused web content** making it easier for our residents to perform parking transactions and find out information
- We will continue to **improve our services for disabled residents** in terms of access to freedom passes and taxi cars whilst ensuring that we take a firm approach to **Blue Badge fraud.**

Regulatory Services

Effective, targeted, proportionate services that are 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.

- We will continue to inspect the **highest risk food businesses and new food businesses** and work with operators to ensure standards are improved or maintained

- A large number of major roads and high levels of traffic passing through Barnet lead to poor **air quality**. We will work with neighbouring boroughs to implement project plans under the **Mayors Air Quality Fund**
- We will continue to investigate **public health, noise, nuisance and anti-social behaviour** service requests and work with interested parties to resolve problems
- The Trading Standards service will continue to investigate serious complaints of **unfair trading, fraud and consumer safety**
- We work to ensure that **licensed premises** meet the licensing objectives
- We will ensure that the **Pest Treatment Service** provides the highest standards of customer care and effective and reliable treatments at a fair and reasonable cost.

Cemetery and Crematorium

Highest possible standards in meeting the needs of the bereaved safely – including administration, burial, cremation, memorial management, and ground maintenance and cremation memorial options.

- We will seek to implement the **latest technology** to enable us to meet the needs of the bereaved and to ensure the funeral service offering is the best available locally.
- We will invest in the **repair and modernisation of the cemetery buildings** to provide a **modern and fit for purpose bereavement service office** and associated facilities, including **on-site catering facilities**.
- As available space at Hendon Cemetery becomes scarce, we will investigate means to **prolong the life of the cemetery** and to **provide additional burial space locally**.



Environment Committee
8th November 2016

Title	Streetscene Enforcement Update
Report of	Commissioning Director for Environment
Wards	All
Urgent	No
Status	Public
Enclosures	Appendix A – Streetscene Enforcement Update Report
Officer Contact Details	Kitran Eastman Kitran.Eastman@barnet.gov.uk (020 8359 2803)

Summary

This report looks to update the Environment Committee on the positive start to the Street Scene Enforcement Trial, and the Keep Barnet Clean campaign. It highlights the current timetable of the project, details what Fixed Penalty Notices have been issued and paid, and feedback from residents.

The report also seek approval to increase the level of the newly enacted Fixed Penalty Notice for fly tipping from the default level of £200 to £400 to deter fly tipping in the borough and align with the recommendation by London Councils.

Recommendations

- 1. That the Environment Committee note the Streetscene enforcement update in Appendix 1**
- 2. That the Environment Committee approve increasing the new Fly Tipping FPN to £400 or £300 if paid within 10 days, in line with the recommendation by London Councils**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council is taking steps to address the demands of a developing Borough and the impacts on its built and natural environments through developing a number of strategies, frameworks and policies. These include a policy for street scene enforcement to ensure that we are well placed to respond to current challenges, and are prepared to be able to manage these issues in the future.
- 1.2 In March 2016 Environment Committee approved a trial to increase Street Scene based enforcement through a third party supplier. This increased enforcement against street scene crime is aimed at tackling those causing the issues and reduce the burden and impact on law abiding residents and businesses in the borough.
- 1.3 This trial commenced in July 2016. A full update report on the trial's progress, including the communication campaign which has been carried out alongside the report can be found in Appendix A. The update highlights:
 - The successful launch of the Keep Barnet Clean Campaign
 - Areas where direct enforcement has been carried out
 - Breakdown of information on Fixed Penalty Notices (FPNs) including, type issued, hotspot locations
 - Breakdown of FPNs issued by age, sex and ethnicity
 - Payment level and methods
 - Next steps for non-payment

Fly Tipping Fixed Penalty Notices

- 1.4 In May 2016 a new Fixed Penalty Notice for fly tipping was enacted. The new Environment Enforcement Officers have been using this new power. The FPN is, however, currently being issued in Barnet at the default level of £200.
- 1.5 Government has specified that Councils can set their own level of FPN but that penalties must be set no lower than £150 and no higher than £400. The law also specifies that an individual has 14 days to pay an FPN. Boroughs can offer a reduced penalty rate of no less than £120 if the penalty is paid within 10 days. **Boroughs are not required to offer an early payment discount.**
- 1.6 London Councils' Transport & Environment Committee on 16 June 2016 endorsed a pan-London penalty for consistency in tackling Fly tipping. The recommended level was the maximum of £400. It was agreed and individual Boroughs were left to decide if they wanted to offer a discounted early payment option.
- 1.7 For other areas of environmental enforcement such as littering and commercial waste FPNs the council has set an early payment discount between 38% to 40%. A discount can encourage people to pay early and reduce the administration costs for the council and potentially the legal cost for having to prosecute. It also reduces the burden on the Courts. As such the recommendation is to have an early payment discount.
- 1.8 Below is the proposed levels which Barnet could adopt

Fly tipping FPN Level	£400
Early Payment FPN level	£300

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** - It is recommended that Environment Committee note the Streetscene enforcement update in Appendix A, to keep member information on the progress of the trial.
- 2.2 **Recommendation 2** - It is recommended that Environment Committee approves that increasing the new Fly Tipping FPN to £400 or £300 is paid within 10 days, to align with the recommendation by London Councils, and to deter fly tipping in the borough

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The council could continue issue FPNs for fly tipping at £200m however this would not align with other London Councils, and could suggest that tackling of fly tipping in the Borough is not a priority.
- 3.2 The Councils could decide not to adopt an early payment discount

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is so minded to approve the recommendations the increase in the FPN level for Fly tipping will be implemented by mid November 2016.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Corporate Plan 2015-2020 is based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:
- Of opportunity, where people can further their quality of life
 - Where people are helped to help themselves, recognising that prevention is better than cure
 - Where responsibility is shared, fairly
 - Where services are delivered efficiently to get value for money for the taxpayer
- 5.1.2 The Corporate Plan 2015-2020 includes the following aims:
- We will be a Leader in London for recycling
 - Over 50% of waste collected will be reused, recycled or composted in 2020
- 5.1.3 At this stage in the development of environment enforcement service, there are no implications relating to the Health and Wellbeing Strategy and its stated priorities, or the future health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

- 5.2.1 The Streetscene enforcement trial is self-funding, with the specialist supplier meeting all enforcement costs, retaining all income, and undertaking all back office functions.
- 5.2.2 There are no property implications at this stage
- 5.2.3 The trial is being carried out to inform the procurement of the service for the long term. The trial is under the OJEU expenditure threshold, although the procurement of the service for the long term will most likely need to be OJEU compliant
- 5.2.4 There are no staffing implications at this stage
- 5.2.5 There are no IT implications at this stage
- 5.2.6 The vision for the Streetscene enforcement service includes those which are clearly linked to sustainability, including encourage recycling aiming to achieve a 50% recycling rate.

5.3 Legal and Constitutional References

- 5.3.1 Local authorities have a number of different statutory powers in relation Streetscene enforcement, these are set out in the Streetscene Delivery Unit Enforcement Policy (link available in Section 6)
- 5.3.2 Unauthorised Deposit of Waste (Fixed Penalties) Regulations 2016 has created a new section 33ZA in the Environmental Protection Act 1990 which states:
 - (1) Where an authorised officer of an English waste collection authority has reason to believe that a person has committed a waste deposit offence in the area of the authority, the officer may give the person a notice under this section in respect of the offence.
 - (3) A notice under this section is a notice offering the opportunity of discharging any liability to conviction for the offence to which it relates by payment of a fixed penalty.
 - (9) The fixed penalty payable in pursuance of a notice under this section—
 - (a) is an amount not less than £150 and not more than £400, as specified by the English waste collection authority whose authorised officer gave the notice, or
 - (b) if no amount is specified by that authority, is £200.

(10) An English waste collection authority to whom a fixed penalty is payable pursuant to a notice under this section may make provision for treating the fixed penalty as having been paid if a lesser amount of not less than £120 is paid before the end of the period of 10 days following the date of the notice.

5.3.3 The Council’s Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This includes

- commissioning refuse and recycling, waste minimisation and street cleaning,
- approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources Committee.
- approve fees and charges for those areas under the remit of the Committee

5.3.4 This matter is not reserved to Full Council or to the Policy and Resources Committee as the Constitution specifically allocates matters of this type to the Environment Committee.

5.4 Risk Management

5.3.1 The management of risk is done 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.

5.3.2 Risks are managed through the project boards and reviewed and revised at its meeting. The current key risk areas are regarding:

Description	Likelihood	Impact	Risk Level	Mitigation	Likelihood	Impact	Risk Level
If residents and businesses do not know about the new enforcement then they may be unhappy about being fined	2	3	6	Ensure that the a communications campaign on the new trial is in place with easy access to relevant information	2	2	4
If the new trial does not improve the Streetscene Then savings will not be made for the MTFP	3	3	9	Ensure clear targeting of hotspot areas, and close monitoring of results, as well as publicity of good results	2	3	6

5.5 Equalities and Diversity

5.3.1 The public sector equality duty is set out in s149 of the Equality Act 2010:
A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.3.2 The relevant protected characteristics are:

- Age;
- Disability;
- Gender reassignment;
- Pregnancy and maternity;
- Race;
- Religion or belief;
- Sex; and
- Sexual orientation.

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

5.3.4 Payment of fines from Streetscene enforcement may be more difficult for those on lower incomes. Fines would only be issued for those who break the law, and thus are easily avoided. An early payment discount is proposed.

5.6 Consultation and Engagement

Non in connection with this report

6. BACKGROUND PAPERS

- 6.1 [Environment Committee November 2015 Papers](#) – Environment Committee Commission Plan
- 6.2 [Environment Committee March 2015 Papers](#) – Environment Committee Business Planning
- 6.3 [London Councils May 2016 Fixed Penalty Notices for Fly tipping](#)

Street Scene Enforcement - Update

Appendix A - Street Scene Enforcement Trial

Title	Street Scene Enforcement Update
Author	Kitran Eastman – Strategic Lead Clean and Green Will McNabb – Project Officer
Date	19th October 2016

1. Background

On 8th of March 2016 Environment Committee resolved to trial a new approach to Street Scene Enforcement through a trial with a third party specialist supplier. The third party specialist would undertake the provision of Street Scene enforcement across the borough for least six months. Through the trial there would be an increase of proactive enforcement action against individuals and businesses that commit enviro-crimes within Barnet, such as littering and fly tipping. Enforcement will take place for these enviro-crimes that have a detrimental effect on our environment; especially on our streets, parks and back alley ways.

Barnet currently does have some in-house street scene enforcement, however, this is small in size and scope, therefore the introduction of this trial will deliver a more focused approach to Street Scene enforcement. The in-house enforcement will be focused on the more complex areas where multi-agency work is needed.

2. Aim of the trial

The aim of the trial is to gain a range of information to inform the Committee Decision on how street scene enforcement can be delivered in the future. This includes but is not limited to:

- The costs and benefits of street scene enforcement
- The number and type of FPNs issued during the trial period
- The areas FPNs are issues during the trial period
- The impact on street cleansing in the borough
- Public option on the use of increase street scene enforcement

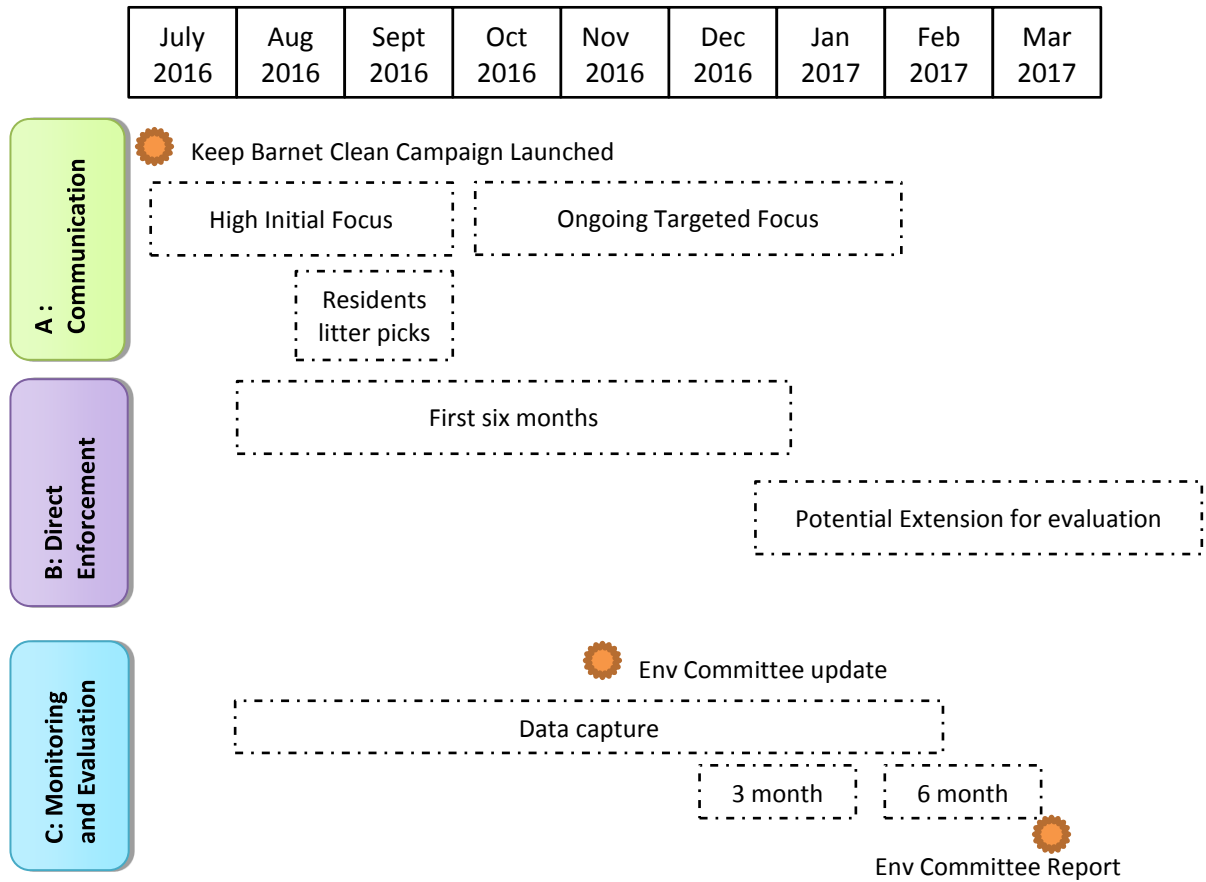
3. Scope of the trial

The Street Scene Enforcement Trial has three key stages

- (a) Communications
- (b) Direct Enforcement
- (c) Monitoring and Evaluation.

The key elements and their timing can be seen below.

Street Scene Enforcement - Update



4. Communication

As part of the trial it was vital that a significant communications campaign be undertaken both before direct enforcement started and then throughout the direct enforcement stage. Work to create a new fresh brand for the trial was undertaken and lead by the Barnet Communications Team. From this work the Keep Barnet Clean Campaign developed. The Keep Barnet Clean campaign aimed to introduce a new approach to:

- Improve the cleanliness of Barnet streets through enforcement
- Empower residents and boost 'civic pride' across the Borough
- Inform residents, business and visitors to the Borough of the enforcement that is being carried out

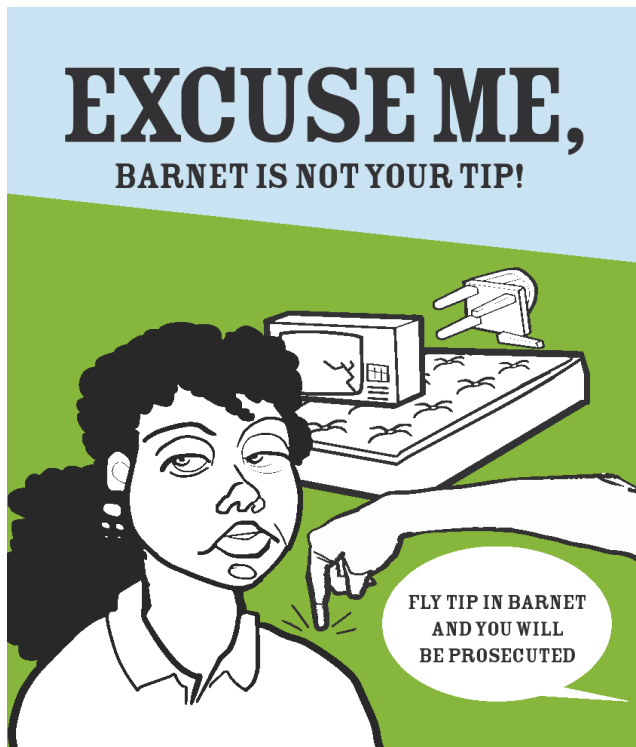
The images below are examples of those used in the campaign

Street Scene Enforcement - Update



#keepBarnetclean

Report litter by calling 020 8359 4600 or visit www.barnet.gov.uk/keepbarnetclean
Please do your bit to help keep Barnet clean.



#keepBarnetclean

Report fly tipping by calling 020 8359 4600 or visit www.barnet.gov.uk/keepbarnetclean
Please do your bit to help keep Barnet clean.



Street Scene Enforcement - Update

The campaign has delivered a fully integrated marketing approach delivered over three district phases:

Campaign Launch (Early July):

The campaign launched on 5th July 2016 with poster going up around Barnet, new web pages and social media pushes. This was followed with a media launch on 21st July highlighting that enforcement would start the following week. The campaign encouraged residents, businesses and visitors to help keep the borough's streets and green spaces free from litter and other unsightly waste. It also underlined that the council would do its part both through continuing with its comprehensive street cleansing role but also a programme of increased enforcement action against those that blight the borough's streets

As part of the campaign residents were being encouraged to report litter and fly-tipping hotspots through the council's report a problem page on the website. This information feeds into areas where enforcement action will take place in future.

The campaign also emphasised cigarette butts, chewing gum and dog fouling as common forms of litter those residents can put in one of 3,000 bins across the borough, as well as illegal dumping of bulky waste known as fly-tipping.

B **Barnet Council** @BarnetCouncil · Jul 28
Our Enforcement officers are out in Barnet tackling littering & flytipping - don't risk an £80 fine #KeepBarnetClean



← ↻ 6 ❤️ 5 ⋮

The launch of the trial was covered positively by a number of local media outlets.

Street Scene Enforcement - Update

High Initial Focus (July-September):

Throughout this phase a significant amount of out of home advertising was done, including using bus shelters, bus back, internal bus panel, high street posters. These were very high profile and received significant positive feedback.

A social media campaign was also used with a high focus on twitter. The campaign has been using the hash tag #keepBarnetclean which has generated high traction and been used by residents for reporting issues as well as promoting the campaign. The top tweet so far has been:



- **5,543** Impression – People saw while scrolling through twitter
- 177 Total engagements
- 50 Media engagements
- 48 Detail expands
- 26 Likes
- 19 Retweets
- 18 Profile Clicks
- 14 Replies
- 4 Links clicked

In addition to these the campaign used the traditional and popular methods of local and community press, resident publication Barnet First and new web pages (www.barent.gov.uk/KeepBarnetClean)

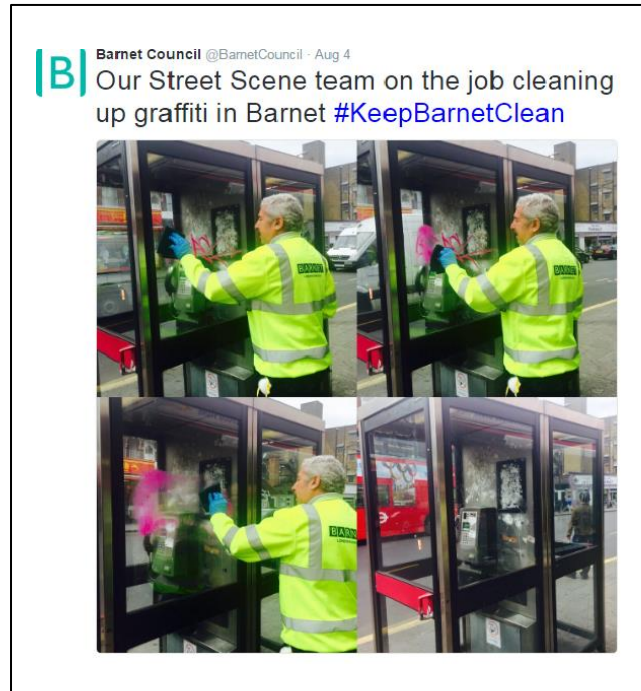
In September a number of community litter picking events were also held to boost community engagement. These we well support especially by community groups such a friends of parks.



Street Scene Enforcement - Update

Ongoing targeted Focus (October to February):

The next phase of the campaign will continue to promote the campaign and the work which is being done by the street scene team.



The full impact of the campaign will be assessed in a final communications report at the conclusion of the trial.

5. Direct Enforcement

Direct enforcement began on the week commencing the 25th July 2016 and is being undertaken on a borough wide basis, with specific attention being placed on the following key retail centres:

- Golders Green
- Temple Fortune
- Hendon & West Hendon
- Burnt Oak
- Collindale
- Mill Hill
- Edgware
- Barnet, East Barnet & High Barnet
- Friern Barnet
- Totteridge & Whetstone
- North, East & Central Finchley including Lambert Way
- Childs Hill
- Cricklewood
- Brent Cross

What are we enforcing?

The areas we are enforcing include:

- **Littering:** £80 FPN or £50 if paid within 10 days
- **Dog fouling:** £80 FPN or £50 if paid within 10 days

Street Scene Enforcement - Update

- **Flyposting:** £80 FPN or £50 if paid within 10 days
- **Graffiti:** £80 FPN or £50 if paid within 10 days
- **Fly tipping:** £200 FPN or prosecution
- **Commercial waste duty of care:** £300, £180 if paid within 10 days
- **Breach of Community Protection Order (CPO)**
- **Breach of Public Space Protection Order (PSPO)**

Who is enforcing?

The trial is being undertaken by a third party specialist supplier NSL Ltd. NSL have been commissioned to undertake the trial on behalf of the council for an initial six-month period, with the possibility extension of up to six months.

As part of this commission a one off initial start-up fee of £9,950 has been paid to NSL at trial commencement. This has enabled NSL to install the relevant infrastructure to carry out the trial. Moreover, all other financial overheads up until any prosecutions are being paid for by NSL included staff cost, payment systems, administration, uniform and cameras, back office functions etc. All financial revenue generated through the payment of Fixed Penalty Notice (FPNs) is retained by NSL to cover all the operational costs of undertaking the trial.

To ensure that the trial is sufficiently resourced, NSL deploy six Environmental Enforcement Officers, who are undertaking a variety of 8 hours shifts between the hours of 07:00 and 21:00 Monday to Saturday, as well as working Sundays and Bank Holidays. All Environmental Enforcement Officers have received a full training package before they began their roles. Staff have branded uniforms as can be seen below:



Street Scene Enforcement - Update

To ensure that the trial is progressing in an appropriate manner, robust governance structures have been set up. A monthly contract review meeting is held, which includes individuals from NSL, Barnet Council Commissioning Unit & Barnet Council Delivery Unit. NSL provide a monthly update on the progress of the trial, which includes intelligent data about the different types of enviro-crimes that are being enforced, where they are being committed and who is committing them.

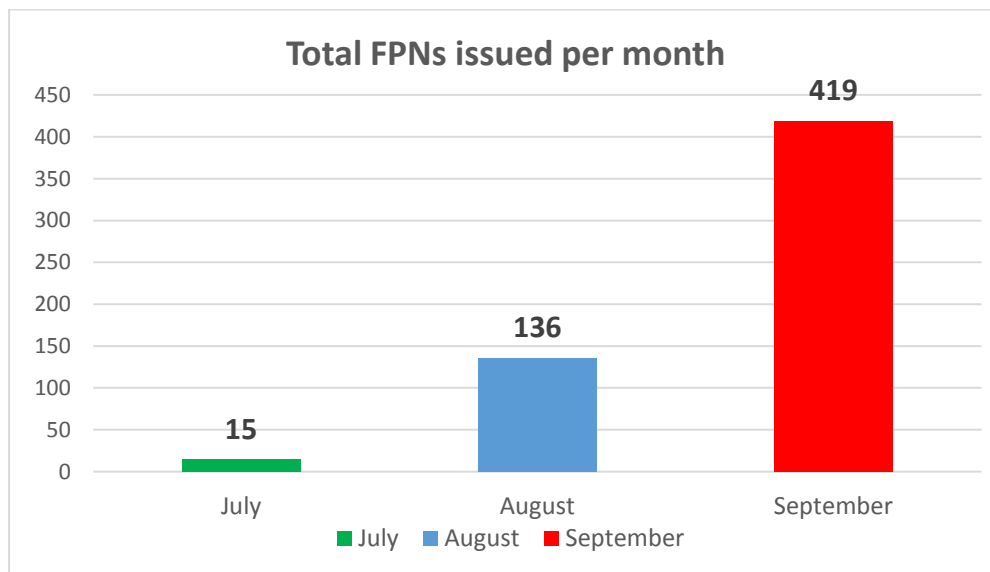
The contract management meeting enables Barnet Council representatives to raise any issues in regards to the trial and to feedback any information regarding litter 'hotspots' to NSL, who can incorporate these into their forward work plans. Furthermore, it enables Barnet Council and NSL to work collaboratively in setting out the future direction and aspirations of the trial.

6. Monitoring and Evaluation - Fixed Penalty Notices (FPNs)

Monitoring of Fixed Penalty Notices (FPNs) is a key part of the trial as we try and reduce the number of businesses, residents and visitors who commit enviro-crimes in Barnet. All information enclosed in this sector cover the period from the start of the trial at the end of July 2016 until the end of September 2016

Fixed Penalty Notices issued per month

Since the beginning of the trial up to the end of September 2016, **570 FPNs have been issued** in total. The break down per month can be seen below:



The large rise in FPNs issued in the month of September can be attributed to the full team being in place and having become more experienced accustomed with the role and its requirements.

Number of FPNs issued for different offences

Furthermore, in regards to the 570 FPNs issued since the beginning of the trial, the table below demonstrates the breakdown of what offences FPNs have been issued for:

Street Scene Enforcement - Update

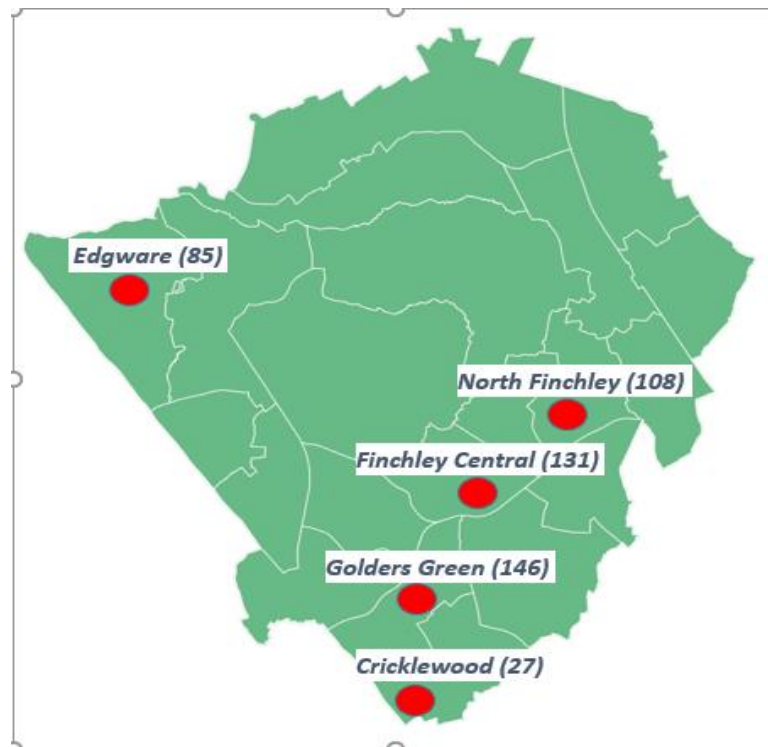
FPN Offence	FPNs Issued
Littering	564
Fly-tipping	4
Fly posting	2
Total	570

Littering (564 FPNs issued) is clearly the offence that receives the largest amount of FPNs, however this may change as the trial progresses and further FPN offences are included. In October Environment Enforcement Officers will start to enforcement commercial waste duty of care

Borough 'hotspots' for FPNs being issued

The map of Barnet below highlights the 'hotspots', where the largest numbers of FPNs have been issued since the trial commenced

As the map displays, locations across the borough that have key transport infrastructures in place such as **Finchley Central, Golders Green & North Finchley**, are areas that receive a high number of FPNs due to the large influx of people to these locations.



The trial, however, is not solely focusing on these areas and it will continue to be operated on a borough-wide basis, ensuring that all areas across Barnet are being targeted.

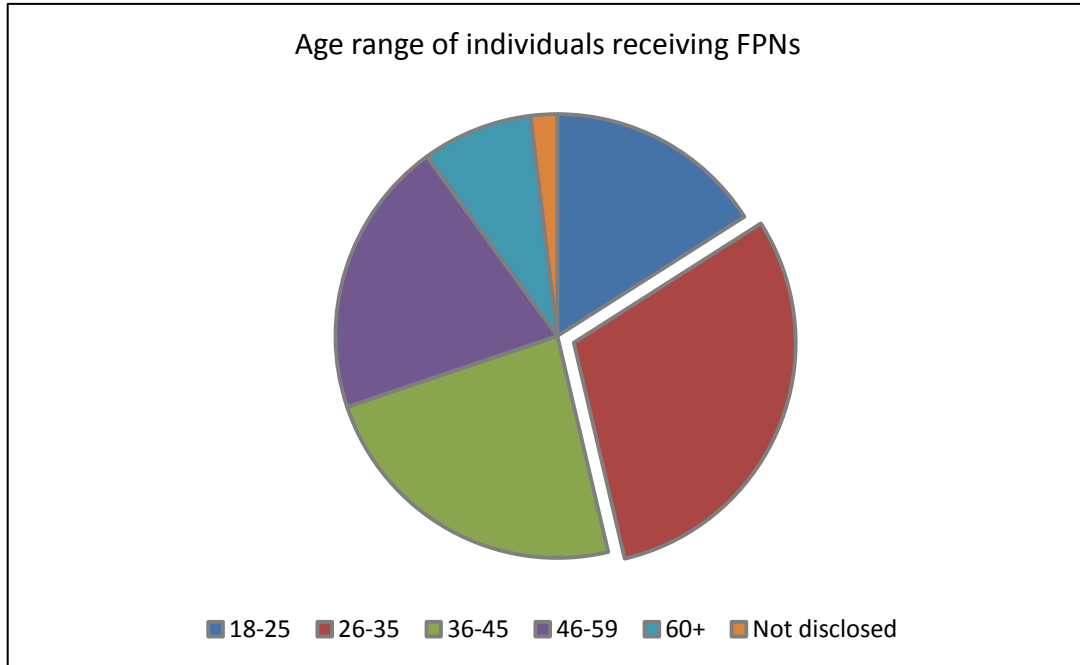
Breakdown by each age group and sex

To assist the development of intelligent data into Street Scene trends (one of the key objectives of the trial), the age range of offenders has been collated to gain a better

Street Scene Enforcement - Update

understanding of those who receive FPNs. The line chart below highlights the age range of individuals who received a FPN:

What is apparent from the data collated, is that **individuals within the 26-35 age range**



are the main offenders. Moreover, what is also interesting is that **the 18-25 age range**, who many expected to be the main offenders, have received fewer FPNs than both the 36-45 and 46-59 age ranges.

75% of those issues with FPNs have been men.

Breakdown by ethnicity

Supplementing the information developed in regards to the age range, the ethnicity of offenders has also been collated to gain a better understanding of those who receive FPNs. The table breaks down the individuals who received FPNs based on their ethnicity.

Ethnicity	FPNs Received
White	355
Mixed / Multiple ethnic groups	89
Asian / Asian British	103
Black / African / Caribbean / Black British	19
Other ethnic group	2

What is clearly apparent is that **White Europeans are the main group issued with FPNs**, as they account for **approximately 63% of all FPNs** that have been issued.

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7. Monitoring and Evaluation - Payments

When individuals or businesses have been issued with a FPN, the various payment options available to them are displayed on the physical FPN for them to avail of. Presently there are two payment options:

- An online payment system hosted NSL (www.fpnpay.co.uk)
- A 24-hour automated payment telephone line (03300 081 659)

Full instructions on how to pay the FPN are provided when you access either option.

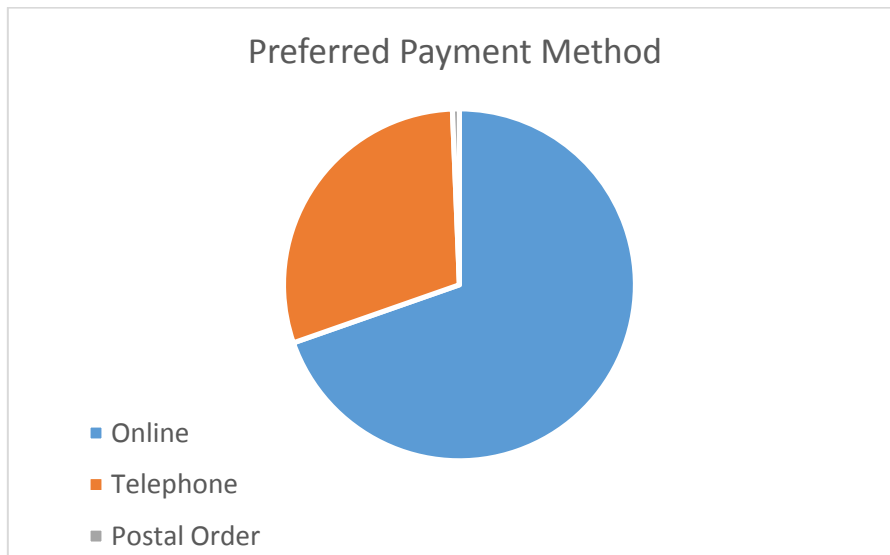
Percentage rate of payments v FPNs issued

The current percentage rate of FPNs being paid, in relation to the overall amount of FPNs is **approximately 52%**. This, however, does not take into account that a number of FPNs that have been issued are still in the payment period and could still be paid. If we take this into account, the percentage rate is **approximately 70%**.

As the trial progresses and more data is gathered it will become possible to more accurately calculate the payment rate.

Preferred payment method

Following on from the percentage rate of FPNs being paid, it is important to understand what is the preferred method of paying for the FPN, either online or via telephone. Since the commencement of the trial, the breakdown of how people have paid is displayed in the pie chart below:



As the pie chart above depicts, **70% of FPNs are paid online**. Two postal order payments have also been received that have been accommodated even though this payment method has not been advertised and is not part of the scope of the trial. The payment method, however, is used within the parking enforcement service.

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Breakdown of discounted rate v. full rate

As previously stated, if individuals pay their FPN within 10 days of being issued it, for some offences they are offered an early payment discount. In the case of litter they only have to pay a reduced rate of £50. If they fail to pay the FPN within this time period, they are charged the full rate of £80.

The pie chart below depicts the number of FPNs that have been paid at the reduced rate (£50) compared to the number of FPNs that have been paid at the full rate (£80). What is clearly evident is that the **vast majority of individuals are paying within the first 10 days (85%) and availing of the reduced rate.**



Income from FPNS

Since the trial has commenced in July 2016, **approximately £20,000** has been paid from the FPNs which have been issued. This has been increasing month per month, this can be attributed to the increase in trained staff who are now developing invaluable experience of issuing FPNs. It is expected that the revenue generated will continue to grow through as further FPNs are introduced.

Income from FPNs is being used to cover the costs of the trial such as staff cost, payment systems, administration, uniform and cameras, back office functions etc.

8. Legal Process

When individuals or businesses are issued with FPN, there are no formal grounds to appeal, an FPN is an invitation for the individual or business to discharge their liability to prosecution. In essence this means that although they are not admitting their guilt, they are agreeing that an offence has been committed and that by paying the FPN, no further action will be undertaken by or on behalf of Barnet Council. This method of dealing with offences not only saves time involved for everyone in prosecuting cases at

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court, but the cost associated with a FPN is likely to be substantially lower than any fine imposed by the courts.

When an individual or business is issued with an FPN, if they do not pay it within 14 days from the date of issue, they receive a Final Warning letter to remind them that the payment is overdue. The Final Warning letter allows a further seven days to pay the FPN at the full rate. If it is not paid within this period, the case is referred for prosecution.

To ensure that these cases are dealt with in a timely manner, a process has been developed by the Council, the councils legal partner HB Public Law & NSL. On a monthly basis, NSL compile each case from that month where no payment has been received and seven days has passed since the Final Warning Letter into a prosecution file. Each of these prosecution file contains a number of relevant documents to the case. These prosecution file files are then forwarded to the Strategic Lead for Clean and Green to both review and authorise the prosecution process to begin. Once this occurs, the authorised to prosecute files are forwarded to HB Public Law who commence the legal prosecution process that will results in each case going to court.

Since the trial commenced at the end of July 2016, there has been 69 procession files created. The table below highlights the monthly number of files forwarded to Barnet Council from NSL since the trial commenced:

Month	'Court bundle' files forwarded to HB Public Law
July	3
August	13
September	42 - Pending

The **three cases from July and the 13 cases from August** have been forwarded to HB Public Law and the first of these cases will heard by **Court on the 10th November 2016**.

9. Feedback from residents and businesses within the borough

Obtaining feedback from residents is an important part of the Street Scene Enforcement trial, as it will help inform the Council regarding the perception of the trial across the Borough. As a consequence of this, on the web page dedicated to the (Keep Barnet Clean) Street Scene Enforcement Trial a feedback form and email address has been provided. Through these options, individuals and businesses can provide feedback on both the enforcement staff and the overall enforcement policy.

Through this we have received two items of feedback via the email address:

- An individual queried whether the FPN they received was issued unfairly as the circumstance of when they dropped the litter was accidental.
- An individual queried whether the FPN they received was issued unfairly, as well as the conduct of the Environmental Enforcement Officers.

Street Scene Enforcement - Update

Moreover, broad feedback has also been received from other sources including the Barnet Council twitter page and anecdotal feedback from residents. The general themes of this feedback have been split into positive and negative comments in the table below:

Positive Feedback Areas	Negative Feedback Area
The posters that have been displayed are really eye catching	The number of options and cost of having large bulky items collected for reuse or disposal
It is positive to see the council taking a proactive approach to litter in the borough	Issues using the Report a Problem package on the council website or gaining feedback about the report
Suggestions of good areas to target for littering and fly tipping	

Where feedback can be actions it is passed to the relevant departments. Hotspot areas are also considered the monthly contract meetings. As the trial continues to progress, feedback will continue to be collated.

10. Further trial developments

The Street Scene Enforcement Trial is continuing to evolve and develop as it progresses through the initial six-month period to ensure that it encompasses as many different components. There are three current developments that will be implemented as soon as possible:

(a) Introducing FPNs for businesses who do not comply with Commercial Waste legislation

Current Position – This is scheduled to commence at the end of October. Staff have been trained on the relevant enforcement action, a but this area of worked will be led by the Environment Enforcement Officer supervisor.

(b) Expansion of the scope of the littering FPN to include spitting, urinating and dog fouling

Current Position – Further discussions and research have been held internally regarding these areas and it is envisaged that these FPNs will be incorporated into the trial in November 2016.

(c) Introducing Body Worn Cameras to be worn by the Environmental Enforcement Officers at all times, but only switched on when they begin to interact with suspects

Current Position – The introduction of Body Worn Cameras is scheduled for the beginning of November 2016, once the necessary pre-introduction processes have been successfully undertaken.

Street Scene Enforcement - Update

11. Post-trial

The initial six-month Street Scene Enforcement Trial is scheduled to finish at the end January 2017. Due to the timescales for monitoring, evaluation and the Environment Committee Schedule it is anticipated that a final report will be available for the March 2017 Committee meeting. If the trial has been running positively it may be extend, past its initial six month period to enable members to review its success and decide on the long terms options for street scene enforcement. These options may include

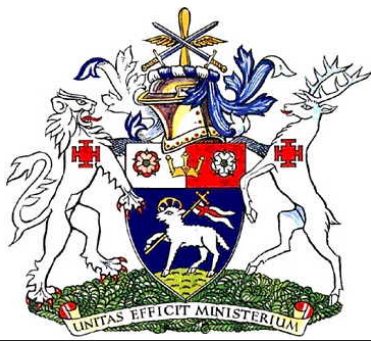
- (a) Ending all street scene enforcement**
- (b) Procurement of long term street scene enforcement contract for Barnet**
- (c) Shared services for street scene enforcement with other local authorities**

If we move forward with either option B or C a number of areas from the current model that will need to be reviewed

- To ensure that it is a seamless transition from the trial to the long term option it may be prudent approve an extension to the trial whilst the full procurement process can be undertaken.
- Income from FPNs – Currently all risk regarding income and expenditure is borne by contractor. This level, however, can be reviewed once more data regarding FPN levels, payment, cost of prosecution etc. is known. The Council may wish to make fixed monthly payments for a service and keep all income, or share the costs and income with a contractor
- Scope of enforcement – There may be some areas where enforcement could be expanded through this model, either relating to street scene or other areas of the council

Over the next three months preliminary discussions could be held with a number of other local authorities across London who are also trialling a similar approach to street scene enforcement. Through this potential model, the local authorities could work collaboratively and procure a single third party supplier to undertake the street scene enforcement across all of the involved boroughs. This potential model could ensure that a more competitive price is achieved by the council for the delivery of the service.

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Environment Committee

08 November 2016

Title	2016-17 Highway Network Recovery Planned Maintenance Programme, LIP and Section 106 Qtr 2 Update
Report of	Commissioning Director for Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Q4 List of Planned Maintenance Schemes Appendix B: Q4 List of Section 106 Schemes Appendix C: Q4 List of LIP Schemes
Officer Contact Details	Jamie Blake, Jamie.blake@barnet.gov.uk

Summary

This report updates the Committee on progress during the second 3 months delivering the 2016-17 Network Recovery Plan (NRP) Highways Planned Maintenance work programme at a total investment of £10m. It also reports on progress on the Local Implementation Plan (LIP) and Section 106 schemes at the end of Quarter 2.

Recommendations

1. That the Environment Committee notes the list of carriageway and footway planned maintenance schemes completed in the second quarter of the financial year, shown in Appendix A.
2. That the Environment Committee notes the list of Section 106 schemes completed in the second quarter of the financial year, shown in Appendix B.
3. That the Environment Committee notes the list of Local Implementation Plan (LIP) funded schemes completed in the second quarter of the financial year, shown in Appendix C, and approves the amendments to the programme as set out in Section 1.4.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide members of the Committee with an update on the progress of the delivery of the 2016-2017 Network Recovery Plan Highway Planned Maintenance work programme along with progress on LIP and Section 106 schemes at the end of quarter 2. Appendix A shows the progress on the delivery of year 2 of the Highway Network Recovery Planned Maintenance schemes.
- 1.2 The 11th January 2016 Environment Committee report on the Highways Planned Maintenance Programme was presented by the Commissioning Director for Environment. The Committee agreed the list of roads for each treatment and the paragraphs below provide an update on the schemes completed during the first quarter of the year.
- (i) Principal Road Resurfacing Programme. A total of 5 schemes are in this year's programme with a budget of £1,319K funded from the 2016/17 LIP allocation for Principal Road Maintenance, the first of these is A110 Cat Hill, estimated at £370k, which was completed in August with the remaining 4 schemes programmed for commencement and completion in Q3.
 - (ii) Network Recovery Road Resurfacing Programme comprises 42 carriageway schemes with a budget of £2,993k funded from Year 2 of the Network Recovery Plan, the first of these commenced on programme in September with the remainder programmed for completion by the end of Q3. Appendix A lists those completed and underway up to the end of Q2.
 - (iii) Network Recovery Micro Asphalt Programme. There are 23 micro asphalt schemes in this year's programme with a budget of £467k funded from Year 2 of the Network Recovery Plan, the first of which commenced in September with the remainder programmed for completion by the end of October 2016. Appendix A lists those completed and underway up to the end of Q2.
 - (iv) Network Recovery Surface Dressing Programme. There are no surface dressing schemes programmed for Year 2 of the Network Recovery Programme.
 - (v) Network Recovery Footway Relay Programme. This programme is ongoing throughout the year and those schemes commenced in Q4 of Year 1 were carried over and completed in Q1 of Year 2. There are 44 footway schemes in this year's programme with a budget of £4,537k of which 7 schemes were completed in Q1 and a further 14 completed to programme in Q2. All 44 schemes are programmed for completion this financial year with Appendix A listing those completed and underway up to the end of Q2.
 - (vi) Network Recovery Roadmarking Programme. Following refresh completion in Year 1 of all the zebra crossings and signalised crossings, the first 2 quarters of Year 2 has seen the refresh of white

roadmarkings on the principal and main road corridors of the network throughout the borough with a budget allocation of £100k.

- (vii) Network Recovery Structures and Bridges Programme. The 41 structures reviewed in Year 1 have been assessed and 30 of the structures passed the 40 ton assessment. 10 of the structures are still being assessed; some of these have access difficulties to inspect the structures. Deansbrook Road bridge has failed its assessment and a design is being progressed to reconstruct the deck of the bridge. Load Assessments for the remaining bridges (Year 2) has started on 4 bridges and the need for load assessment of the rest is currently being reviewed; The routine maintenance of bridges for the Year 2 has been completed and the General and Principal Inspections (GI's & PI's) are planned for the remaining of the year. Repair works to address defects have started and will continue throughout the year.
- (viii) Network Recovery Drainage Programme. Ditch works in Lawrence Street and Wild Hatch have been completed in Q1 of Year 2. Following on from work undertaken in Year 1 a more detailed survey of Decoy Brook has been carried out and a computer model has been prepared to identify and recommend measures to reduce flooding in the Decoy Brook catchment area. The draft design of another project, Mill Hill, has been approved by the EA and we are currently liaising with other stakeholders such as TfL, and Thames Water before finalising the design. The rest of the Council's Critical Drainage Areas (CDA's) have been investigated and 10 areas have been identified as the first ones to carry out Flood Risk Studies, starting this year.
- (ix) Network Recovery Programme for Other works. Other works include for a survey of all the Vehicle Restraint Systems (VRS) in the borough and condition assessments comprising Footway Management Survey (FMS) of footways and Coarse Visual Inspection (CVI) of carriageways throughout the borough as part of the £125k budget for Year 2. The results of the condition assessments will prioritise a list of schemes for consultation as part of the Year 3 programme. The condition assessments are due for completion in early November 2016.
- (x) Remedial works on Year 1 Network Recovery Programme. Some of the remedial works, mainly sweeping, have been completed in Q1 and Q2. Following these repairs, on both surface dressing and micro asphalt schemes a number of roads were identified as having scrubbing or scuff marks and "fattening up" of the bitumen in places. Independent testing of both materials has been carried out and the subcontractors are carrying out their own testing for comparison before any action is recommended. Meetings have taken place with the LoHAC Contractor and their subcontractors to confirm the cause of these defects and whether both materials conform to the required specification. None of the defects have a safety implication and both the micro asphalt and surface dressing treatments have a 24 month defect period before acceptance. Detail proposals from the main contractor are now awaited to address these defects.

- 1.3 Appendix B shows the progress on the following Section 106 schemes:-
- ETZ Chaim School – school keep clear, parking review, dropped kerbs and pedestrian refuge
 - Archers Academy – zebra crossing
 - Menorah Foundation – zebra crossing
 - Monkfrith School – zebra Crossing
 - Perryfield Way, West Hendon – zebra crossing complete
 - 382 Aerodrome Road - zebra crossing complete
- 1.4 Appendix C shows the progress on the Local Implementation Plan (LIP) 2016-17 funded projects to the value of £3,413k and outlines amends to the programme to include the following schemes.
- Traffic Management and Accident Reduction
 - Abercorn Road, Traffic Management Scheme
 - Colindeep Lane, Feasibility Study
 - Local Accessibility Schemes
 - Milespit Hill – Pedestrian Safety scheme
 - Burnt Oak Sub-Station Accessibility Issues
- Bus Stop Accessibility
- Chipping Barnet Bus Study

2. REASONS FOR RECOMMENDATION

- 2.1 The Environment Committee is requested to note progress of the 2016-2017 Network Recovery Plan Highway Planned Maintenance programme along with progress on LIP 2016 -17 and Section 106 schemes at the end of quarter 2.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDATION

This section does not apply to this report.

4. POST DECISION IMPLEMENTATION

The agreed programme will continue to be implemented.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed planned maintenance programme will contribute directly to two of the three Corporate Objectives by:
- Promoting responsible growth, development and success across the

borough;

- Improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

5.1.2 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.1.3 The proposed planned maintenance programme will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent. The individual proposals also help address road traffic casualties which will also have an impact on Health and Wellbeing.

5.1.4 The Highway network is the Council’s most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. They provide access for business and communities, as well as contribute to the area’s local character and the resident’s equality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2016/17 Programme aims to stop short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

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

5.2.1 The £10m of the 2016/17 highways maintenance programme is being funded as part of the overall £50 million of additional investment over 5 years.

5.2.2 The Network Recovery Plan planned maintenance programme as informed by the Operational Network Hierarchy will support optimum value for money from expenditure for LBB Highway Maintenance Managed Budgets.

- cost effective whole life costs (over 20 years) through maintenance treatments suited to the road/footway conditions, in particular instances of footway parking and vehicle overrun.
- cost effective use of preventative treatments that seal the surface and fill in early stage defects to prevent further reactive repairs at a later date.
- a positive transformation from costly and disruptive reactive maintenance ‘patching’ to planned maintenance
- reducing LBB financial risk of insurance claim incidences.

5.2.3 Core funding for the implementation of the LIP is provided by TfL through programmes of funding including a “Corridors, Neighbourhoods and

Supporting Measures” programme for addressing a range of transport issues and funding for “Principal Roads”. The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL. The approved allocation of £3,413k for “Corridors, Neighbourhoods and Supporting Measures” and £1,319k for “Principal Roads” was incorporated into the 2016/17 budget Policy and Resources Committee recommendations to Council and in agreement with TfL.

5.2.4 The S106 schemes identified in Appendix B are to the value of £132,000 and are within capital programme agreed in March 2015 by Full Council.

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

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

5.4.3 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.

5.5 **Risk Management**

5.5.1 The Operational Network Hierarchy that is being used to formulate the Network Recovery Plan programme is a key element of the risk management approach.

5.6 **Equalities and Diversity**

5.6.1 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.

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.

- 5.6.2 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

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. As part of the consultation development a separate stakeholder management plan is being developed to ensure that equalities issues are incorporated into the policy development, consultation and implementation.

5.7 Consultation and Engagement

- 5.7.1 The Network Recovery Planned Maintenance programme is subject to suitable advanced and ongoing communications with local members and residents in roads or footways affected by the works.
- 5.7.2 The current planned maintenance programme is included on the LBB website.
- 5.7.3 Public Consultation is undertaken on individual schemes with the S106 and LIP programme on a scheme by scheme basis and details of the proposals are outlined on the council's website.

5.8 Insight

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

6. BACKGROUND PAPERS

- 6.1 Environment Committee 11 January 2016 Highways Planned Maintenance Programme 2016-17.
- 6.2 Environment Committee 15 July 2015, 10 November 2015, 11 January 2016 and 12 May 2016 Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 2015-16 Qtr.1, Qtr 2, Qtr 3 and Qtr 4 Updates.
- 6.3 Environment Committee 29 September Highway Network Recovery Planned Maintenance Programme and LIP and Section 106 Update Qtr.1

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Environment Committee 8th November 2016:

Appendix A – Highway Network Recovery Plan – List of Planned Maintenance Schemes 2016-17 Q2

WORK COMPLETED Qtr 1: NETWORK RECOVERY FOOTWAY RELAY
BAWTRY ROAD - Oakleigh
CHURCH HILL ROAD – East Barnet
CHURCH HILL ROAD – East Barnet
DERSINGHAM ROAD – Childs Hill
ORCHARD GATE – Colindale
FOOTPATH 101 – Hale
RODBOROUGH ROAD – Childs Hill

WORK IN PROGRESS Qtr 1: NETWORK RECOVERY FOOTWAY RELAY
MANOR WAY - Colindale
GRESHAM GARDENS – Childs Hill
HARMAN DRIVE – Childs Hill
WEST HEATH AVENUE – Childs Hill
WEST HEATH ROAD – Childs Hill
LICHFIELD ROAD – Childs Hill
HIGH ROAD N12 - Woodhouse

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WORK COMPLETED Qtr 2: NETWORK RECOVERY FOOTWAY RELAY
CHILDS WAY – Childs Hill
COLNEY HATCH LANE – Coppetts
FRIERN BARNET LANE - Coppetts
HARMAN DRIVE – Childs Hill
HOCROFT AVENUE – Childs Hill
KITCHENER ROAD – East Finchley
LANGLEY PARK – Hale
LICHFIELD ROAD – Childs Hill
NETHER STREET – West Finchley
WEST HEATH AVENUE – Childs Hill
WEST HEATH ROAD – Childs Hill

WORK IN PROGRESS Qtr 2: NETWORK RECOVERY MICRO ASPHALT SURFACING
ABBOTS GARDENS – East Finchley
ALAN DRIVE - Underhill
ARMITAGE ROAD – Childs Hill
BRITANNIA ROAD – Woodhouse

CLIFTON ROAD - Woodhouse
EAST ROAD - Burnt Oak
FULLER STREET - Hendon
GORDON ROAD – West Finchley
HALLIWICK ROAD - Coppetts
NURSERY WALK - Hendon
PULHAM AVENUE 1 TO 34 – East Finchley
SOUTH ROAD – Burnt Oak
SUNNINGFIELDS CRESCENT - Hendon
SUNNINGFIELDS ROAD - Hendon

WORK IN PROGRESS Qtr 2: NETWORK RECOVERY RESURFACING

TFL A110 CAT HILL – East Barnet
CAT HILL – East Barnet
EAST BARNET ROAD – East Barnet
SYCAMORE CLOSE – East Barnet
TEMPLE AVENUE - Oakleigh
LAUREL VIEW – Totteridge
WEST HEATH ROAD – Childs Hill
KARA WAY – Childs Hill
CLAREMONT ROAD – Golders Green

THE VALE – Childs Hill
THE VALE - Childs Hill
ROTHERWICK ROAD – Garden Suburb
TILLING ROAD – Golders Green
TILLING ROAD – Golders Green

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Appendix B – Section 106 Schemes 2016-17 Q2

Qtr 4: SECTION 106 WORKS	
BC000156-HTC S106 382 Aerodrome Road:- Installation of Zebra Crossing	Works on site completed.
BC-000186 ETZ Chaim School:- (1) Implementation of school keep clear (“SKC”) crossing markings, review of on-street parking on neighbouring roads and implementation of additional waiting restrictions that may include the extension of existing controlled parking zone (“CPZ”) together with making or amending the associated existing traffic orders; and (2) Implementation of dropped kerbs and alterations to the existing refuge at the junction of Daws Lane and Wise Lane.	<p>Three options have been designed at the feasibility stage and a report is currently being prepared on these options including costings.</p> <p>Implementation will be dependent on additional funding.</p> <p>RSA Stage 1 carried out and on site visit with Street Lighting Department and TfL agreement for relocation of bus stop and removal of the shelter.</p> <p>Residents Consultation on going (close on 19/09/16). Two responses received so far against the proposal.</p> <p>Consultation stage completed. Objections received. DPR needs to be produced.</p>
BC000662 S106 Wren Academy:- (1) the introduction of a zebra crossing on Woodhouse Road east of the junction with Crescent Way; (2) the introduction of a pedestrian refuge island on Woodhouse Road west of Hilton Avenue and enhancements to existing pedestrian crossing points on Hilton Avenue; (3) the provision of a right turning lane into the new entrance for the Wren Academy School; (4) the provision of school keep clear markings on the northern side of Woodhouse Road outside the new entrance to the Wren Academy and on Woodhouse Road at the junction with the eastern side of Hilton Avenue; (5) the provision of ‘At any time’ (double yellow lines) waiting restrictions on the northern side of Woodhouse Road west of the junction with Hilton Avenue; (6) the provision of ‘At any time’ (double yellow lines) waiting restrictions on the southern side of Woodhouse Road opposite its junction with Hilton Avenue. (7) Improvements to bus stop accessibility at the	<p>The date of the initial 6 month period will be complete at end of April 2016. Any comments received during the experimental period will be reviewed to see if the scheme will be removed, amended or made permanent.</p> <p>Positive Feedback from the school in regard to the operation of pedestrian facilities implemented.</p>

<p>westbound bus stop on Woodhouse Road, east of the junction with Crescent Way, which includes raising the kerb height and installing bus stop cage and clearway markings.</p>	
<p>BC000663 S106 Archers Academy:-</p> <ol style="list-style-type: none"> (1) The requirement for improved crossing facilities for Archer School was based on the fact that the School will eventually be based on 2 sites with students and staff transferring between them. Alternatives across East End Road. (2) Installations of bollards on the existing pedestrian bridge on Stanley Road. 	<p>Options Study has proposed zebra crossing facilities in two different areas. A Road Safety Audit (RSA) Stage 1 has been carried out.</p> <p>The Options Study has been sent to the school and ward councillors for consideration. Currently awaiting a response from the school.</p> <p>Implementation is programmed by September 2016 for the crossing facilities.</p> <p>A public consultation on the proposals was carried out and consultation material was distributed to 356No properties in 3No different areas (Eagans Close Area; Market Place Area and Stanley Road Area).</p> <p>In response to statutory consultation no representations were received for the location close to Market Place and for this reason the client decided to commence works at this area. Works substantially completed (Minor outstanding works).</p> <p>In regards the area sited close to Stanley Road some comments and objections were received in relation to the installation/time/term for the School Keep Clears, relocation of the bus stop, installation of double yellow lines and the removal of the existing uncontrolled crossing. TfL objection to re-located bus stop in Stanley Rd. Meeting required with all parties on site to agree solution. Re consultation likely to be required and programme delayed.</p> <p>On site meeting with Cllrs, TfL buses and Police in order to solve the issue with re-locations of Bus stop. Future meeting with LBB to agree final location in order to progress with the implementation of the works.</p>

<p>BC000714 S106 West Hendon - Perryfield Way:- Installation of Zebra Crossing</p>	<p>The location of the zebra has been re-designed due to the alignment of the access road to the development being amended and being in conflict with the original location of the Zebra. Subject to the required approvals the zebra will be implemented in Summer 2016.</p> <p>Works are now completed in June 2016.</p> <p>Enquiry in regards VAS; Contractor has agreed to change the sign setting so VAS sign will now be triggered at a lower speed.</p> <p>Bouygues to complete outstanding sign post (unable to access site due to gas works).</p> <p>Works now completed.</p>
<p>BC000664 S106 Menorah Foundation:</p> <p>(1) Implementation of School Keep Clear (SKC) markings on Orange Hill Road fronting the proposed new development and access and waiting restrictions on roads in the vicinity of the development (including preparation of a Traffic Management Order) to facilitate the proposed school expansion; and</p> <p>(2) pedestrian crossing facility across Orange Hill Road.</p>	<p>Detail design and the Road Safety Audit (Stage 1/2) report are completed. However, concerns have been raised by the school regarding the loss of parking on-street in the vicinity of the School that will result due to the location of the proposed crossing. Further discussions are required before the crossing can be progressed.</p> <p>School Objection to the proposed Zebra Crossing that is a requirement of the S106 – (Client Discussions required). On hold until objection solved. To set a meeting with Re, LBB, School and Ward Cllrs in order to resolve the inconveniences.</p>
<p>S106 Monkfrith School</p> <ul style="list-style-type: none"> • Provision of a Zebra Crossing including £5,000 for the feasibility to facilitate the pedestrian crossing for the increase in number of pupils walking to the school. • Provision of waiting restrictions to mitigate adverse impact on roads in the vicinity of the school as a result of vehicles parking injudiciously, causing obstruction and affecting highway and pedestrian safety. 	<p>Initial meeting undertaken and feasibility to commence in April 2016.</p> <p>Feasibility design on going.</p> <p>Plan to consult residents end of November and depending on outcome of the resident consultation works should commence on site by March 2017.</p>

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Environment Committee 8th November 2016:

Appendix C - LIP Corridors Neighbourhoods & Supporting Measures Schemes 2016-17 Q2

Corridors Neighbourhoods & supporting Measures Schemes	LIP Funding 16/17 (£k)	Progress to end June 2016
Electric Vehicle Charging Points	50	No progress. Work restricted Traffic Orders associated with Source London/Bluepoint proposals.
Cycle training	100	Training on- going throughout the year
Parking reviews	100	Mowbray Rd Completed 4 schemes consulted with objections received and reported at Oct Area committee. 1 No to consult in November.
Disabled parking provision	100	On-going as requested on ad –hoc basis throughout the year.
20mph Limit/Zone Implementation	200	2No schemes issued to schools for comments prior to public consultation in November.4 No further schemes under design. Optioneering process on 1 No scheme commenced.
Implement outcomes of cycle route signage review	25	Locations identified and work commenced
Traffic management and accident reduction	500	Woodside Park Road/Gainsborough Road meeting. Raised table proposal rejected and scheme scope reduced to “dragons teeth” road markings. A5 Sheaveshill complete Vale width restriction assessment of monitoring – report due on completion of 6 month trial. Wellhouse Lane consultation saw some objections raised. Meetings taking place with local ward councillors and residents in October to discuss modifications to design.
Cycle routes	400	On road routes between Hendon and Dollis Valley Review undertaken and signage upgraded.
Cycle parking	20	Identification of potential locations commenced. Consultation with members in 5No wards.
School Travel schemes, Various locations borough wide	500	The Avenue consulted and objections received. Walksafe N14 (Chase Way / Cecil Rd) partially complete. Objection to crossing location to be resolved. Report on alternative location. Walksafe N14 (Hampden Way) consulted and objections received. Goldbeaters Primary School completed.

		ETZ Chaim (Mill Hill) consulted and objections received. Optioneering commenced on 2 No schemes.
Local Access and Accessibility Improvements	100	Local ward councillors asked for any locations identified from their local residents. RNIB also contacted and a list of locations will be identified for works to commence in Q3.
Town Centre proposals - Town centre de-cluttering	50	No movement.
Town Centre proposals - Chipping Barnet.	100	A1000 banned turn scheme developed. Trial to commence 4 th – 5 th November.
Town Centre proposal Finchley Central junction and station approach improvements	100	Popes Drive study completed. Meeting with TfL to discuss bus stop locations.
Development of proposals/TfL liaison/Monitoring etc	50	On-going discussions and meetings with TfL.
Bus stop accessibility improvements (boroughwide)	50	2 No under consultation. 26 No issued for implementation. 12 locations completed. A1000 High Street in High Barnet “triple kerb” study complete.
Travel Planning resources	400	On-going engagement with schools. 98 No schools received 2016 Star awards Launched new “Teddy Travel” scheme for Key stage 1 and “Be Seen Be Bright” campaign.
Road safety Education, Training and Publicity	200	School road safety program provided to schools and bookings taken.
Cycling/walking promotion	25	“Bike It” personnel in place and actively engaging with schools.
Support for cycling	33	Ongoing.
Borough transport modelling	100	Modelling for 7 No areas due to be completed 4 th November.
CPC Safer Urban Driver Training	1	To be used by DLO for driver training
North Finchley	60	“Tally Ho” junction scheme developed and proposal to be presented in Q3.
Options appraisal A5/Watling Ave	60	Works programmed to commence on design later in year.

Chipping Barnet - High Street	60	Options developed and reported at July Chipping Barnet Area Committee. Detailed design commenced.
New Southgate (Crossrail 2)	9	On hold.
Review of lorry restrictions across the borough	20	Brunswick Park Avenue/Road (Brunswick Park) review commenced with design to correct existing signage.

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	<p>Environment Committee</p> <p>08 November 2016</p>
<p style="text-align: right;">Title</p>	<p>Commuted Maintenance Payments for Highways</p>
<p>Report of</p>	<p>Commissioning Director for 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>None</p>
<p>Officer Contact Details</p>	<p>Jamie Blake – E-mail – jamie.blake@barnet.gov.uk Gangan Pillai – E-mail – gangan.pillai@barnet.gov.uk Dean Cronk – E-mail – dean.cronk@capita.co.uk</p>

<p>Summary</p>
<p>This report seeks approval to replace the existing policy for the collection of commuted maintenance payments under s38 and s278 agreements made under the Highways Act 1980 (“the 1980 Act”) as approved by the Cabinet Resources Committee on the 28 November 2006</p>

<p>Recommendations</p>
<p>1. That the Environment Committee approve to replace the 2006 policy with the best practice guidance documents “Commuted sums for maintaining infrastructure assets” (County Surveyors Society (now known as ADEPT), 2009) and “Commuted Sums for the relief of maintenance and reconstruction of bridges” by ADEPT January 2016 as revised or amended from time to time from the date of approval by members</p>

1. WHY THIS REPORT IS NEEDED

1.1 This report is needed to support the replacement of the Council's existing policy (November 2006) relating to the requirement for payment of commuted maintenance payments in order to align the approach with best practice guidance document issued by ADEPT (Association of Directors of Environment, Economy Planning and Transport) and to achieve the efficiency savings targets required to be achieved by 2020.

1.2 BACKGROUND

1.2.1 Commuted maintenance payments are financial contributions paid to the Council as compensation for the expense to the Council for taking on the future maintenance responsibility for newly created highways e.g. new estate roads; or improvements to the existing public realm. They are typically secured through legal agreements made between the Council and developers / landowners under Sections 38 and / or 278 of the Highways Act 1980 ("the 1980 Act")

1.2.2 Although the Council's current policy (2006) is to seek commuted maintenance payments towards the maintenance of particular items of infrastructure identified as likely to cause future budget pressures such as traffic signals, drainage, structures. Non-standard surfacing / materials, other non-standard features, street lighting and planted area "along with others that the Director may deem necessary, this is subject to the proviso that any commuted maintenance payment sought only covers potential maintenance cost increases to the Council over and above those that would be normally incurred via respective agreements, As a consequence, the liability for the on-going maintenance of works and roads remains with the Council rather than being passed on to a developer.

1.2.3 Further, the policy has not been reviewed or amended since that time, notwithstanding the issue of best practice guidance on the issue in November 2009 ("Commutated sums for maintaining infrastructure assets" County Surveyors Society, 2009) with a less restrictive methodology for seeking commuted maintenance payments. Prior to the recent court of appeal decision in the case of Redrow Homes Limited v Knowsley Metropolitan Borough Council (Redrow) (October 2014), it was accepted by the Council like many other authorities nationally that section 38 was not a lawful basis upon which the Council as highway authority could require a developer to pay commuted maintenance contributions by highways constructed by the developer and adopted for maintenance at the public expense.

- 1.2.4 However, the Court of Appeal decision clearly confirms that on-going costs of maintenance (and costs of construction or improvement) after adoption of a highway can lawfully be included in a section 38 highways agreement.
- 1.2.5 The County Surveyors Society guidance / methodology provide a transparent and consistent approach both in the seeking of and the calculation of commuted maintenance payments.
- 1.2.6 As with other Councils there is an increasing amount of new developments in Barnet along with associated transport infrastructure works. In addition to new developments, Barnet has several Major Regeneration Schemes in the borough (i.e. Dollis Valley; Stonegrove; Millbrook Park; West Hendon; Brent Cross; Granville Road; Grahame Park & Colindale). As a consequence, when the developments takes place, the highway network will expand with increasing maintenance liabilities to the Council as we adopt new highway or improvements which are undertaken to existing highway.
- 1.2.7 It is probable that current and future developers / landowners will see the expansion of the commuted maintenance payment policy as an additional financial burden even if they are advised of the potential implications at the pre-planning stage.
- 1.2.8 Developers may, in order to save on potential maintenance payment values, alter future development layouts and specifications however; this can be challenged and addressed through technical approval process undertaken by officers.
- 1.2.9 There may also be a reduction in applications for new sections of highway to be adopted from developers which in itself could be beneficial to the Authority and reduce future maintenance liabilities. Ultimately developers may not wish to proceed with certain developments as they may not prove to be financially viable. This scenario is seen as unlikely due to the current volume and quality of development current in the pipeline

2. REASONS FOR RECOMMENDATION

- 2.1 Amending the current policy is necessary in order to mitigate all future maintenance liabilities to the Council associated with new infrastructure assets adopted from new developments in the pipeline and highway improvement works resulting from all new developments works in the borough.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDATION

- 3.1 If the policy is not amended then the majority of all on-going maintenance costs will need to be met from the Council's resource which is not ideal due to on-going budget constraints.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Environment Committee are minded to approve the recommendation, then Officers would work with the Council's lawyers at HBPL to amend the s278 and s38 templates to provide for the payment of commuted maintenance payments deemed appropriate and necessary as the rule rather than the exception.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Approval of an amended commuted maintenance contribution policy is aligned with the Council's Corporate Plan (2015 – 2020 with 2016/17 addendum and targets) priorities (page 4).

- 5.1.2 Manage demand for services through efficiency savings and delivering services differently ("Fairness" principle)

- 5.1.3 Driving out inefficiencies to deliver more with less ("Responsibility" principle)

- 5.1.4 Maximise guaranteed income potential from a growing economy ("Opportunity" principle)

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

- 5.2.1 Commuted maintenance contributions will be calculated in accordance with best practice guidance from ADEPT & County Surveyors Society guidance / methodology

- 5.2.2 Commuted sums for periodic maintenance for various elements will be included and proposed as part of the annual Fees and Charges Report. Commuted sums for additional assets will be added as the need arises. Some commuted sums will be subject to site specific calculations.

- 5.2.3 As a typical example and assuming a road was offered for adoption that was of standard width, included 2 footpaths, drainage and street lighting the expected costs would be in the region of £325 per linear metre. This would cover future maintenance liabilities, road markings, sweeping, gully cleansing etc. Over the last 3 years the length of adopted carriageways or where legal agreements have been finalised for adoption totals approximately 2715 linear metres (2.715km) which equates to approximately of £880,000 of future liability with no additional funding.

5.3 Social Value

Not applicable as this report does not relate to the procurement of services.

5.4 Legal and Constitutional References

5.4.1 Article 15A of the Constitution (responsibility for Functions, June 2016) empowers the Environment Committee to consider for approval of policy for those areas under the remit of the Committee.

5.4.2 The remit of the Environment Committee includes specific responsibility for the street scene including pavements and all classes of road, street lighting, transport and traffic management and open spaces

5.4.3 The 1980 Act empowers the Highway Authority to enter into an agreement for the execution of any works of benefit to the public on terms that the other party pays the whole or such part of the cost of the works as may be specified in or determined in accordance with the agreement including any payments in respect of the maintenance of the works to which the agreement relates (s278(1)(3)).

5.4.4 The 1980 Act also empowers the Highway Authority to enter into an agreement with any person to undertake the maintenance of a way which that other person is willing and has the necessary power to dedicate as a highway so that the way becomes a highway maintainable at public expense (S38(3)). Such an agreement may contain such provisions as to the bearing of the expenses of the construction, maintenance or improvement of any highway or road to which the agreement relates and other relevant matters as the authority making the agreement think fit (s38(6)).

5.5 Risk Management

5.5.1 Risk management may be required in order to manage the potential for developers to use the alternative adoption procedure under s37 of the 1980 Act to circumvent the Redrow decision.

5.5.2 The s37 procedure requires a developer simply to serve notice on the authority stating that "it desires the highway to be maintainable at the public expense". Critically s37 contains no provision for the authority to call for any commuted maintenance payments to be paid by a developer.

5.5.3 However, the disadvantage of s37 to developer is that it would not be able to serve the requisite notice on the authority until the road / works have been actually constructed. This could be managed through an appropriately worded planning condition / planning obligation requiring approval of proposed highway works an earlier development process trigger point It is also possible to challenge the use of the s37 procedure in the Magistrates Court on the ground proposed highway would be of insufficient utility to the public to justify maintenance at the public expense.

5.6 Equalities and Diversity


- 5.6.1 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.
- 5.6.2 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
- 5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. As part of the consultation development a separate stakeholder management plan is being developed to ensure that equalities issues are incorporated into the policy development, consultation and implementation.

5.7 Consultation and Engagement

- 5.7.1 If the Environment Committee are minded to approve the recommendations, then actual commuted maintenance payments to be applied towards the maintenance new highway infrastructure assets adopted. will be agreed as part of Fees and Charges Report.
- 5.7.2 Any proposed charges will be consulted upon

6 BACKGROUND PAPERS

- 6.1 Cabinet Resources Committee – 28th November 2006 (Fees and Charges for Environment Theme Services)
- 6.2 2006 Policy
- 6.3 “Committed Sums for maintaining infrastructure assets” guidance document, County Surveyors Society, 2009
- 6.4 “Committed Sums for the relief of maintenance and reconstruction of bridges guidance notes ADEPT National Bridges Group January 2016

	<p>Environment Committee</p> <p>08 November 2016</p>
<p>Title</p>	<p>Implementation of the Council’s Parks and Open Spaces Strategy</p>
<p>Report of</p>	<p>Commissioning Director for 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: Draft Greenspace Capital Investment Strategy Appendix 2: Contribution to Parks and Open Spaces Strategy Action Plan</p>
<p>Officer Contact Details</p>	<p>Dennis Holmes: Dennis.Holmes@barnet.gov.uk (07753 686 111)</p>

Summary

The purpose of this report is to update the Committee on progress with the implementation of the Council’s Parks and Open Spaces Strategy.

Officers have considered the costs of implementation of the Parks and Open Spaces Strategy, together with possible sources of funding for that programme and have developed a draft capital investment programme to support implementation of the strategy.

The draft capital investment programme to support the implementation of the Parks and Open Spaces Strategy is attached at Appendix 1 to this report. In summary the draft programme anticipates a total investment of £105M over a 5 to 10 year period.

It is assumed that the draft investment programme can be funded by an overall mix of 56% developer contributions, 22% grants and 22% LBB capital; leading to 78% of the total cost of the programme being funded from external sources.

The report also updates the Committee on the development of a Natural Capital Accounting Framework for Barnet and progress with the Playing Pitch Strategy.

Recommendations

1. That the Environment Committee supports and endorses the proposed capital investment programme to support the delivery of the Parks and Open Spaces Strategy and recommends it to Policy and Resources Committee for inclusion within the Council's capital programme, as explained in para 5.2.5 of the report.
2. That the Environment Committee recognises and supports the priority for investment/improvement assigned to the categories of sites at paragraph 1.3 to this report.
3. That the Environment Committee notes that work has commenced on the development of a Natural Capital Account for Barnet which will be reported to a future meeting of the Committee.
4. That the Environment Committee notes that work has commenced on the development of a Playing Pitch Strategy which will be reported to a the 10 January 2017 meeting of the Committee.

1. WHY THIS REPORT IS NEEDED

1.1 The Council adopted its Parks and Open Spaces Strategy and Policies in May 2016. In addition to adopting the strategy, members instructed officers to:-

- Maximise the value of external funding to support the strategy aims;
- Submit a bid as part of the Council's Capital Programme to support the aims of the strategy.

1.2 The Officers have developed a draft capital investment programme for parks and open spaces designed to maximise contributions from external funding sources and this is discussed later in this report. The report also updates the Committee on progress with implementation of the Playing Pitch Strategy and Natural Capital Accounting elements of the Strategy.

Funding and Implementation of the Parks and Open Spaces Strategy

1.3 The Parks and Open Spaces Strategy creates a single framework for all aspects of greenspace investment and improvement in Barnet; including regeneration and development schemes, potential investment in Heritage Parks and Sports Hubs and the themes for investment and/or improvement. It also includes a quality/value analysis from which the following prioritisation of investment/improvements has been developed:-

Site category	Priority	Proposed actions
Low quality and high value	1	Invest in/improve sites to improve quality level and so realise greater values
High quality and high value	2	Maintain quality and value at current levels
High quality and low value	3	Enhance value level to match quality level or consider an alternative approach to the sites
Low quality and	4	Enhance quality and value or consider

low value		alternative approaches to the sites
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- 1.4 Officers have developed a draft green spaces capital investment programme to support implementation of the Parks and Open Spaces Strategy. This includes resourcing of investment in/improvements to those sites identified in the strategy as being of high value but low quality, in addition to regeneration/development schemes, Heritage Parks and Sports Hubs
- 1.5 The draft green spaces capital investment programme is given at Appendix 1 to this report. In summary the draft programme anticipates a total investment of £105M over a 5 to 10 year period; it being the case that some schemes, particularly regeneration schemes, will have extended timescales for delivery.
- 1.6 Funding sources for the delivery of the draft green spaces capital investment Programme are assumed to be an overall mix of 56% developer contributions, 22% grants and 22% LBB capital, although these proportions may vary from scheme to scheme meaning that 78% of the overall total cost of the programme may be funded from external sources. A contribution of £3.50 external funding for every £1.00 invested by the Council.
- 1.7 It is proposed that the greenspaces capital investment programme will establish appropriate allocations in the Council's capital programme against which draw down of funds for specific initiatives will be requested following the development and approval of specific schemes and the make up of their funding models between the three funding sources. This process will be managed and monitored internally via the Greenspace Board and through annual update reports to the Environment Committee.
- 1.8 Environment Committee is requested to support and endorse the proposed greenspaces capital investment programme and to recommend its inclusion in the Council's capital programme to the Policy and Resources Committee.
- 1.9 The proposed greenspaces capital programme includes sufficient resources to for those sites identified in the Parks and Open Spaces Strategy as being of high value but low quality. Further work needs to be undertaken regarding the other categories of sites.
- 1.10 The draft greenspaces capital investment programme is significant and the Council will need resources to oversee the necessary design work and subsequent tendering and undertaking of works in accordance with the Council's Procurement Rules. Officers are undertaking a review of the commissioning arrangements for greenspaces to ensure the availability of sufficient capability and capacity to deliver the programme. The outcome of this review will be reported to a future meeting of the Committee.
- 1.11 Whilst alternative means of funding the revenue costs of parks and open spaces are being actively investigated, given the reduction in the revenue cost envelope for greenspaces required by the MTFs ,alternative approaches will have to be investigated for those sites which make only limited contributions to the delivery of high level objectives such as health and

environmental improvement.

Natural Capital Accounting

- 1.12 Natural Capital Accounting is referenced in the Parks and Open Spaces Strategy and is a means of valuing the contributions of parks and open spaces. It is a technique which calculates and assigns financial values to the contributions (such as reduced costs of chronic illness by drawing more people into physical activity) that greenspaces can make to an area.
- 1.13 This 'balance sheet' approach allows the benefits from a greenspaces improvement scheme to be calculated and expressed in financial terms against its costs. It also assists in the prioritisation of greenspaces investment/improvement funding by providing a framework for assessing a financial rate of return on proposed initiatives. It will be seen from the proposed greenspaces capital investment programme that LBB capital funding is to be targeted at projects (such as artificial grass pitches) that result in income generation, leading to a positive rate of return on investment.
- 1.14 Officers are developing a Draft Natural Capital Account for Barnet in Partnership with the GLA. This is a pilot scheme which will place Barnet as a leader in the development and implementation of the technique. The Draft Natural Capital Account for Barnet will be reported to a future meeting of the Environment Committee and applied to the development of proposals for the implementation of the Parks and Open spaces Strategy.

Playing Pitch Strategy

- 1.15 The development of a Playing Pitch Strategy is a key component of the Parks and Open Spaces Strategy as it quantifies the present and future need for outdoor pitch provision in the Borough. This allows proper planning for the delivery and playing of outdoor pitch sport into the future, as well as informing proposals for the development of new parks and open spaces and improvements to existing sites.
- 1.16 The Playing Pitch strategy is being developed by specialist external consultants in accordance with current Sport England Guidance. The process is being overseen by an officer Steering Committee which includes representatives of the relevant National Governing Bodies of Sports (Cricket, Football, Hockey and Rugby Union), Sport England and appropriate departments of the Council.
- 1.17 The development of the strategy to date has involved significant discussions and consultation with local sports clubs and leagues; as well as the National Governing Bodies of Sports and has resulted in the completion of the assessment of current and future supply and demand for outdoor pitches in the Borough which has been signed off by the National Governing Bodies and Sport England.
- 1.18 The consultants and Steering Committee are now working on the next stage of the process: the development, again in discussion and consultation

with sports clubs, leagues and the National Governing Bodies and Sport England, of sport and site specific proposals which, taken together, will constitute the Draft Playing Pitch Strategy for Barnet This will be reported to the 10 January 2017 meeting of the Environment for consideration, following which it will be subject to public consultation. Once completed, the Stage D draft strategy will be subject to public consultation with the outcome of that consultation being applied to inform a final Draft Playing Pitch Strategy which will be submitted to a future meeting of the Environment Committee for formal adoption.

- 1.19 The Draft Strategy will be updated to reflect the response to the consultation exercise and reported to the March meeting of the Environment Committee for adoption.

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** – It is recommended that the Environment Committee supports and endorses the proposed capital investment programme to support the delivery of the Parks and Open Spaces Strategy and recommends it to Policy and Resources Committee for inclusion within the Council’s capital programme. This will ensure that appropriate resources are in place to deliver the Parks and Open Spaces Strategy actions; whilst maximising the value of external funding to that strategy delivery.
- 2.2 **Recommendation 2** – It is recommended that the Environment Committee recognises and supports the priority for investment/improvement assigned to the categories of sites at paragraph 1.3 to this report. This will ensure effective targeting of investment in/improvements to parks and open spaces.
- 2.3 **Recommendation 3** – It is recommended that the Draft Natural Capital Account for Barnet is reported to a future meeting of the Committee. This will allow the Committee to consider the draft account and adopt a Natural Capital Account for Barnet.
- 2.4 **Recommendation 4** - It is recommended that Draft Playing Pitch Strategy is reported to the 10 January meeting of the Environment Committee. This will allow the Committee to consider the draft strategy and approve it for public consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

That the Council could have considered its future investment in greenspaces within the Borough over a shorter time frame and on an individual service and/or site basis. This was considered but is not recommended as the strategy needs to support the longer term objectives of the Council and the development of the integrated greenspaces capital investment programme creates greater opportunities for external and partnership funding.

- 3.1 The above recommendations respond directly to many of the requirements of the Parks and Open Spaces Strategy Action Plan: scheduled in Appendix 2 to this report.

they also contribute indirectly to the delivery of the remaining requirements of the plan.

- 3.2 In addition they address the requirement to maximise the value of external funding to be applied to the delivery of the strategy and to submit a bid for capital funding for implementation of the strategy as part of the Council's wider Capital Programme process. They also create an integrated framework for the delivery of the strategy over a realistic time frame.

- 3.3 The recommendations will also ensure that the Environment Committee is kept informed of and updated on initiatives which will contribute to the delivery of the Parks and Open Spaces Strategy.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is minded to agree the above recommendations:-

- The draft greenspaces capital investment programme will be submitted to the Policy and Resources Committee for inclusion in the Council's Capital Programme;
- Delivery arrangements, including the greenspaces commissioning arrangements, for the delivery of the Parks and Open Spaces Strategy will be developed and schemes will be brought forward for approval;
- The draft Natural Capital Account for Barnet will be developed and reported to a future meeting;
- The draft Playing Pitch Strategy will be developed and reported to the 10 January meeting of the Environment Committee for consideration and approval to go to public consultation; prior to being reported to a future meeting for adoption;

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan says:-

- Barnet's Parks and Greenspaces will be amongst the best in London;

- Resident feedback consistently shows that Barnet's Park and Greenspaces are amongst its biggest assets and a strong influence for people deciding to live here;
- The Council recognises this and will continue to ensure that the Borough's Parks and Greenspaces are looked after;
- The Council will develop more innovative ways of maintaining its Parks and Greenspaces; including through greater partnerships with community groups and focus on using parks to to achieve wider public health priorities for the Borough.

5.1.2 The Joint Health and Wellbeing Strategy says:-

- Barnet is now the largest Borough in London by population (367,265 at the end of 2015) and is continuing to grow. The highest rates of population growth are forecast to occur around the planned development works in the west of the Borough; with over 113% growth in Golders Green and 56% in Colindale by 2030;
- Barnet Sport and Physical Activity Needs Assessment (2012) highlighted that whilst health behaviours and outcomes are more favourable in Barnet than in England as a whole, sport and physical activity rates and the use of outdoor spaces are below the national average;
- A breadth of evidence demonstrates that a more active lifestyle is essential for physical and mental wellbeing. Regular physical activity helps reduce the risk of stroke, type II diabetes, development of dementia, incidences of heart disease, cancers and high blood pressure. Physical activity supports the prevention and management of long term conditions as well as being a component of achieving and maintaining a healthy weight;
- Physical inactivity currently costs the UK economy £7.2 billion. Additional costs are incurred via the wider economy through increased sickness absence, premature death of productive individuals and increased costs for individuals and their carers;
- Within Barnet the health costs of physical inactivity currently amount to £6.7 million. This is approximately £1.9 million per 100,000 of the Borough's population. However, as measured by the Sport England Active People Survey Data (APS9 Quarter 2) 43.8% of the Borough are currently inactive and would like to do more;
- The number of people with mental health conditions is predicted to increase as the population grows. In November 2014, the Health and Wellbeing Board identified prevention of and early intervention in mental health problems as a priority. Mental health is our key priority in year one of the LHWB Strategy with partners coming together to make a positive impact for all of our residents;
- Maximise the potential of improvements to and changes in the management of open spaces where this could support improved mental wellbeing.

5.1.3 Local Plan Policy CS7 says the Council will create a greener Borough by:-

- Enhancing open spaces.....to provide improvements in overall quality and accessibility;
- Meeting increased demand for access to open space and opportunities for physical activity;
- By tackling deficiencies and underprovision.

5.1.4 Investment in and improvement of Barnet's greenspaces to support growth and wellbeing in Barnet will also result in the delivery of a range of outcomes linked to other Council strategies:-

- Growth Strategy: creating the environment for growth;
- Regeneration Strategy;
- Fit and Active Barnet Strategy;
- Community Safety Strategy;
- Entrepreneurial Barnet Strategy.

5.1.5 The residents' perception survey for Barnet shows a decline in satisfaction parks and open spaces: from 70% in 2013 to 66% in 2016. Consultation with residents undertaken as part of the development of the Parks and Open Spaces Strategy shows a decline in Barnet's parks and open spaces rated 'good' or 'excellent' from 28% to 14% from 2009 to 2015.

5.1.6 It is probable that failure to address the decline in residents' satisfaction with Parks and open spaces will result in a reduction in the numbers of individuals, families and groups that visit and use parks for informal physical activity and/or organised sport. Such a reduction would have an adverse effect on the delivery of the Joint Health and wellbeing Strategy outcomes.

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

5.2.1 **Finance, Value for Money and Procurement** – The draft greenspaces investment programme is designed to put into place a framework for the funding of improvements to Barnet's parks and open spaces over the next ten years. Approval of the draft investment plan will maximise the potential for the Council to attract and benefit from external funding although some Council capital will be required as partnership funding for the programme.

5.2.2 The draft programme anticipates Council capital attracting external funding of £3.50 for every £1.00 invested: equating to 78% (56% developer contributions and 22% grants) external funding and 22% Council capital funding.

5.2.3 The greenspaces investment programme will create financial allocations against which funds for specific projects will be drawn down subject to proposals and their funding packages being considered and approved by the Greenspaces Board and the appropriate committee of the Council prior to their delivery. The procurement of detailed design work and construction works will be subject to competitive tender processes in accordance with the Council's Contract Procedure Rules. This prior scrutiny and approval of schemes will ensure that value for money is achieved when capital schemes

are developed and delivered.

- 5.2.4 The revenue effects of schemes will be defined and considered by the Greenspaces Board and the appropriate Committee of the Council as part of the project approval process. It is intended that schemes, once completed, will be revenue neutral, taking alternative delivery and funding mechanisms into account.
- 5.2.5 Appendix 1 provides an indicative programme of what could be achieved, subject to funding being identified, over a 10 year period; this totals £105.625m. Policy & Resources will consider a programme over a 6 year period, for the purposes of formal budget setting; that programme totals £62.297m. Detailed schemes will only progress if relevant specific funding is identified.
- 5.2.6 **Staffing** – Delivery of the greenspaces investment programme will require appropriate capacity and capability in the organisation; including within the commissioning arrangements.
- 5.2.7 **IT** – None at this time
- 5.2.8 **Sustainability** – The parks and Open Spaces Strategy and associated initiatives detailed in this report seek to protect, improve and enhance the natural environment of Barnet. The individual projects to be delivered during implementation of the strategy will be developed and delivered in accordance with both environmental and financial sustainability and outcomes.

5.3 Social Value

- 5.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The key themes within the Parks and Open Spaces Strategy are:-

- Social outcomes and benefits;
- Environmental Outcomes and Benefits;
- Economic Outcomes and Benefits.

5.4 Legal and Constitutional References

- 5.4.1 Local authorities have a number of different statutory powers in relation to parks and open spaces, including the Public Health Act 1875 which permits the purchase and maintenance of public walks or pleasure grounds and the Local Government (Miscellaneous Provisions) Act 1976, which gives wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities shall hold and administer open space in trust to allow the enjoyment of it by the public and shall maintain and keep the open space in a good and decent state.
- 5.4.2 The Council's Constitution (Clause 15A: Responsibility for Functions, Annexe

A) sets out the terms of reference for the Environment Committee. This includes:-

- Commissioning parks and open spaces, refuse and recycling, waste minimisation and street cleaning;
- Approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources Committee;
- Approve fees and charges for those areas under the remit of the Committee.

5.4.3 Inclusion of the draft greenspaces capital investment strategy in the Council's Capital Programme is reserved to the Policy and Resources Committee and Full Council. The Constitution allocates the remaining issues dealt with in this report to the Environment Committee.

5.5 Risk Management

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

5.5.2 Risks are managed through the project boards and are reviewed and revised at board meetings. The current key risk areas are:-

	Rating Criteria	1: Low	2: Medium	3: High
1.	Total investment required		X	
2.	Potential benefits	X		
3.	Return on investment	X		
4.	Level of risk	X		
5.	Political sensitivity	X		
6.	Fit with corporate objectives	X		
7.	Users/DU's impacted	X		
	Total score	8		

5.6 Equalities and Diversity

5.6.1 The Equalities and Diversity Act, 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:-

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act, 2010;
- Advance equality of opportunity between people of different groups;
- Foster good relations between people from different groups.

5.6.2 Relevant protected characteristics are:- age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.6.3 The purpose of the Parks and Open Spaces Strategy and associated initiatives described in this report is to ensure that the broad diversity of Barnet's residents and communities continue to the benefits of these community assets and that their needs and aspirations are reflected in the provision that the Council makes.

5.6.4 Agreement by the Council to the draft Greenspaces Capital Investment Programme will put into place the resources required to allow individual project and site proposals to be developed. Equalities Impact Assessments will be developed on a scheme by scheme basis so as to ensure compliance with the requirements of the 2010 Act and that the needs of the communities and groups are fully taken into account in the development of schemes.

5.7 Consultation and Engagement

5.7.1 The draft Parks and Open Spaces Strategy was subject to consultation between January and March 2016; the outcome of which was reported to the 12 May meeting of the Environment Committee. Individual project and site proposals for the implementation of the strategy will be consulted on during their scoping and design phases and the consultation response taken into account in finalising proposals.

5.7.2 The Draft Playing Pitch will be consulted on following initial consideration by the Environment Committee at its 10 January 2017 meeting

6 BACKGROUND PAPERS

6.1 Environment Committee 12 May 2016 Papers

6.2 Parks and Open Spaces Strategy for Barnet: 2016 to 2026.

6.3 Open Barnet Data Portal

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Environment Committee: 08 November 2016

Implementation of the Parks and Open Spaces Strategy

Appendix 1: Draft Greenspaces Capital Investment Programme

The proposed Greenspaces Capital Investment Programme amounts to **£105m over a 5-10 year period** (transformational schemes will have longer timescales due to funding, e.g. Brent Cross and Heritage Parks projects), detailed throughout this document. This is proposed to be delivered through a split of **56% developer funding, 22% grant funding and 22% LBB Capital Funding** (mainly borrowing), and meaning that **78% of the total cost of the programme is to be funded through external sources of funding**.

The table shows the proposed approach to investment in open spaces to maximise the strategic benefit and funding opportunity from Council investment through both the development reserve and other capital funding (mostly borrowing, but some specific capital receipts). In most cases borrowing proposals have been linked to assets such as pavilions or roads/footpaths, but in a few places the shift towards 'Natural Capital Accounting' adopted through the Open Spaces Strategy may need to be utilised to support proposed borrowing.

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Existing Capital Programme	Colindale Parks (Transformational Investment)	12,000,000	150,000	8,350,000	3,500,000	0
	Targeted Small Scale Investments	622,000	189,000	0	18,000	415,000
	SUB -TOTAL	12,622,000	339,000	8,350,000	3,518,000	415,000
Proposed 'Transformational' Capital Investments	Regeneration and Growth Areas	36,800,000	15,115,000	6,900,000	9,110,000	5,675,000
	Development Areas	8,500,000	7,800,000	600,000	100,000	0
	Sports Hubs	14,450,000	3,950,000	4,950,000	2,300,000	3,250,000
	Heritage Parks	10,973,000	0	2,070,000	5,175,000	3,728,000
	SUB-TOTAL	70,723,000	26,865,000	14,520,000	16,685,000	12,653,000

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Proposed 'Targeted' Capital Investments	Education and Play	8,280,000	100,000	4,350,000	1,070,000	2,760,000
	Health and Physical Activity	8,100,000	0	2,500,000	1,550,000	4,050,000
	Place-making, Safety and Standards	2,850,000	0	1,000,000	0	1,850,000
	Economic and Revenue Benefit	2,750,000	0	1,000,000	0	1,750,000
	Parks masterplanning + engagement	300,000	0	300,000	0	0
	SUB-TOTAL	22,280,000	100,000	9,150,000	2,620,000	10,410,000
Totals		105,625,000	27,304,000	32,020,000	22,823,000	23,478,000

Current Capital Programme:

Transformational investment schemes

Colindale

The following capital projects are all captured within the capital funding line 'Colindale Parks' within the Assets Regeneration and Growth programme. These projects are managed by the Regeneration Service and are intended to enable transformational change in terms of social, economic and environmental benefit within the relevant regeneration area, including the opportunity for the investment to secure wider returns.

The Phase 1 Montrose and Silkstream projects are currently being developed in detail, with the intention that works begin on site during 2017-18 and continue through into 2018-19. Match funding opportunities will be sought to contribute towards the targeted £3.5m of match funding.

The remaining projects are all planned to be delivered in two subsequent phases, 2018-20 and 2021-22. Phase three projects are only likely to proceed if the £3.5m match funding can be secured against the projects within the first two phases.

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Phase 1: Montrose & Silkstream Parks	Major redevelopment of the two sites as single project. Stage C/D for planning application to Committee in September	5,000,000	150,000	4,850,000	nil	nil
	General improvements including furniture and footways to Montrose Park: quotations being sought	15,000	15,000	nil	nil	nil
	Funds being held for improvements to Montrose allotments	27,000	27,000	nil	nil	nil
	Improvements to fencing and furniture to Silkstream Park: tenders received and under evaluation These sites excluded from the POSS q/v assessment	11,000	11,000	nil	nil	nil
Phase 2: Colindale Park	Scheme/works to be defined but site will contribute to Green Ring and wider Colindale proposals Site assessed as low quality/high value within POSS	7,000,000	nil	3,500,000	3,500,000	nil
Heybourne Park	Scheme/works to be defined but will contribute to wider Colindale proposals Site assessed as high quality/high value within POSS					
Silkstream Walk / Adastral	Scheme/works to be defined but site will complement wider Montrose/Silkstream proposals Site assessed as low quality/high value within POSS					

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Phase 3: Colindeep Lane Open Space	Scheme/works to be defined but site will contribute to Green Ring and wider Colindale proposals Site assessed as low quality/high value within POSS					
Rushgrove Park	Scheme/works to be defined to contribute to Green Ring Site assessed as low quality/high value within POSS					
Totals		12,053,000	203,000	8,350,000	3,500,000	0

Targeted investment schemes

Small scale (external funding or risk based) investments:

The following capital projects reflect the mainly S106 driven nature of the existing capital programme, with local improvements delivered where direct developer contributions align with specific needs / opportunities, and top-up grant or LBB capital funds are used to enable delivery.

These projects are all planned to be delivered within 2016-17, but some are expected to slip a little into 2017-18. All of the schemes are expected to be delivered by Summer 2017.

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Copthall Playing Field	Works to car park: <u>summer 2016</u> Site rated low quality/high value within POSS Masterplanning exercise being developed for site	4,000	nil	nil	nil	4,000
Deansbrook Road Play Area	Works to children's play area: <u>yet to be planned</u> Site rated low quality/high value within POSS	32,000	32,000	nil	nil	nil
Edgwarebury Park	Improvements to tennis courts: <u>scheme completed</u> Site assessed as high quality/high value within POSS	21,000	nil	nil	nil	21,000
Highlands Gardens	Site assessed as low quality/low value within POSS General improvements: <u>quotations sought</u>	31,000	31,000	nil	nil	nil

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Lyttleton Playing Field	Refurbish tennis and sports courts: <u>to be planned</u> Site assessed as high quality/high value within POSS Bid to London Marathon Trust for further £100k failed.	100,000	100,000	nil	nil	nil
Old Court House Recreation Ground	Construction of new toilets (40k) and fencing & furniture improvements (10k): <u>quotations being sought</u> Site assessed as high quality/high value within POSS	50,000	nil	nil	nil	50,000
Percy Road Playground	Play area refurbishment; <u>works nearing completion</u> Site excluded from the POSS quality/value assessment	93,000	3,000	nil	25,000	65,000
Riverside Walk: North & South	New trim trail and ball courts	80,000	nil	nil	22,000	58,000
Stonegrove Park	New play area: <u>start on site in early 2017</u> Site assessed as low quality/high value within POSS	75,000	75,000	nil	nil	nil
Swan Lane Open Space	New play area: <u>yet to be planned</u> Site assessed as low quality/high value within POSS	20,000	20,000	nil	nil	nil

Site	Description/Comments	Total cost	S106	Dev. Reserve	Grants	LBB Capital
Tudor Sports Ground	Repair works to tennis courts: <u>work in progress</u> Site assessed as low quality/low value within POSS	30,000	nil	nil	nil	30,000
Watling Park	New play area: <u>yet to be planned</u> Site assessed as low quality/high value within POSS	20,000	nil	nil	nil	20,000
West Hendon Playing Fields	Improvements to tennis courts: <u>yet to be planned</u> Site assessed as low quality/high value within POSS	45,000	45,000	nil	nil	nil
Woodhouse Open Space	Creation of a LEAP play area: <u>to be planned</u> Site assessed as low quality/low value	19,000	19,000	nil	nil	nil
Totals		620,000	325,000	0	47,000	248,000

Proposed additional capital programme:

Delivery of the POSS objectives will contribute to the delivery of other corporate strategies including, amongst others, Regeneration Strategy, Joint Health and Wellbeing Strategy, Sport & Physical Activity Strategy and Community Safety Strategy which together have informed the POSS and its objectives. These have been used to inform the spatial approach and funding strategies of the proposed programme, alongside the identification of the strongest opportunities for securing external grant funding.

The POSS further recognises the opportunity to enhance potential capital income to the Council through investing in open spaces associated with the Council's regeneration schemes in order to boost and secure property associated property values, such investment is expected to be strongly linked to the S106 / CIL / New Homes Bonus income secured from the associated development.

To this end, the proposed Capital Investment Strategy is structured around two scale-based categories, with various themes under each:

Transformational investment schemes: Growth and Regeneration, Development Areas, Sports Hubs and Heritage Parks

Targeted investment schemes: Health, Education, Community Safety, Economy, Demographics, Place and Green Infrastructure

The following sections explain each aspect of the programme in more detail.

Proposed Additional Transformational Projects

Growth and Regeneration Areas

The Council's Local Plan recognises 8 regeneration and intensification areas, four of these align strongly with the objectives and opportunities identified within the parks and open spaces strategy and playing pitches strategy. It is therefore recognised that there is strong opportunity to focus on the creation of high quality greenspaces in four strategic locations across the borough.

The existing capital scheme for Colindale is to be supplemented by strategic investment at Brent Cross, West Hendon and Dollis Valley. These schemes all involve transformational levels of investment in existing public open spaces & highway lands to deliver high quality open spaces. Through this level of investment the open spaces will be enabled to provide a more comprehensive ranges of services and activities that responds to the increased density of living in the locality resulting from the regeneration / growth area to help achieve prevention objectives.

The alignment of the strategy and funding opportunity in these locations mean that with a small quantum of investment, the Council can make its funding go a very long way, by using agreed developer investment and CIL income allocated to the development reserve together with a small amount of Council borrowing, to leverage further grant funding into these locations, particularly linked to DEFRA (flood risk management / water quality) and Sports governing bodies (linked to playing pitch and facility improvements).

Funding packages for these schemes are assumed as **60% developer contributions, 25% grant, and 15% LBB capital**. However if DEFRA did not positively support the opportunity to deliver strategic flood risk and water quality investment in the Upper Dollis Valley with their own grant, then the overall package would be approximately to **71% developer contributions, 15% grant and 14% LBB capital**.

It is proposed that these three additional investments are captured within the Assets, Regeneration and Growth capital programme alongside the Colindale Parks funding stream to demonstrate the commitment the Council is making to these areas of major population growth.

Regeneration Area	New / enhanced open space	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital	
Brent Cross / Cricklewood	<u>Direct developer delivery (via Northern Lands developer):</u> Brent Riverside New retail squares Sturgess Park	1,500,000 TBC TBC	1,500,000 TBC TBC	0	0	0	
	<u>Proposed Council delivery (via Southern Lands partnership):</u> Clitterhouse Fields Claremont Park Other parks within the scheme	3,500,000 1,500,000 TBC	3,500,000 1,500,000 TBC	0	0	0	
	TOTAL:	6,500,000	6,500,000	0	0	0	
Colindale	Captured within the existing capital programme (£12m)	0	0	0	0	0	
Dollis Valley	<u>Direct developer delivery:</u> West entrance square East entrance square Central square	750,000 750,000 1,000,000	750,000 750,000 1,000,000	0	0	0	
	ii) Barnet Playing Fields investment	<u>Strategic opportunity to manage flooding and improve sports pitches:</u> Flood alleviation / river corridor improvements	8,000,000	0	1,500,000	5,000,000	1,500,000
	iii) Upper Dollis						

Regeneration Area	New / enhanced open space	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
Brook river improvements	<u>Responding to the playing pitch strategy required improvements:</u>					
	Playing pitch drainage improvements	1,250,000	0	500,000	750,000	0
	Changing facilities	2,350,000	850,000	0	0	1,500,000
	Cricket Squares	150,000	0	100,000	50,000	0
	Artificial Grass Pitches (x4) inc. shared use with Ark Academy	4,500,000	1,500,000	1,000,000	1,300,000	700,000
	<u>Proposed Council delivery of open spaces strategy improvements:</u>					
	Sports Equipment and Informal Recreation / Exercise facilities	250,000	0	250,000	0	0
	Play equipment and skate park	500,000	325,000	175,000	0	0
	Walking and Cycling routes	1,000,000	325,000	425,000	250,000	0
	Tree Planting and Biodiversity	250,000	0	0	50,000	200,000
TOTAL:		20,750,000	5,500,000	3,975,000	7,400,000	3,900,000
West Hendon	<u>Direct developer delivery:</u>					
i) West Hendon Estate	1.6ha Central spine and waterfront landscaped parks & play facilities	1,750,000	1,750,000	0	0	0
ii) Welsh Harp						
iii) West Hendon						

Regeneration Area	New / enhanced open space	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
Playing Fields	<u>Responding to the playing pitch strategy required improvements:</u>					
	Changing facilities	2,250,000	0	1,000,000	250,000	1,000,000
	Artificial Grass Pitches (x4)	4,500,000	750,000	1,750,000	1,300,000	750,000
	Cricket squares	50,000	0	0	25,000	25,000
	<u>Proposed Council delivery of open spaces strategy improvements:</u>					
	SSSI ecological improvements	250,000	225,000	0	25,000	0
	Play and informal recreation	500,000	250,000	250,000	0	0
	Walking and Cycling Routes	250,000	140,000	0	110,000	0
	TOTAL:	9,550,000	3,115,000	2,950,000	1,710,000	1,775,000
	TOTAL:	36,800,000	15,115,000	6,900,000	9,110,000	5,675,000

Development Areas

The following development areas have been highlighted because they involve the creation of brand new parks and open spaces within the borough as a result of a major development site. The value of these development opportunities is that they are all 100% developer funded, and almost entirely direct delivery by a developer within their own land. The Mill Hill East difference is that some element of scheme benefit was intended to be delivered off site within an existing public park that is run and maintained by the Council.

Further sites and opportunities may arise over time, but at present these are all the known opportunities that will result in the creation of new publicly accessible parks and open spaces, but where in almost all cases these will remain the responsibility of the developer in the longer term. The list below does not include smaller 'pocket play areas' (LEAPS) that are being delivered at various development sites.

Development Site	New / enhanced open space	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
Edgware Green (Stonegrove Estate)	Community square	250,000	250,000	nil	nil	nil
Millbrook Park (Mill Hill East)	<u>Direct developer delivery:</u> Panoramic Park	1,500,000	1,500,000	nil	nil	nil
	Eastern Park	750,000	750,000			
	Central Community Park	750,000	750,000			
	Public Gardens	500,000	500,000			
	Station Square	250,000	250,000			
	<u>Council sites:</u> Playground / Sports Courts (Offsite works to Bittacy Hill Park)	500,000	300,000	100,000	100,000	nil
National Institute for Medical Research	New nature reserve and sports pitches made publicly available	2,500,000	2,000,000	500,000	nil	nil

North London Business Park	New park/s and landscaped grounds for new secondary school	1,500,000	1,500,000	nil	nil	nil
TOTAL:		8,500,000	7,800,000	600,000	100,000	0

Sports Hubs

Hubs which support a number of sporting activities are proposed at three sites in the Borough: Copthall, Barnet Playing Fields and West Hendon Playing Fields. The POSS Capital Investment Strategy anticipates such developments potentially attracting partnership funding from Sport England, The Football Foundation and National Governing Bodies of Sport.

Barnet Playing Fields and West Hendon Playing Fields were captured earlier in terms of the additional capital bids in relation to the adjacent regeneration areas, in order that the capital funding request gives a comprehensive picture that enables the potential of these areas to be fully recognised as an integrated project opportunity.

Copthall is the Council's most significant sports and recreation site, placed in the centre of the borough and is home to nationally and regionally significant sports organisations. To ensure a joined up proposal that fully considers the potential of this area, a masterplanning exercise is currently underway and the deliverables and delivery plan for the site are being developed. The outcome of this work is expected in early 2017. Present estimates are that given the scale of the site, and the importance of connections through adjacent open spaces (Sunny Hill Park, Arrandene Open Space, Mill Hill Park and Mill Hill Old Railway Corridor mean the potential of the site can begin to be reached for circa £5m (a similar sum as required for Montrose and Silk Stream parks.

Victoria Recreation Ground is not identified by the playing pitch strategy as a strategic location, but the decision to build a new leisure centre on the site, alongside the neighbouring major development opportunity of New Barnet Gas Works means there is both the funding and the strategic function for considering a more significant and transformational level of investment. This investment would also be a step towards providing wider spatial coverage of more transformational parks investment.

The costs for Copthall and the other Sports Hub proposals for Barnet and West Hendon Playing Fields listed earlier are Commissioner estimates at this stage, and therefore critical to the clarification of the exact funding requirements of the POSS Capital Investment Strategy will be the seed funding in the 2017-18 and 2018-19 financial years to develop and cost detailed

proposals for each location, similar to the project underway for Colindale. The longer term and full funding commitment is more about the provision of a clear envelope for funding opportunity, otherwise the planning and preparation of proposals will either under-deliver or raise public expectations beyond that which can be afforded.

The difference in the funding packages for these two schemes reflects the unique circumstances at each location. In terms of Copthall, the Greenbelt nature of the site and the fact development proposals are for leisure use classes that do not result in a CIL income to the Council means that a mixture of S106 and funding from development elsewhere in the borough, alongside LBB Capital and a higher proportion of Grant will be necessary. Whereas at Victoria Recreation Ground the funding could come entirely from developer income (circa £3m CIL); the only difference here is that the proposal is for the park investment to be used to stimulate the development to come forwards.

The combined funding package for these Sports Hubs is 60% developer contributions, 18% grant, and 22% LBB capital:-

Site	POSS Potential Improvement	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
Copthall	<u>Developer / Partner project delivery:</u>					
	Replacement West Stand at Stadium (<i>inc. Sport Science Dept. facilities for Middlesex University</i>)	<i>TBC</i>	<i>nil</i>	<i>nil</i>	<i>nil</i>	<i>nil</i>
	Replacement Leisure Centre (<i>potentially new sport hall facilities linked to Middlesex University</i>)	<i>Separate item in capital programme</i>	<i>Separate item in capital programme</i>	<i>nil</i>	<i>nil</i>	<i>Separate item in capital programme</i>
	Replacement Greenspaces Depot (<i>likely including replacement for Mill Hill RFC Clubhouse</i>)	<i>Separate item in capital programme</i>	<i>Separate item in capital programme</i>	<i>nil</i>	<i>nil</i>	<i>Separate item in capital programme</i>

	New MUGA (x2) and spectator stand (Camden Community Football and Sports Association)	1,000,000	1,000,000	nil	nil	nil
	Parking Facilities Upgrades (wrapped into above developments as S106 requirements)	1,200,000	1,200,000			nil
	<u>Council delivery:</u>					
	Road, Cycleway, Footpath network improvements, new connections and way-finding	1,500,000	750,000	250,000	250,000	250,000
	Replacement main Pavilion and small pavilion (currently let as Hendon RFC clubhouse)	4,000,000	nil	1,000,000	1,000,000	2,000,000
	Core Area transformation, informal amenity space, play area and related improvements	2,000,000	500,000	500,000	nil	1,000,000
	New informal sports / recreation facilities, playing pitch improvements and related equipment	2,000,000	nil	1,000,000	1,000,000	nil
	Environmental and ecological improvements	500,000	500,000	nil	nil	nil
	TOTAL:	10,000,000	1,750,000	3,250,000	2,250,000	2,750,000
Victoria Recreation Ground	Transformational investment of open space, and alignment behind leisure centre objectives.	2,250,000	nil	2,200,000	50,000	nil

Totals	14,450,000	3,950,000	4,950,000	2,300,000	3,250,000
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Heritage Assets

Barnet's engagement with the Heritage Lottery Fund (HLF) Parks for People programme has been modest at best (£47k since the inception of the fund) and can be regarded to date as a major missed opportunity for the borough.

Four sites have been identified within the POSS that have the potential to attract HLF Parks for People funding. Whilst presently no designs or plans have been developed for the various parks, looking ahead the opportunity is clear, and therefore with seed funding and a clear understanding of the fact that funding packages will require match funding, an overall investment package could therefore reasonably be assumed as 20% developer contributions (via development reserve), 50% grant and 30% LBB capital until the detail of the various proposals is better understood:-

The final site listed in Victoria Park, where it was agreed with the local community and friends group that the windfall funding from sale of the park lodge was restricted to expenditure on the park. This therefore provides another source of funding to support this component of the programme, and in turn the proposals might also generate the potential for additional grant funding, although nothing is being assumed at present until the exact details of the proposals for the park are fully understood and opportunities for funding bids are identified.

Site		Estimated cost	S106	Dev. Reserve	Grants	LBB capital
Friary Park		3,750,000	nil	750,000	1,875,000	1,125,000
Oakhill Park		2,500,000	nil	500,000	1,250,000	750,000
Hadley Green		2,200,000	nil	440,000	1,100,000	660,000
Hendon Park		1,900,000	nil	380,000	950,000	570,000
Victoria Park	General improvements to site (detail TBC): Proposal currently being developed for Greenspaces Board.	623,000	nil	nil	nil	623,000
Totals		10,973,000	0	2,070,000	5,175,000	3,728,000

Proposed Additional Targeted Investments

Alignment with Strategic Themes of Parks and Open Spaces Strategy

The POSS also proposes a number of strategic themes for investment in / improvement of Barnet's green spaces together with examples:-

Strategic Theme	Examples of Improvement/investment Opportunities
Health	Green gyms; Trim trails; Cycle/Green ways/Green routes network.
Education	Upgraded playgrounds; Forest school learning centres; School partnerships to develop facilities for nature and ecology study.
Community safety	Designing out crime hotspots; Improving visibility, lighting and patrolling.
Economy	Bringing buildings in parks back into use; Promoting new cafeteria and concession outlets.
Demographics	Focus on investment in the south and west of the Borough.
Place	Better signage project; Improved entrances; Toilet provision; Refurbish and repair buildings and facilities.
Green infrastructure	Tree planting programme; Sustainable urban drainage system; Flood plain enhancement.

Spatial distribution of investments is an important consideration, but through the open spaces strategy was identified to not be the primary driver of any targeted investments in open spaces.

Instead, to steer investment, the POSS includes a quality / value analysis of all the Council's 199 greenspace sites based on a structured calculation of all the strategic benefits and objectives identified in the strategy. The analysis results in a simple 'High' or 'Low' rating of each site which is then used to target any investment activities / improvement of sites accordingly:-

POSS Rating	Priority	No of Sites
Low quality / high value	1	75
High quality / high value	2	11
High quality / low value	3	3
Low quality / low value	4	110
Total		199

A comprehensive delivery plan relative to all aspects of the POSS is being developed and is targeted for Committee in November 2016.

To inform this delivery plan, and ensure resources for the delivery of the POSS strategic themes overall through the full range of strategic and local priority sites are included in the capital programme, it is worth making clear now that it is anticipated all funding will be targeted at the 75 sites assessed within the POSS as being of low quality but high value as the priority locations for the planned investment and improvement.

The 75 low quality/high value sites have been filtered to identify those characterised as District Parks (typically 20Ha+ in area) and Local Parks (typically 2Ha+ in area) in the 2015 London Plan typology of parks and open spaces as the first tranche of sites to be considered for improvement/investment. These sites are included in the appendix to this paper.

Capital funding is sought to support investment/improvement schemes in line with the strategic themes defined in the POSS for the low quality/high value sites detailed in the appendix; adjusted for sites with specific issues and sites included in other categories within this paper.

Whilst detailed schemes have yet to be worked up, it is assumed that expenditure will be phased evenly over the 2018-19 to 2021-22 period, with the exact balance and focus of improvements being delivered each year to be determined through the Greenspaces Board and the proposed annual programme submitted to and approved by Environment Committee in February prior to each financial year. During 2017-18 will be the time for undertaking masterplanning and community consultation activities.

The funding packages for these assets will be complex and bespoke to each site, but for capital planning purposes, the following assumptions have been made about the programme as a whole: **41% developer contributions, 12% grants and 47% LBB capital in order to show:-**

Scheme	Description	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
<u>Education and Personal Development</u>						
Children's play areas	Rolling programme of 25 new play areas or upgraded existing sites across the borough	7,500,000	TBC	4,000,000	1,000,000	2,500,000
Forest Schools and Nurseries	Introduction of 5 forest school locations across the borough with relevant facilities	700,000	100,000	350,000	50,000	200,000
Learning Nature Trails	Introduction of 10 new nature trails across the borough with relevant learning tools	80,000	nil	nil	20,000	60,000
	SUB-TOTAL:	8,280,000	100,000	4,350,000	1,070,000	2,760,000
<u>Health - Improving Physical Activity</u>						
Green gyms, fitness trails & informal exercise	Creation of green gyms on 6 sites to support the SPA strategy, alongside 3 fitness trails or other informal exercise facilities	1,650,000	TBC	nil	50,000	1,600,000
Sports Facilities - Ball Courts, MUGA's and Tennis Courts	Improvement programme	5,000,000	TBC	2,000,000	1,000,000	2,000,000
Grahame Park AGP	Return AGP and pavilion to standard to protect future football foundation bids	200,000	nil	nil	Nil	200,000

Scheme	Description	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
'Green links' to improve biodiversity, cycling and walking routes	New and improved cycleways and footpaths to deliver quality leisure and amenity routes	1,250,000	TBC	500,000	500,000	250,000
	SUB-TOTAL:	8,100,000	0	2,500,000	1,550,000	4,050,000
<u>Place-making, Community Safety and Standards</u>						
Basic park equipment (Upgrade signage, toilets, furniture, bins)	Annual allocation to support basic facilities improvements for low quality / high value parks and replacements where required.	2,500,000	nil	1,000,000	nil	1,500,000
Community Safety	General improvements to address anti-social behaviour and community safety strategy	350,000	nil	nil	nil	350,000
	SUB-TOTAL:	2,850,000	0	1,000,000	0	1,850,000
<u>Economic and Revenue Benefit</u>						
Invest to save (revenue generation)	To allow investment in greenspace facilities that generate revenue (e.g. cafes in parks and bringing derelict buildings into use)	2,500,000	nil	1,000,000	nil	1,500,000
Economic drivers	New squares / market spaces / bookable spaces within parks / events equipment	250,000	nil	nil	nil	250,000

Scheme	Description	Estimated Cost	S106	Dev. Reserve	Grants	LBB Capital
	SUB-TOTAL:	2,750,000	0	1,000,000	0	1,750,000
Totals		22,030,000	100,000	8,850,000	2,620,000	10,410,000

Feasibility and Community Engagement

Priority 1 open spaces

In order to bring together the strategic POSS objectives and their proposed funding allocations from the previous table and align them with the spatial areas of greatest need for investment, see appendix 1, the priority areas for investment have been clustered as follows:

Parks Cluster Working Project Title	Targeted 'Highest Priority' Open Spaces for Investment
Burnt Oak Open Spaces	Lyndhurst Park, Watling Park, and Woodcroft Park
East Finchley Open Spaces	Cherry Tree Woods (+ identification of ways to address deficiency in open spaces).
North Circular Corridor Green Chain	Coppetts Wood, Glebelands Open Space, and New Southgate Recreational Ground
North west Greenbelt Lands	Barnet Gate, Moat Mount Open Space, Scratchwood Open Space, and Stoneyfields Park
Pymmes Brook	Brunswick Park / Waterfall Walk, Everleigh Walk Open Space

The above list does not restrict planned investment to these parks alone, but rather recognises that through a clustered area-based approach it will be possible to create a joined-up project for effectively engaging with local communities to develop and agree the priority open space proposals and investments in their locality.

Through the combined efforts of the existing capital programme, transformational projects, and the above cluster area masterplanning the Council will be able to demonstrate investment in all High Value, Low Quality open spaces to improve outcomes as envisaged by the POSS.

Priority 2 and 3 open spaces

One further feasibility study will be required to provide spatial analysis of the proposed approach to delivery developed through the above masterplans for transformational projects and high priority parks cluster localities listed above. This work should identify where the proposed investments have been targeted, and any resources that have not been allocated to project areas. From this information it will be possible to identify spatial gaps in delivery where lower priority parks would be the right location for these residual investments.

It is proposed that £50,000 is allocated towards each of these 6 masterplanning / community engagement projects = £300,000.

Appendix: POSS low quality / high value district and local park sites

The following table sets out how all 75 of the parks and open spaces categorised as low quality and high value will be clustered together and delivered as part of joined-up projects within the overall proposed capital programme for parks and open spaces investment.

The below demonstrates that the planning and preparation of proposals will consider the needs of every top priority open space and therefore the proposed investments

Site	Area (Ha)	Comments
Arrandene Open Space	23.43	Requires integrated thinking with Cophall Transformation Project.
Barnet Gate	7.89	Specific Targeted Project: North west Greenbelt Lands
Barnet Playing Fields	12.37	Proposed Transformational Project: Dollis Valley
Brent Park	3.44	Requires integrated thinking with Brent Cross Transformation Project.
Brook Farm	22.42	Requires integrated thinking with Dollis Valley Transformation Project.
Brookside Walk	6.07	Requires integrated thinking with Dollis Valley Transformation Project.
Brunswick Park / Waterfall Walk	19.56	Specific Targeted Project: Pymmes Brook
Cherry Tree Wood	5.43	Specific Targeted Project: East Finchley Open Spaces
Clarefield Park	2.10	Proposed Transformational Project: Brent Cross Cricklewood
Claremont Open Space	2.36	Proposed Transformational Project: Brent Cross Cricklewood
Clitterhouse Playing Fields	17.88	Proposed Transformational Project: Brent Cross Cricklewood
Coppetts Wood	12.97	Specific Targeted Project: North Circular Corridor Green Chain
Cophall Playing Fields	50.62	Proposed Transformational Project: Sports Hubs (Cophall Estate)
Duck Island	10.90	Proposed Transformational Project: Dollis Valley
Everleigh Walk Open Space	2.28	Specific Targeted Project: Pymmes Brook
Friary Park	9.29	Proposed Transformational Project: Heritage Assets (Friary Park)
Glebelands Open Space	12.32	Specific Targeted Project: North Circular Corridor Green Chain
Grange Playing Fields	4.02	Proposed Transformational Project: Dollis Valley
Hadley Common (Green)	19.65	Proposed Transformational Project: Heritage Assets (Hadley Green)
King George's Fields	26.19	Proposed Transformational Project: Dollis Valley

Lyndhurst Park	3.18	Specific Targeted Project: Burnt Oak Open Spaces
Moat Mount Open Space	18.49	Specific Targeted Project: North west Greenbelt Lands
New Southgate Recreational Ground	5.86	Specific Targeted Project: North Circular Corridor Green Chain
Quinta Open Space	3.29	Proposed Transformational Project: Dollis Valley
Rushgrove Park	3.65	Current Cap Programme - Transformational Project: Colindale
Scratchwood Open Space	27.45	Specific Targeted Project: North west Greenbelt Lands
Stonegrove Park	2.79	Proposal in Current Capital Programme: Live Schemes
Stoneyfields Park	3.01	Specific Targeted Project: North west Greenbelt Lands
Sunny Hill Park	21.54	Requires integrated thinking with Copthall Transformation Project
Swan Lane Open Space	3.68	Proposal in Current Capital Programme: Live Schemes
The Meads Open Space	2.65	Proposed Transformational Project: Dollis Valley
Victoria Recreation Ground	6.50	Proposed Transformational Project: Sports Hubs (Victoria Rec. Ground)
Watling Park	10.91	Specific Targeted Project: Burnt Oak Open Spaces
Welsh Harp marginal land	11.38	Proposed Transformational Project: West Hendon
West Hendon Playing Fields	26.57	Proposed Transformational Project: West Hendon
Whitings Hill Open Space	15.12	Proposed Transformational Project: Dollis Valley
Woodcroft Park	2.79	Specific Targeted Project: Burnt Oak Open Spaces
Wyatts Farm	9.36	Requires integrated thinking with Dollis Valley Transformation Project.

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Environment Committee: 08 November 2016

Implementation of the Parks and Open Spaces Strategy

Appendix 2: Direct Contributions of Recommendations to the Delivery of the Parks and Open Spaces Strategy Action Plan (as agreed May 2016)

Action No	Description
4	Align the Playing Pitch Strategy with the Parks and Open Spaces Strategy by 2017
6	To deliver the approved parks and open spaces improvements planned for Brent Cross
7	To deliver new investment in the parks and open spaces of Colindale and Burnt Oak
8	To deliver improvements to the Brent Reservoir Site of Special Scientific Interest associated with the West Hendon Regeneration Scheme and improvements to the west Hendon Playing Fields
13	To review future funding and governance options for parks and open spaces
15	To work with partners to assess opportunities for flood risk management in Barnet's river valleys by 2017
17	To work with partners to enhance bio diversity in river valleys as well as other parks and open spaces to improve awareness, education and recreation
18	Pursue opportunities to complete the delivery of the All London Green Grid Dollis Valley Project
20	To ensure measures to promote bio diversity and enhance the ecological quality and interconnectedness of the Borough's Greenspaces are included within all capital investment projects
24	To create a high quality distinctive local programme to upgrade the Borough's parks playgrounds and ensure the inclusion of all schools and parks
26	To identify funding for the development of local parks and open spaces
27	From crime statistics identify opportunities to address community safety issues
28	To sites with the potential for dog free areas or special needs to meet a wide range of mental health requirements
33	To identify specific parks and open spaces opportunities that can help tackle priority public health issues, such as diabetes, obesity and smoking

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	<p>Environment Committee 8 November 2016</p>
<p style="text-align: right;">Title</p>	<p>Annual Parking - 2015/16</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: 2015/16 Annual Parking Report</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Cooke, Strategic Lead Effective Borough Travel Jamie.Cooke@Barnet.gov.uk 0208 359 2275</p> <p>Cara Elkins, Commissioning Lead Environment Cara.Elkins@barnet.gov.uk 0208 359 4694</p>

<p>Summary</p>
<p>The 2015/16 annual parking report has been developed to inform Members of the Council, residents and business' of the parking activity which has taken place over the financial year, 1st April 2015 to 31st March 2016, including information about our services, policies and finances as well as future initiatives for the Parking service.</p> <p>The report includes information on the services in place to support vulnerable Barnet residents; including Blue Badges, Designated Disabled Bays, Taxi Cards and Freedom Passes. The report also contains information on work we have undertaken with the community, as well as information and statistics on enforcement and details of technology based initiatives which have been implemented including MyAccount and parking sensor technology. Finally, financial data for 2015/16 including information on fees and charges and details on future service initiatives and are also presented.</p> <p>Guidance issued by the Secretary of State pursuant to s.87 of The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should produce an Annual Report about their enforcement activities covering financial and statistical data.</p>

This information also needs to be published annually on the Council's website (or provide a link to a place on their website to this data if published elsewhere) in accordance with Part 2 of the Local Government Transparency Code 2014.

Therefore, following approval the 2015/16 Annual Parking Report will be published on the council's website.

Recommendations

- 1. That Environment Committee approves the 2015/16 Annual Parking Report**
- 2. That Environment Committee note that once the 2015/16 Annual Parking Report has been designed it will be published on the Council's website**

1. WHY THIS REPORT IS NEEDED

- 1.1 Barnet is now the largest borough in London in terms of its population; it has the second highest level of traffic in terms of vehicle distance travelled together with the third highest total road length and the longest distance of TfL roads. The parking service is a vital service for the Borough enabling the safe and effective management of Barnet's road space and off street parking resource.
- 1.2 The guidance issued by the Secretary of State pursuant to s.87 of The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should produce an Annual Report about their enforcement activities covering financial and statistical data.
- 1.3 The council is a Civil Enforcement Authority under the Traffic Management Act 2004 and is therefore required to produce an annual report. Additionally, the Council is taking steps to increase transparency and the level of data available to residents and business'. Thus, the 2015/16 annual parking report has been produced.
- 1.4 The 2015/16 annual parking report can be seen in Appendix A.
- 1.5 Once the content of the 2015/16 annual parking report has been agreed the report shall be designed into a user friendly document before being published on the Council's website.
- 1.6 The report has been developed to inform Members of the Council, residents and business' of the parking activity which have taken place over the financial year, 1st April 2015 to 31st March 2016, including information about our services, policies and finances as well as future initiatives for the Parking service.

2. REASONS FOR RECOMMENDATIONS

- 2.1 It is recommended that Environment Committee approves the 2015/16 annual parking report. This will enable the report to be published on the council website, providing data and information to members, residents and business' on the parking activity within the last financial year (in line with The Traffic Management Act 2004).

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Committee could choose to not approve and publish the 2015/16 annual parking report, however as this is a legal requirement (Traffic Management Act 2004 and the report contains information that the Council is required to publish under Part 2 of the Local Government Transparency Code 2014) it is advised that this option is not considered.

4. POST DECISION IMPLEMENTATION

- 4.1 If the recommendation is approved the 2015/16 annual parking report will be designed into a user friendly document and then be published on the Council website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 The finances in 2015/16 are outlined within the report. Authorisation for spend and reporting of spend will have been undertaken in line with the council budget monitoring and reporting process.

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

5.3 Social Value

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

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004 and guidance issued under section 87 of the Act by the Secretary of State for Transport states that each local authority with Civil Parking Enforcement should produce an Annual Parking Report about their enforcement activities. This includes financial information about the total income and expenditure on the parking account, breakdown by source of the income, the surplus/deficit on the parking account and how any surplus is to be spent. The local authority is also required to provide statistical information regarding the number and type of penalty charge notices issued.
- 5.4.2 The Annual Parking Report also contains information which the Council is required to publish annually on its website, (or provide a link to a place on their website to this data if published elsewhere), under the Local Government Transparency Code 2014.
- 5.4.3 The Council's Constitution (Part 15, Responsibility for Functions, Annex A) gives the Environment Committee specific responsibilities for commissioning in relation to Streetscene including pavements and all classes of roads, parking provision and enforcement, and transport and traffic management.

5.5 Risk Management

- 5.5.1 There are no risks associated with the parking annual report. Risks for individual initiatives and actions will have been gathered, monitored and reported as part of the councils risk management framework.
- 5.5.2 At this stage there are no risks which need to be raised or addressed for the future initiatives or projects noted in the annual parking report. These initiatives will monitor and report any risks as necessary.

5.6 Equalities and Diversity

- 5.6.1 The Public Sector Equalities Duty under section 149(1) of the Equalities Act 2010, requires the Authority, in the exercise of its functions to, have regard to the need to advance equality of opportunity between persons, who share relevant protected characteristics and persons who do not share them.
- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is disproportionately low.
- 5.6.3 The relevant protected characteristics area age, disability, gender

reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

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

5.7 Consultation and Engagement

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

5.8 Insight

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

6. BACKGROUND PAPERS

6.1 None

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London Borough of Barnet

Parking Services

Annual Account Report

2015/16

Foreword

We know from recent resident surveys that effective movement and management of parking services in Barnet is very important to residents and businesses. That is why the parking service is working to continuously improve so that we can work to meet requirements of drivers and pedestrians across the borough.

The Council remains committed to the key priorities outlined in its Corporate Plan, the Environment Commissioning Plan and the Councils Parking Policy. We are proud of our achievements in 2015/16.

These achievements include the successful campaign to tackle blue badge misuse. We have also made it even easier for residents to renew their parking permits by introducing online renewals for e-permits and visitor parking vouchers.

We will continue to deliver efficiencies in our parking services.

I hope that you find this annual report informative and that it helps to demonstrate the achievements, purpose and future direction of Parking Services across Barnet.

Councillor Dean Cohen

1. Introduction

Barnet is now the largest borough in London in terms of its population and we have the second highest level of traffic in terms of vehicle distance travelled together. We have the third highest total road length and the longest distance of TfL roads. Overall car ownership is higher than the London or outer London average with 73% of households having access to a car compared with 70% for outer London. With the M1, M25 and A406 all running through the borough, Barnet is a major route for London commuters, adding significantly to our residential traffic and the 13 underground and 3 Railway stations attract commuter parking.

As a large outer-London borough, Barnet has considerable variety in its environmental make-up, including diverse town centres and smaller local centres where many businesses depend on passing trade. Residents and visitors need access to a full range of local services, which include leisure, cultural, and recreational activities. It is inevitable that in a borough with high car ownership and key commuter routes, many people will seek to use their cars for these purposes and this could lead to significant congestion without effective traffic management and appropriate parking restrictions at key destinations.

In 2015 there were 219 injury accidents at the top 59 main junctions and so road safety is an issue which can be alleviated with effective road management. With the slow-moving and standing traffic, our air quality is above EU safety limits - our air quality measures are averaging 31.5% higher than the EU target set for London. Keeping traffic moving smoothly and safely has to be a top priority to reduce risk to the people that live here. So we have carried out a survey of all our traffic hotspots and placed CCTV cameras to deter poor driving, and to capture it when it happens.

As noted within [Barnet's Parking Policy](#), our aims are 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.

This report covers all our parking activity over the financial year, 1st April 2015 to 31st March 2016, including information about our services, policies and finances as well as future initiatives for the Parking service.

The effective movement and management of people and goods in London, including how vehicles park, unload, move and follow the highway code, is a difficult balance of priorities, with the demands of the motorist to get their destination quickly and parking easily competing with need for better air quality, pedestrian safety, traffic control and a finite supply of parking spaces. Thus the Parking service is required to be robust, innovative and continuously improving to meet all requirements whilst in a changing environment and with a finite resource.

Within the 2015 – 2020 [Environment Commissioning Plan](#), the Commissioning priorities for parking are;

- *We will implement a Parking Database with improved customer experience with online permit and PCN transactions*
- *We will introduce CCTV enforcement in key locations outside of schools and junctions to keep traffic moving and vulnerable road users safe*
- *We will introduce Transparent parking information including details of the number of penalty notices issued in which locations*
- *We will provide more effective and customer focused web content making it easier for our residents to perform parking transactions and find out information*

2. Parking Services Vision

The Parking Service is customer-focussed and responsive to the public, is transparent, robust in enforcement thereby encouraging increased compliance, effectively managing our partner organisations, and operating efficiently and effectively whilst ensuring value for money. For the public, roads will be safer, air pollution reduced, there will be adequate parking spaces close to the high street and residents homes and vulnerable communities will be supported.

3. Maintaining support to the most vulnerable

Barnet recognises that we need to support those who are vulnerable. To do this, there are a number of services in place to support vulnerable Barnet residents; including Blue Badges, Designated Disabled Bays, Taxi Cards and Freedom Passes. All of these services have eligibility criteria and Information on each of these services is detailed below.

The report and in particular this section, highlights how the council meets the requirements for people with disabilities within the parking service. The council also take into account the equalities impacts of their practice and proposals on the nine protected characteristics identified in the Equalities Act 2010 across the parking service. These are age, disability, ethnicity and race, gender, gender reassignment, marriage/civil partnership, pregnancy and maternity, religion and belief, sexual orientation.

3.1 Freedom Passes

Freedom passes are funded by Barnet Council for older and disabled people and gives free travel on most public transport in London 24 hours a day (after 9.30am on most National Rail services within the London area), including all day at weekends and on public holidays. This pass may also be used to travel on local bus services in the rest of England under the terms of the Concessionary Bus Travel Act 2007.

From 1 April 2015 to 31 March 2016, 1881 elderly freedom passes and 526 disabled freedom passes were issued.

For more information and detail on the support available, please look at the [Barnet Council website](#) or contact the Assisted Travel team who can support with Blue Badges and Freedom Passes.

Assisted Travel Team
Tel: 020 8359 4131
Email: Assisted.travel@barnet.gov.uk

3.2 Blue Badge Parking Permits

This is a national scheme whereby a Blue Badge helps disabled people with severe mobility problems to have access to goods and services by allowing them to park close to their destination. The Blue Badge can be used on any vehicle in which the holder is travelling. The holder, whom must be present, does not have to be the driver but the concession must be for the benefit of the disabled person and not merely for the convenience of other people using the vehicle.

In 2015/16, 5355 Blue Badges were issued to individuals and organisations as renewals and for new applications. The total number of badges on issue is currently 15670 blue badges, as of August 2016.

Blue Badges Issued: 01 March 2015 – 30 April 2016	
TOTAL BADGES ISSUED	5355
Total Individual Badges Issued	5328
Total Organisation Badges Issued	27
Total Blue Badges on issue (as of 24 th August 2016)	
TOTAL BADGES ON ISSUE	15670
Total Individual Badges On Issue	15508
Total Organisation Badges On Issue	162

To apply for a Blue Badge please visit the [government website](#).

For more information and detail on the support available, please look at the [Barnet Council website](#) or contact the Assisted Travel team who can support with Blue Badges and Freedom Passes.

Assisted Travel Team
Tel: 020 8359 4131
Email: Assisted.travel@barnet.gov.uk

3.3 Designated Disabled Parking Bays

The Council decided that in order to better assist people in parking close to their homes, applications for a "Designated Disabled Parking Bay" to be provided close to the resident's home would be approved if specific conditions were met. These Designated Disabled Bays allow only the applicant's vehicle to be parked in the bay, as they would need to clearly display their Blue Badge and a specific permit applicable to only that bay, in their vehicle. As of September 2016, 136 designated disabled permit bays within London Borough of Barnet.

3.4 Taxi Cards

The London Taxicard scheme provides subsidised door to door journeys in licensed taxis and private hire vehicles for London residents who have serious mobility or visual impairments.

It is funded by the London boroughs and Transport for London and managed by London Councils on their behalf.

You are automatically eligible for a Taxicard if you:

- Receive the Higher Rate Mobility Component of the Disability Living Allowance
- Receive 8 points or more for the Moving Around Activity component of Personal Independence Payment
- Are registered severely sight impaired or blind (not partially sighted)
- Receive a War Pension Mobility Supplement
- Receive Higher Rate Attendance Allowance (only in Hackney, Sutton, Barnet, Redbridge, Newham, Islington and Westminster)

If you are not in one of the above categories you may still be eligible, but you may need to provide medical evidence or have a mobility assessment.

The Taxicard scheme is subsidised by the London boroughs and the Mayor of London, which means residents pay considerably reduced fares. For most journeys residents will pay a flat fare, costs and subsidies can be found on the [London Councils website](#).

If you would like to apply for the scheme you need to request an application form from London Councils or access the [online application form](#). If you require any further information on the scheme please contact London Councils on the details below.

London Councils
Address: Taxicard London Councils, 59½ Southwark St, London, SE1 0AL
Tel: 020 7934 9791
Fax: 020 7934 9591
Email: taxicard@londoncouncils.gov.uk

4. Working with the Community

Barnet undertakes a number of parking initiatives, some of which are free of charge to support local communities and visitors in the Borough. Example Initiatives include;

- For Christmas 2015, the council offered free weekend parking leading up to Christmas in the pay to park bays. Additionally, during other religious festivals the Council works with a number of organisations to alleviate parking and traffic disruption to residents and those attending the events.
- Residents and businesses within the Saracens stadium Controlled Parking Zone (CPZ) are offered additional support with parking for event days. Residents and businesses can obtain a permit (up to a maximum of 3 permits per premises) free of charge and can to apply for up to 16 visitor vouchers each year free of charge.
- We facilitate the provision of in-home support for residents such as those who receive essential home visits from a healthcare professional by providing a Carers Permit free of charge to residents living in a Controlled Parking Zone (CPZ). Further information and details on how to apply for a Carers permit can be found on [online](#).

In addition to parking initiatives, Barnet has other initiatives on other transport modes.

For example;

- Bicycle storage units: In 2015/16 the council provided Barnet Homes with funds for 22 Bike Hangars (which hold 132 spaces) which have been placed across the borough. In addition there are also a number of on street stands.

5. Blue Badge Fraud - Working with the Police

The miss-use of blue badges is an issue for all local authorities. In October 2015, Barnet's CAFT Team took over the responsibility of dealing with blue badge misuse from the Assisted Travel Team. The team have since undertaken a number of exercises alongside NSL, the Safer Neighbourhood Team and the Metropolitan Police, aimed at clamping down on blue badge fraud with the aim of reducing this type of fraud for the benefit of all customers in the borough.

5.1 Misuse and theft of blue badge parking permits

Any misuse of a blue badge is an offence. It can be withdrawn under the following circumstances. It is not permissible:

- for non-disabled people to use a Blue Badge for their own purposes – if they do so, they are liable to a fine
- to use a Blue Badge unless the holder is in the vehicle, or the vehicle is being driven to or from an area which is accessible only to vehicles displaying a blue badge in order to pick up or drop off the holder

Members of the public who suspect that a Blue Badge is being misused are encouraged to report the details, including the date, time, location, and vehicle registration and badge number to the Council's Assisted Travel Team, whom administer the Blue Badge Scheme.

As the concessions offered by Blue Badges are considerable, they are particularly valuable and prone to theft whilst being displayed in vehicles.

5.2 Exercises to reduce Blue Badge fraud

Three proactive exercises were carried out by CAFT during 2015/16. The exercises were reported within the Corporate Anti-Fraud Team (CAFT) Annual Report 2015-16 at [Audit Committee on 19th April 2016](#).

The first of these exercises took place in October 2015 when CAFT officers accompanied by NSL officers carried out a street patrol in the Edgware area. During this exercise 40 Blue badges were checked for validity which resulted in 2 being seized for misuse and 1 being seized for not having any start or expiry date printed on it.

The second exercise took place in January 2016 where after a number of referrals indicating that Blue badge misuse was taking place CAFT officers who were accompanied by officers from the Safer Neighbourhood Team carried out a patrol in the Hendon area. During this exercise 20 badges were checked for validity with 2 being seized.

The third exercise took place in March 2016. This was a larger exercise as it utilised Officers from CAFT and NSL and Metropolitan Police. It was a full day operation and covered two areas that were highlighted as high risk from intelligence received and gathered were Hendon and Finchley Central areas. During this exercise 84 badges were checked for validity. During this operation nine criminal offences were identified relating to Blue Badges fraud/misuse. Six badges were seized; Two were taken by Police as evidence relating to offences of theft and forgery. Ten Penalty Charge Notices (PCN's) were issued during the Operation generating fines (and income) totalling £600 back to the council.

Disabled Blue Badge Misuse and Fraud From 1st October 2015 The CAFT became responsible for the investigation of Blue Badge Misuse as well as Blue Badge fraud so these statistics refer to the period 1st October – 31st March 2016.		
Number of new referrals received	62	As a result of these 62 referrals 21 badges have been seized.
Prosecutions	3	
Warning letters issued	14	In addition to these warning letters being issued to the badge holder, 9 (Penalty Charge Notices (PCN) were issued to the actual offender.
With or being prepared for legal action	8	Details of cases are reported on closure if fraud is proven or another sanction given.
Cases closed insufficient evidence to investigate	22	
On-going investigations at year end	15	

6. Using technology to improve the Parking Service

A number of technological initiatives have been undertaken in 2015/16 in order to make it easier for customers to access and utilise parking services.

6.1 My Account

My Account was a council wide initiative launched in March 2015, to make it easier for residents to access Council services via a single account and password. For the parking service, residents can use My Account to apply for and renew parking permits online and purchase visitor parking vouchers, as well as requesting a Controlled Parking Zone suspension. Barnet Council introduced electronic permits via My Account in October 2015. Since its launch, over 1000 residents have enrolled with My Account to use parking services and now benefit from renewing their parking permits online which is not only easier but faster and can be carried out at the time and place most convenient to the customer. Residents can register for [My Account](#) on Barnet's website.

6.2 Pay by phone and on-street credit card machines

Cashless parking has been introduced across the borough to make it easier for customers to pay for parking. Pay by phone was initiated off street i.e. within Car Parks in 2010 and then on street in parking bays in the following years. In addition to pay by phone, it was felt that some customers and communities would benefit from other payment methods. Thus, credit

card pay and display machines were implemented in 2013 and we now have 59 machines in the borough, four of which are in carparks and the rest can be found in town centres. In addition, for parking on street and off street you can also pay via Paypoint in shops and purchase parking scratch cards from libraries or via the contact centre.

Further details on cashless parking and details on how to register to pay by phone can be found [online](#).

6.3 Introduction of Parkmap and Traffweb

Buchanan Computing's Parkmap is a GIS-based Traffic Management Order (TMO) software, which essentially shows the parking restrictions linked to TMOs on a map-based format.

In 2014, the Council as part of a drive to improve its parking regime, and in recognising that TMOs need to be accessed by a number of different people, to undertake a number of specific tasks, the Council determined that they would change their Permanent TMO system to a map-based system, via the introduction of the ParkMap system. Written schedules are no longer necessary, as the restrictions are now shown on a map-schedule where the lengths and restrictions can be visualised. As and when permanent TMO changes are made, ParkMap is updated by the Parking Design Team which then automatically uploaded to the internet via the [TraffWeb portal](#).

The public can access the Traffweb portal – which is essentially a 'lite' version of Parkmap - to view the parking restriction layouts and details across the borough at home or on their smart mobile device. This provides much improved visibility of all restrictions in place throughout the borough and motorists can use this to plan their journey to specific locations and in particular where they will park. By clicking on a restriction and text box appears and this explains the restriction – i.e. on what day and the times the restriction applies.

In addition to showing the current parking restrictions in the borough ParkMap includes a public consultation facility, which allows proposed new parking restrictions and proposed changes to the parking layout to be viewed and commented on through TraffWeb.

6.4 Parking Sensor Technology

In October 2015 a parking sensor trial was established in Temple Fortune Town Centre which has involved 179 sensors being installed in all parking bays within the Town Centre boundary.

The sensors record when a vehicle arrives and leaves to enables the council to monitor movements, parking periods and occupancy levels. As the sensors identify whether a bay is occupied it is possible for a motorist to use the sensors SmartApp (available to download for free on Apple IOS and Android devices) to identify where spaces exist either before travelling or as they arrive in the area. This helps reduce the amount of time spent looking for a space and is thus environmentally friendly and allows a motorist to find a space that is closest to their intended destination and/or is the cheapest (or even free) in the area.

This provides very useful intelligence that the council did not have previously and it is intended that we will use the data to make informed decisions on how best to increase occupancy levels in the longer term. The trial is still in place however if the pilot is successful it is hoped that it will be rolled out to further town centres across Barnet.

7. Enforcement

Parking enforcement provides a tool to assist the authority to meet its traffic and other transport strategies and goals. The idea is to encourage a high level of compliance by motorists with parking controls so as to best meet the objectives and the council's overriding duties, and penalty charges should dissuade motorists from contravening parking restrictions. The objective of Civil Parking Enforcement in Barnet is to maximise compliance and minimise the requirement for issuing of penalty charges, thereby positively contributing towards traffic congestion and improving road safety. It is important that the enforcement regime is a high quality service that is effective and fair, but also robust and supportive of the Council's and the Mayor for London's transport strategies.

The Council's parking enforcement service provides firm but fair enforcement of parking controls. Parking offences are subject to a variety of observation times dependent upon the type of parking offence which are clearly defined in the contract with the external parking enforcement service provider (NSL).

Civil Enforcement Officers (CEOs) patrol throughout the Borough, dealing with parking contraventions in relation to, but not limited to the following:

- on-street parking places
- car parks;
- yellow lines
- bus stops
- taxi ranks
- commercial vehicles
- loading restrictions
- suspended parking bays
- footways and verges
- double parking
- obstruction of lowered kerbs
- school keep clear restrictions
- disabled parking bays
- pedestrian crossings zigzag markings.

Further information on Controlled Parking Zones, Penalty Charge Notices and Moving Traffic Contraventions can be found below.

7.1 Controlled Parking Zones (CPZ's)

A Controlled Parking Zones (CPZ's) is an area wide parking scheme made up of waiting restrictions (yellow lines) and parking places (bays) and which is usually subject to a general restriction. We use CPZ's to ensure suitable parking is available to local residents at

restricted periods as well as ease congestion by deterring inconsiderate and inappropriate parking while dissuading commuting motorists from driving into these areas.

CPZs have typically been introduced in residential areas around shopping centres and major transport hubs such as underground stations where commuter parking has developed. The timing of CPZs varies, often limited to an hour a day around transport hubs, but operating for most of the working day close to shopping areas although all-day (24 hours) controlled parking zones can be considered if appropriate.

7.1.1 Process for introducing a new CPZ

Upon making a decision that the introduction of a CPZ should be investigated in an area, the Council would take the following steps;

- An ‘informal’ consultation would take place in the agreed consultation area, designed to obtain information from the community about whether the residents, businesses and other organisations/bodies would be in favour of a CPZ. The responses would assist the Authority to decide whether a scheme should be introduced and how it will operate.
- If considered necessary a second layer of ‘informal’ consultation could take place, on a designed CPZ layout, where the community would be asked again about their favour or otherwise for a CPZ, but more specific detail about days/hours of control.
- Where a CPZ is being proposed – that is a scheme is designed and manner of operation is determined - as part of the Traffic Management Order (TMO) processes, a ‘statutory’ consultation in accordance with national legislation would always be carried out. This is where the local community (residents, businesses and other local organisations/bodies) are sent a letter and drawing of the proposed scheme. The documentation would explain in full what area the CPZ would cover, what the restrictions would be, and how the CPZ would operate. The letter would ask the community to consider the proposal and submit comment or objection. To coincide with this letter formal TMO notices would be published in a newspaper circulating in the locality and in the London Gazette, and would be erected on-street in and around the proposed CPZ area. Internal and external stakeholders such as the emergency services, user groups, and other departments in the Council would be consulted.
- Dependent on the size and complexity of the CPZ it may be prudent to set up staffed or static public exhibitions or question and answer sessions at the local resident forum or Area Committees. It is of paramount importance that for any proposed CPZ the authority gets local buy in and ownership in order to make any scheme work.

Depending on the size and complexity of any CPZ investigation, and the need to report consultation information to Committee regularly, the process can reasonably take between 6 - 18 months from start to finish.

In 2015/16 no CPZ schemes were introduced or revised.

If you would like more information about CPZ's or would like a CPZ in your area please contact the Parking Design Team on the contact details below.

Design Team (Parking)
 Traffic and Development Section
 Email: highwayscorrespondence@barnet.gov.uk
 Tel: 020 8359 3555

7.1.2 CPZ Permits

There are a number of permits currently available, including Residents, Visitor vouchers Business, Builders, Essential service vouchers etc. Parking permits can be obtained online, via the MyAccount.

In November 2014 the council introduced the [parking policy](#) and one of the policy's main aims is to reduce air pollution and one of the schemes implemented to help achieve this aim is the introduction of Emission based permits - differential charging based on vehicle emission for CPZ permit holders. The rationale for parking charges based on emissions is just one part of the wider actions being planned to try to reduce air pollution in Barnet and improve air quality for residents.

In 2015/16, 14,935 resident permits were issued which generated income of £2,483,000 (further financial information can be found in the [Special Parking Account](#)).

Barnet Council has introduced electronic permits and a new pricing structure based on car emissions has been implemented. The current cost of Resident Parking Permits:

Green resident permit: £0	
First vehicle:	•Low Band (110 gCo2 or less) £30
	•Middle Band (111-200 gCo2) £40
	•High Band (Greater than 200 gCo2) £60
Second vehicle: £70	
Third vehicle: £70	
Fourth Vehicle £70	

Residents who live in a Controlled Parking Zone (CPZ) can purchase visitor vouchers, to allow guests and visitors to park in a 'resident permit holders only' or 'permit holder only' parking place during the controlled hours. Visitor vouchers can be purchased on line or by contacting the council. The full-day visitor vouchers cost £1 each.

For more information on Parking Permits visit the [Council's website](#) or contact the Parking Permits Team below.

Parking Permits
 Address: London Borough of Barnet Parking Permits, PO Box 49065 London N11 1UZ
 Tel: 020 8359 7446

7.2 Penalty Charge Notice PCN's

A Penalty charge notice (PCN) can be issued should a vehicle be observed as not complying with the parking restrictions that are in force for a particular location. Civil Enforcement Officers don't have targets or incentives, they only issue PCNs to vehicles parked illegally.

Penalty charges are:

- £110 for higher rate penalties
- £60 for lower rate penalties, and
- £130 for bus lane contraventions

In 2015/16, 148,041 PCN's were issued.

Enforcement statistics for 1 April 2015 to 31 March 2016	
<i>London Borough of Barnet</i>	
Higher differential level parking PCNs under the TMA 2004	102,807
Lower differential level parking PCNs under the TMA 2004	35,489
Bus lane PCNs issued under the LLAA 1996	9,745
Moving Traffic PCNs issued under the LLA & TfL Act 2003	0
Total PCNs	148,041

7.3 Moving Traffic Contraventions (MTC's)

With some of the busiest roads in London, Barnet is at risk of too many traffic accidents, too much congestion and too much air pollution. From April 2016, Barnet has started to issue Moving Traffic Contraventions, by using CCTV traffic enforcement to monitor up to 60 of our hottest road spots and schools in a push to improve safety, keep traffic moving and make the borough a better place to live and travel.

London Councils' are provided with powers by the London Local Authorities and Transport for London Act 2003 which allows for the enforcement of moving traffic regulations.

Areas which are now being monitored are;

- parking on school zigzags
- banned right, left or U-turns ignoring 'no entry' signs
- driving the wrong way down a one-way street
- blocking yellow box junctions

We shall continue to monitor the benefits of the introduction of Moving Traffic Contraventions and are looking to introduce further locations in the future as well as redeploy some of the existing units as deemed appropriate.

Further information, details on paying your parking ticket and information on camera locations can be found online on the [Barnet website](#)

7.4 How not to get a PCN – useful Do's and Don'ts

Nobody wants to be issued with a PCN – so our message is simple - follow the rules and only park where you are allowed. Below are some useful Do’s and Don’ts to think about when parking in Barnet and further information about parking enforcement can be found [online](#).

Do’s	check the times when you can park
	park within the markings of the bay
	check that the bay has not been suspended
	check the time you have to return to your vehicle
	check that your permit or pay and display ticket is properly displayed before leaving your vehicle or that you have successfully paid by phone
Dont’s	stay longer than the maximum length of stay
	park where you know where you shouldn't
	ignore a Penalty Charge Notice if you get one
	leave more than one pay and display ticket or resident permit on show

8. Car Parks

Within Barnet there are 27 council car parks across the borough available for use by residents, businesses and the public.

- 15 pay and display public car parks
- 3 permit holder only car parks
- 3 Car park permit holders car parks
- 6 free car parks

For full details including opening times, disabled bays and current charges, [see our car parks directory](#).

9. Finance

9.1 Special Parking Account

The Special Parking Account provides a breakdown of income and expenditure on the authority’s parking account. The breakdown of income includes details of revenue collected from on-street parking and Penalty Charge Notices. In 2015/16, the total income generated, excluding any expenditure, was £12,581,000.

Additionally, the account provides a breakdown of how the authority has spent a surplus on its parking account. As can be seen, in 2015/16 the net operating surplus of £7,122,000 was put towards a number of services, including Concessionary Fares (Blue Badges, Freedom Passes etc), SEN Transport, Highways Maintenance and the Roads/footways programme.

The Special Parking Account is published each financial year on [Barnet’s Open Data Portal](#).

1. SPA Accounts	
	£'000

Income	
Penalty Charge Notices	(6084)
Residents Permits	(2483)
Pay & Display	(3422)
CCTV Bus lanes	(591)
Total Income	(12581)
Expenditure	
11352 Special Parking Account	
Operating Expenditure	5458
Net Operating Surplus	(7122)
Balance brought forward	(1914)
Appropriation to General Fund	7122
Balance Carried Forward	(1914)
2015-2016 Identified Usage	Actual
	£'000
Highways Investment Programme	.0
Roads/footways programme - qualifying spend	348
Highways Maintenance	2311
Concessionary Fares	15152
SEN Transport	3077
Total Qualifying Expenditure	20889

9.2 Section 106 contributions

Section 106 (S106) Agreements are legal agreements between Local Authorities and developers; these are linked to planning permissions and can also be known as planning obligations. Section 106 agreements are drafted when it is considered that a development will have significant impacts on the local area that cannot be moderated by means of conditions attached to a planning decision. A Planning obligation will aim to balance the pressure created by the new development with improvements to the surrounding area ensuring that where possible the development would make a positive contribution to the local area and community.

The developer provides S106 monies which the council will spend on the local area and community.

In 2015/16 the S106 contribution of £45,266 of S106 was made available specifically for Parking schemes in defined areas of the borough. The money will be spent on schemes such as, the implementation of changes to the, or the provision of a new, controlled parking zone in the vicinity of the Land in order to mitigate against any traffic impacts of the Development on the local roads.

9.3 Fees and Charges

Under the powers of the Road Traffic Regulation Act 1984 (RTRA 1984), local authorities may:

- impose charges for parking in car parks
- charge for parking in on-street parking bays (e.g. through the sale of permits/vouchers and through various short term payment methods)

When introducing on-street parking and setting parking charges, authorities must have regard to the purpose of the powers incorporated in the RTRA 1984. This is against the backdrop of the duty under the Traffic Management Act 2004 to manage the network so as to reduce congestion and disruption.

Most charges are set by London Councils, this includes PCN charges however Barnet can set its own charges for resident parking permits, bay suspensions and car park charges.

Charges in 2015/16 were agreed at the [Policy & Resources Committee in March 2015](#). All other fees and charges remained the same or were subject to below inflation (2%) increases, and were published on the council website.

The 2015/16 changed fees and charges are as follows:

Resident Parking Permits			
Lower Band gCo2	Middle Band gCo2	Higher Band gCo2	% Change
<110	111 – 200	>200	
£30.00	£40.00	£60.00	-
Additional Cars, upto 4	2014/15	2015/16 Proposed	
Resident Parking Permit (First)	Various	Various	Illustration purposes
Resident Parking Permits (Second)	£70.00	£70.00	Illustration purposes
Resident Parking Permits (Third)	£70.00	£70.00	Illustration purposes
Resident Parking Permits (Fourth)	£0.00	£70.00	100%
Green Permits	2014/15	2015/16 Proposed	% Change
Electric Vehicles	£15.00	£0	100%
Temporary Permits	2014/15	2015/16 Proposed	
Weekly	£0	£100.00	100%
Monthly	£0	£160.00	100%
Suspension Bay Applications	2014/15	2015/16 Proposed	
One Bay Suspension 1 Day	£60	New charging process - see below	100%
Application Process	£0	£130.00	100%
Daily Rate - chargeable bays P&D per bay per day of suspension	£0	Application process above + £30.00	100%
Resident Only - per bay per day of suspension	£0	Application process above + £20.00	100%

9.4 Comparison of Resident Parking Permit prices

In comparison to three neighbouring London Borough's (Enfield, Harrow and Brent) it can be seen that overall Barnet's charges for Annual resident parking permits are lower than neighbouring boroughs, including the charges for additional cars (above 1 per household).

London Borough of Enfield Annual [Resident permits Fees](#)

Engine size	Price for all-day zones	Price for 1-to-4 hour zones
1000cc or less	£55	£27.50
1001cc to 1600cc	£110	£55
1601cc to 1999cc	£165	£82.50
2000cc to 2499cc	£220	£110
2500cc to 2999cc	£275	£137.50
3000cc	£330	£165

London Borough of Harrow Resident [Annual Parking permit Fees](#)

Vehicle	Fee
Environmentally friendly vehicles	No charge
1	£70
2	£105
3	£140
4	£175
All subsequent vehicles	£175

London Borough of Brent [Resident Annual Parking Permit fees](#)

Vehicle band	1	2	3	4	5	6	7
Vehicle emissions (gCO ₂ /km) of passenger vehicles registered on or after 1 March 2001	Less than 110	110-130	131-150	151-175	176-200	201-255	255+
Cylinder capacity of engine (cc) of passenger vehicles registered before 1 March 2001 and goods carrying vehicles	Less than 1101	1101-1200	1201-1550	1551-1800	1801-2400	2401-3000	Over 3000
Duration: 12 months							
1st permit (£)	0	56	83	111	139	167	222
2nd permit (£)	40	96	123	151	179	207	262
3rd permit (£)	80	136	163	191	219	247	302

10. Delivering Customer Service

Parking is a statutory process but we do align to Barnet's customer charter where appropriate which is followed by the council, including the Parking team.

Customer Care Charter: our promise to you

Barnet Council is committed to giving you outstanding customer service whenever and however you choose to contact us. We have standards in place which we monitor to make sure that this happens. We also check with our customers that our standards are the right ones, and we improve them if necessary.

We strive to be an organisation that is:

- friendly, fair, patient and professional at all times
- listening, sympathetic and human
- easy to reach and do business with
- accurate and clear about what we can and can't deliver

Further information on our customer care charter can be found online on the [Barnet website](#).

11. Comments, Compliments and complaints

We take feedback about our services seriously and welcome any comments, compliments or complaints about the parking service.

- Compliments: Any compliments regarding individual staff members will be sent to their line manager and details will be recorded on file. It is helpful to let professionals know when they have done a good job.
- Comments: We will use your feedback to help improve the services that we provide.
- Complaints: A complaint is any expression of dissatisfaction of our services. Please let us know what has gone wrong giving us as much detail as possible because it helps us to understand the situation better and what you would like us to do to put things right.

All Complaints should be sent to: Email: first.contact@barnet.gov.uk Tel: 020 8359 2000

Further detail on comments, compliments or complaints can be found on the [Barnet Council web pages](#).

12. Set up of the Parking Service

Barnet's parking service is set up with a number of partners who combined provide different elements of the parking service.

For example, Customer Support Group (CSG) process all permit, suspension and visitor voucher applications and process all Blue Badge and Freedom Pass application via there Assisted Travel team. Regional Enterprise (Re) provide support in regard to addressing new initiatives and the introduction and design of new schemes/restrictions/CPZ's. Re also review all parking concerns and look to provide a suitable solution. The Parking Team within the council manage the parking enforcement functions which includes monitoring the NSL contract and other partners who provides services including nuisance vehicle removal and machine maintenance.

Key contact details can be found below;

Barnet Council including Customer Support Group (CSG), Regional Enterprise (Re)

Tel: 020 8359 2000

Email: first.contact@barnet.gov.uk

Website: <https://www.barnet.gov.uk/citizen-home/council-and-democracy/forms/Contact-the-council.html>

Queries on a parking or bus lane [penalty charge notice](#) (PCN or parking ticket):

Email: barnet@nslservices.co.uk

Post: Barnet Parking Service, PO Box 197, Lowton Way, Hellaby, Sheffield, S98 1LW

Design Team (Parking)

Traffic and Development Section

Email: highwayscorrespondence@barnet.gov.uk

Tel: 020 8359 3555

All other parking queries:

Tel: 020 8359 7446

Email: parking.permits@barnet.gov.uk

Abandoned vehicle queries:

Tel: 020 3375 4242

Assisted Travel Team

Tel: 020 8359 4131

Email: Assisted.travel@barnet.gov.uk

13.Future Initiatives and Actions

As noted in our Parking policy the council is committed to 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.

Thus we have a number of future initiatives which we hope to implement including;

- Introduction of Zip Cars

- Introduction of Electric Charging
- The production of a Long Term Transport Strategy for the Borough
- Procurement of a new enforcement contract
- improving parking content amiable on the councils website

We have also implemented a Parking Transformation Programme which aims to transform and improve Barnet's parking service. The transformation programme will focus on solutions for the current contractual, communication, resourcing and process challenges that affect the service and will aim to embed measurable improvements in service delivery. Some of the projects and initiatives within the programme are detailed above.

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**London Borough of Barnet
Environment Committee Work
Programme November
November 2016 - May 2017**

Contact: Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
8th November 2016			
Fees and Charges	To be confirmed	Commissioning Director Environment	Non-key
Commuted Maintenance Payments for Highways	To be confirmed	Commissioning Director Environment	Non-key
Green Spaces - Capital Bid Update	To be confirmed	Commissioning Director Environment	Non-key
Regulatory Service - Service Update	Update of work programme for regulatory services	Commissioning Director Environment	Non-key
Parking Services - Annual Report	Statutory Annual Report for Parking Service 2015/2016	Commissioning Director Environment	Non-key
Street Scene Enforcement	To be confirmed	Commissioning Director Environment	Non-key
Moving Traffic Contraventions - Update Report	Update of MTC project and potential new sites.	Commissioning Director Environment	Non-key
Barnet Group Street Scene - Verbal Update	That the Committee receive a verbal update.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Highways Work Quarter 2 update	For the Committee to approve the Highway Work Quarter 1 update.	Commissioning Director Environment	Non-key
11th January 2017			
Draft Playing Pitch Strategy	Draft Street Cleansing Framework 2016 to 2025 Playing Pitch Strategy.	Commissioning Director Environment	Non-key
LiP - 2016/17	To agree LiP priorities for 2016/2017.	Commissioning Director Environment	Non-key
The Vale was referred to the Environment Committee from the Finchley and Golders Green Area Committee	That the Committee consider and determine the referred report from the Finchley and Golders Green Area Committee.	Commissioning Director Environment	Non-key
Network Recovery Plan 2016/17	To agree to NRP for 2016/17.	Commissioning Director Environment	Non-key
Cemetaries and Crematoria	Update report on the capital project developments in Hendon Cemetery.	Commissioning Director Environment	Non-key
Public Realm arboriculture - future policy implications	To note and comment on the development of an arboriculture policy for new and established trees.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Footway Parking Review Update	That the Committee consider and provide approval of the Footway Parking Review.	Commissioning Director Environment	Non-key
15th March 2017			
Street Scene Alternative Business Model (ADM)	To consider report on the Outline Business Case II for the Street Scene ADM.	Commissioning Director Environment	Non-key
Highways Work Quarter 3 Update	For the Committee to approve the Highway Work Quarter 1 update.	Commissioning Director Environment	Non-key
Playing Pitch Strategy - Final Approval	To be confirmed.	Commissioning Director Environment	Non-key

London Borough of Barnet
Environment Committee Work Programme
November 2016 - May 2017

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
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Green Spaces – Capital Bid Update	To be confirmed	Commissioning Director Environment	Non-key
Parking Services - Annual Report	Statutory Annual Report for Parking Service 2015/16	Commissioning Director Environment	Non-key
Business Planning			
Streetscene Enforcement	To be confirmed	Commissioning Director Environment	Non-key
Barnet Group – Street Scene – Verbal Update	That the Committee receive a verbal update.	N/A	Non-key
Highways Work - Quarter 2 Update	For the Committee to approve the Highway Work Quarter 1 update.	Commissioning Director Environment	Non-key
11 January 2017			

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
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Highways Work Quarter 3 Update -	For the Committee to approve the Highway Work Quarter 1 update.	Commissioning Director Environment	Non-key
Playing Pitch Strategy – Final Approval	To be confirmed	Commissioning Director Environment	Non-key
11 May 2017 – Items to be allocated			